



TENNESSEE

Commercial Vehicle Safety Plan

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

**Fiscal Years 2022 - 2024
Annual Update FY 2024**

Date of Approval: July 30, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

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

- Part 1: MCSAP Overview (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

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

REMINDERS FOR FY 2024:

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

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

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

Part 1 Section 2 - Mission/Goal Statement

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

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

The Tennessee Highway Patrol of the Tennessee Department of Safety and Homeland Security (TDOSHS) is the sole agency in the State of Tennessee responsible for enforcing laws related to size, weight, and safety regulations for commercial motor vehicles. The Tennessee Highway Patrol is the State's lead agency for the Motor Carrier Safety Assistance Program and does not fund any sub-grantees.

The Tennessee Department of Safety and Homeland Security's mission is to serve, secure, and protect the people of Tennessee. The Department's vision is to be a national leader in best practices that enhance public safety and customer service. The Commercial Vehicle Enforcement Administration Unit of the Tennessee Highway Patrol is responsible for the Department's mission with respect to commercial motor vehicles. Tennessee carries out this mission through commercial vehicle inspections, traffic enforcement, education, and the implementation of special initiatives targeting Commercial Motor Vehicle safety. These activities include the following:

- Enforcement of motor vehicle and criminal laws focusing on commercial motor vehicles
- Regulation of commercial motor vehicles and motor carriers per Title 49 CFR
- Public Education and Awareness
- Driver/Vehicle Inspections
- Carrier Investigations and New Entrant Safety Audits
- Data Collection
- Crash Investigations

FY 2024 update: The mission of the Commercial Vehicle Enforcement (CVE) / Motor Carrier Plus (MC+) division of the THP is to improve highway safety through strategic enforcement, education, and compliance.

Part 1 Section 3 - MCSAP Structure Explanation

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

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

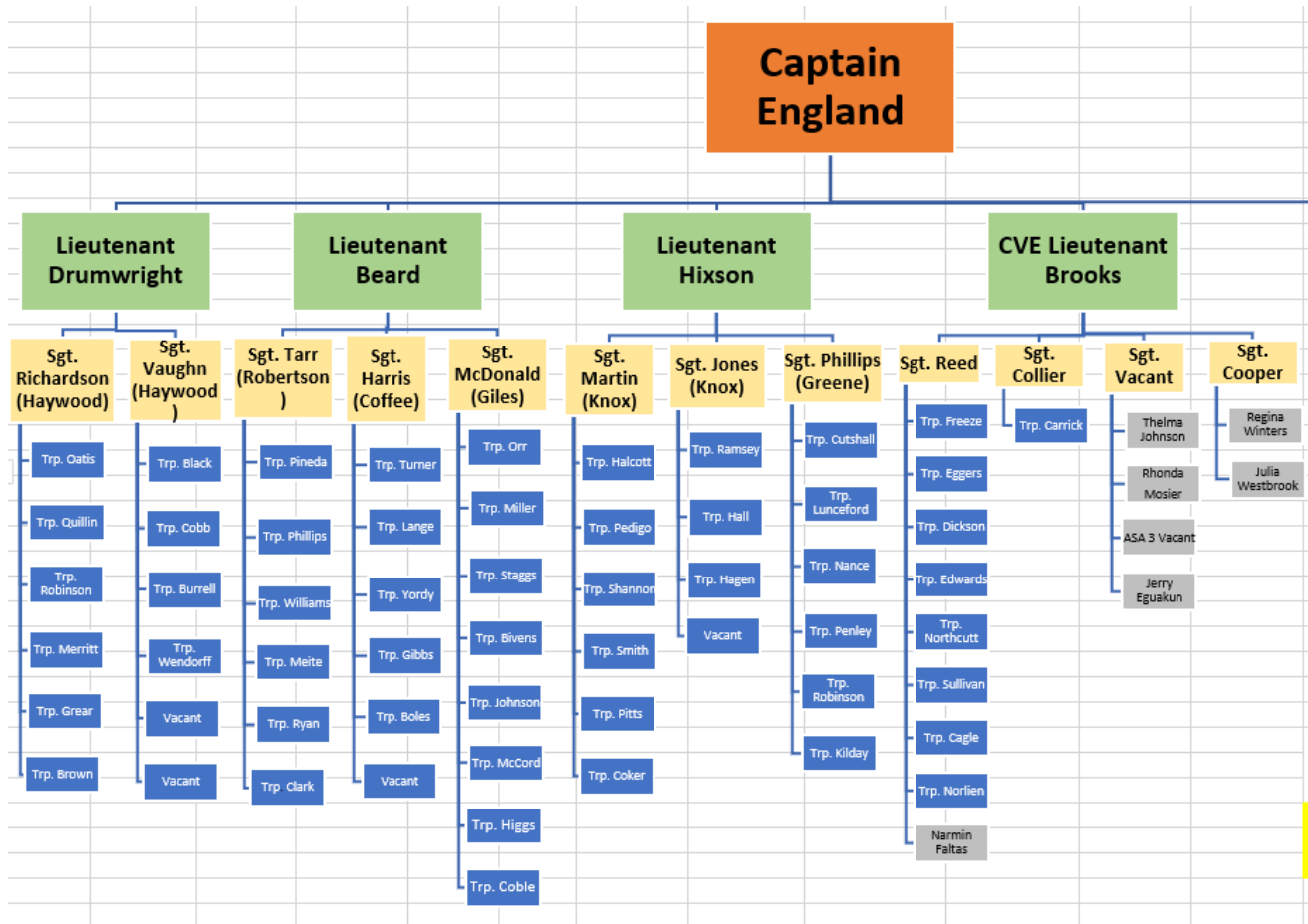
Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input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

According to Tennessee Code Annotated (TCA) Title 65 Chapter 15, the Tennessee Highway Patrol (THP) is the lead agency in the State of Tennessee responsible for enforcing laws related to size, weight, and safety regulations for commercial motor vehicles and the Federal Motor Carrier Safety Assistance Program. No sub-grantees are funded. The THP uses various regulatory, enforcement, and educational strategies to achieve its mission. Tennessee troopers are certified to conduct all levels of the North American Standard inspections, including passenger carriers, cargo tanks, and hazardous materials. The THP, in partnership with the Federal Motor Carrier Safety Administration, conducts commercial motor vehicle targeted enforcement and public education and awareness programs geared toward both industry and the general public to increase awareness of commercial motor vehicle safety issues and the operation of passenger vehicles around commercial motor vehicles.

There are eight THP Districts within the state. Each district is commanded by a District Captain. All districts are under the command of the THP Administrative Office located in Nashville, Tennessee. The command staff consists of Majors, Lieutenant Colonels, and a Colonel. Originally, within the state there were eight commercial vehicle weigh station facilities. **FY 2023 update: The inspection and weigh station in Robertson county has recently closed as planned for the construction of a new scale facility. Please see the Safety Technology section for more information on that closing.** Each of the remaining 7 fixed facilities is under the command of a Lieutenant who reports to the Captain of that district. All of the Agency's commercial motor vehicle activities are coordinated by the Commercial Vehicle Enforcement Administration Unit. Within the Commercial Vehicle Enforcement Administration Unit is a Lieutenant who coordinates passenger transportation safety and one Sergeant coordinates hazardous materials and one coordinates new entrant activities. There are also two Sergeants whose duties include, but are not limited to, coordination of commissioned and industry education, interpretation of regulations for drivers, motor carriers and field personnel. All four Sergeants report to the Commercial Vehicle Enforcement Lieutenant who oversees all CVE grant and enforcement programs and he reports directly to the CVE Captain. The Captain then reports to a Major within the THP Command Staff. **UPDATE FY 2023: CVE has received permission to add a full time Trooper position to the CVE staff.**

FY 2024 Update: As of May 1, 2023, the Tennessee Highway Patrol has completed the planned restructuring of our Commercial Vehicle Enforcement Division. All troopers assigned to the eight (8) fixed scale facilities across the State no longer fall under the direct supervision of the District Captains in the field. The Tennessee Highway Patrol has unified the commercial vehicle program by merging the Commercial Vehicle Enforcement Administration Division with all scale facility personnel and now operate under the newly created Motor Carrier Plus (MC+) Division. All Scale Facility troopers, New Entrant troopers, and CVE Administration troopers are now under the direct supervision of the MC+ Captain. The new structure of THP's commercial vehicle program is expected to increase all commercial vehicle enforcement activity, improve the quality of CMV inspections, increase and improve public education and outreach, and thus create a more comprehensive enforcement program with a unified goal. The newly created MC+ Division will utilize its new supervision structure to be more creative with the days and hours when the scale facilities are open, improve CMV enforcement saturation initiatives, and capitalize on the assistance from the troopers in the field who will remain a minimum of Level III certified to increase our overall footprint in the State. The division will require two (2) CMV traffic enforcement saturations per facility each month and public education and outreach which will now include more industry training. All fixed scale facility troopers will now operate at approximately 85% to 100% under MCSAP as they will no longer be pulled from their CMV enforcement duties for other tasks the field district deemed necessary. Additionally, the personnel assigned to the Robertson County Scale Facility are working 100% CMV enforcement duties roadside while that facility is being rebuilt.

Below is the new organization chart for the Motor Carrier Plus Division. The MC+ team includes the CVE Administration, the Scale Facilities, and Pupil Transportation (Pupil is within MC+ but 100% State Funded). The organizational chart does not show Pupil Transportation since it is 100% state funded.



Along with the CVE commissioned personnel, there are several administrative support personnel who include an Administrative Secretary, an Accounting technician, a Grants manager, a Statistical analyst, and part time Fiscal Service Accounting personnel. There are also eight Troopers and one Administrative Assistant who make up the Tennessee New Entrant Program.

FY 2024 update: MC+ now has personnel in addition to the Scale facility personnel, which currently includes 59 commissioned officers. Scale personnel include three Lieutenants who answer to the CVE Captain and supervise two

to three Scale Facilities. Each facility has one or two Sergeants who oversee the day to day operations. Additionally, the MC+ Division has added an additional Administrative Services Assistance V to assist with the additional administrative workload that is anticipated by the increased CMV activity under the new structure. MC+ will continue to include one Administrative Trooper who will assist with all CMV training and be an additional subject matter expert for the field troopers, one Commercial Vehicle Analysis Reporting System (CVARS) Manager (Administrative Services Assistant III), and one CVARS Administrative Services Assistant II who reviews the crash data for accuracy and completeness.

Another change being made per the restructuring to Motor Carrier Plus is that the MC+ Division will assume responsibility over all aspects of the CMV Post Crash Investigation Program moving forward. Prior to the creation of MC+, the Critical Incident Response Team (CIRT) oversaw the Post Crash Investigation Program. In reviewing the Post Crash Investigation Program, the MC+ Division plans to purchase crucial technology and provide enhanced training so that our troopers are able to provide high quality investigations of Commercial Motor Vehicle (CMV) crashes when called upon. Currently, very few MC+ troopers are certified to conduct CMV Post Crash Investigations, but it is the intent of the MC+ Division to have all MC+ troopers become Post Crash Certified as a minimum requirement for assignment to our division. CVSA has already been scheduled to come to the THP Training Center in May of 2024 to train and certify 25 MC+ Troopers in Post Crash Investigations with the intent to schedule more classes with CVSA as their schedule permits.

~~Update FY 2023: As of June 2022, THP had 52 troopers assigned to the fixed inspection facilities and 713 in patrol and/or administrative positions.~~ All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers in specialized CVE positions are required to maintain higher levels of certification. Troopers assigned to the road and administrative positions are required to complete a minimum number of North American Standard inspections each year in addition to their regular duties. The primary responsibilities of troopers assigned to the fixed facilities are commercial vehicle inspections and other commercial motor vehicles related enforcement.

All new troopers are required to pass the North American Standard Part A. Within six months of completing training they must complete 32 North American Standard Level III inspections with a Certified Field Training Officer. Select troopers receive additional training in HAZMAT, Level VI (Radioactive Materials & Transuranics), North American Standard Part B, cargo tank, and passenger carrier, which allows them to gain certification in these specialized areas.

FY 2023 update: The table below shows the number of certified Troopers as of June 2022.

FY 2024 update: Level I inspections will be conducted primarily by the MC+ troopers.

FY 2024 update: The following chart shows the current number of commissioned officers certified for commercial vehicle inspections.

CY 2023 Certified Inspectors	
Type of Certification	Count
NAS Level I	354
NAS Level III	459
Hazmat	124
Cargo Tank	68
Passenger Carrier	22
Compliance Review	4
Safety Audit	10

Source: TDOSHS, TITAN Division, SafetyNet Database, June 27, 2023

For the FY 2023 CVSP, the State of Tennessee has 765 troopers trained on commercial vehicle inspections as of June 27, 2022. FY 2024 update: The 59 commissioned officers at the scale facilities and the 15 CVE/MC+ administrative officers will be between 85 and 100% MCSAP and will now be a part of the MC+ Division. The remaining 739 troopers, who work the road and answer to the District Captains, will continue to perform MCSAP activities on a part-time basis. The majority of Level III inspections will be conducted roadside with each CMV stop. Because of this large number, a methodology has been developed to calculate the amount of salary which is paid from MCSAP. The calculation determines the percentage of Tennessee Highway Patrol activity in hours that is payable via MCSAP. The amount of grant overtime commercial vehicle activity hours that is reported in the Tennessee Integrated Traffic Analysis Network (TITAN) trooper activity system is subtracted from the total commercial vehicle activity hours to equal the amount of MCSAP payable commercial vehicle hours. The total hours eligible for MCSAP funding are calculated by subtracting the total hours of activity performed on grant overtime from the total hours of activity in TITAN. The formula is as follows:

Total Activity Hours minus Grant Overtime Activity Hours = MCSAP Eligible Hours

Total CV Activity Hours minus Grant Overtime CV Hours = MCSAP Payable CV Hours

*MCSAP Payable CV Hours divided by MCSAP Eligible Hours * 100 = % of MCSAP Eligible Hours Dedicated to CV Activity*

- 1) *Total Activity Hours - The sum of all hours of activity reported by the troopers when entering their activity into the (TITAN).*
- 2) *Total CV Activity Hours - The sum of all hours designated as commercial vehicle activity by the Troopers when entering their activity into the TITAN Trooper Activity System.*
- 3) *Grant Overtime Activity Hours - The sum of all hours designated as grant funded activity by the Troopers when entering their activity into the TITAN Trooper Activity System.*
- 4) *Grant Overtime CV Hours - The sum of all hours designated as grant funded commercial vehicle activity by the Troopers when entering their activity into the TITAN Trooper Activity System.*
- 5) *MCSAP Payable CV Hours - This is the total amount of hours to be counted toward Commercial Vehicle activity after the time dedicated to commercial vehicle grant overtime is subtracted.*
- 6) *MCSAP Eligible Hours - The number of hours remaining after Grant Overtime Activity Hours are removed from Total Activity Hours.*

There are also four full-time MCSAP employees, eight part-time MCSAP employees, and eight part-time New Entrant employees.

~~FY 2023 update: There are now 6 full-time MCSAP employees.~~

The State of Tennessee has identified the Tennessee Highway Patrol as the lead agency for commercial vehicle enforcement. In order to meet the requirements of 49 CFR part 350, several activities are conducted on a regular basis.

The State of Tennessee, Highway Patrol executes the following activities to meet the requirements of 49 CFR part 350.213(b):

- Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of laws restricting the use of alcohol and controlled substances
- Training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substances
- Breath testers are available to troopers either at fixed inspection facilities, local sheriff's offices, and police departments
- Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by an occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
- Training for roadside officers and inspectors to detect indicators of controlled substance trafficking

- Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.
- Enforcing federal registration (operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
- Enforcing the financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387

All troopers receive training to detect drivers under the influence. In accordance with National Highway Transportation Safety Administration (NHTSA) standards, all troopers are trained in Standardized Field Sobriety Testing (SFST). They also participate in the Advanced Roadside Impaired Driving Enforcement (ARIDE) program which is sponsored by the Governor's Highway Safety Office (GHSO).

FY 2023 update: All cadets participate in the Tennessee Bureau of Investigation's course on Human Trafficking.

All troopers receive annual training on using Query Central to check for drivers that are prohibited from operation due to Drugs and Alcohol Clearinghouse data.

K-9 units are available upon request for any trooper that may have suspicion of possession of illegal substances during an inspection.

Due to the very nature of their size and mobility, the Tennessee Department of Safety and Homeland Security recognizes the possibility that commercial vehicles may be used in the interstate transportation of significant amounts of controlled substances. The possibility that a driver of a large commercial vehicle is operating while impaired by controlled substances or alcohol poses a great safety hazard to the motoring public and the citizens of Tennessee. As set out in 49 CFR 350.201(q)(3) as a requirement for the basic Motor Carrier Safety Assistance Program funding, troopers will be assigned to patrol interstates and state routes, identified as "drug corridors", by statistical information. Emphasis is placed on the following:

1. Interstates that connect source cities to destination areas
2. Areas of increased drug activity including highways with increased drug seizure activity
3. Areas adjacent to inspection stations that are known as "by-pass" routes

Tennessee utilizes the Drug Interdiction and Criminal Enforcement (DICE) overtime activity which is directed for commercial motor vehicles and passenger vehicles traveling around commercial motor vehicles.

Another core activity performed by THP is the verification of operating authority/insurance on each carrier inspected via ASPEN, CVIEW, or the FMCSA Portal. This is written in General Order 900, Section III, D, 11.

The THP has adopted the Commercial Vehicle Safety Alliance (CVSA) out-of-service criteria.

Troopers in each district are trained annually during the state's commercial motor vehicle in-service to check operating authority.

Trooper compliance to operating-authority enforcement is managed via review of the PRISM report and those who fail to identify an out-of-service carrier are required to submit a corrective action memo to the Commercial Vehicle Administrative Lieutenant and possibly attend remedial training.

Part 1 Section 4 - MCSAP Structure

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

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

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	TENNESSEE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	813
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	813
Traffic Enforcement Activities	813
Investigations*	3
Public Education and Awareness	813
Data Collection and Reporting	813
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	TENNESSEE DOES NOT HAVE ANY SUBRECIPIENTS
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

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

Trend Analysis for 2016 - 2020

Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the **Measurement Period column**. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the **Number of Fatalities column**, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The **Goal and Outcome columns** relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual Outcome column**, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

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

FMCSA Reportable Large Truck Fatalities per 100 Million TN VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	195	0.1470	0.2580
01/01/2019	12/31/2019	156	0.1485	0.1930
01/01/2018	12/31/2018	135	0.15	0.1720
01/01/2017	12/31/2017	114	0.15	0.1430
01/01/2016	12/31/2016	111	0.15	0.14

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 Passenger Carrier Fatalities and fatality rate per 100 Million TN VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	1	0	0.0010
01/01/2018	12/31/2018	1	0	0.0010
01/01/2017	12/31/2017	1	0	0.0010
01/31/2016	12/31/2016	0	0	0

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

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

Hazmat related Fatal Crashes per 100M TN VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	1	0	0.0160
01/01/2019	12/31/2019	1	0	0.0210
01/01/2018	12/31/2018	1	0	0.0110
01/01/2017	12/31/2017	1	0	0.0150
01/01/2016	12/31/2016	2	0	0.02

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

Large Truck Crash Fatalities: Source: Tennessee Department of Safety and Homeland Security, TITAN Division - TITAN database, 13 April 2021. VMT from FHWA Baseline data for all data is from 2016. Motorcoach/Passenger carrier crash Fatalities: Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 4/13/2021. Baseline data is from 2016. Hazardous Material (HM) Crash fatalities: Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 7/6/2021 Baseline data is from 2016 as seen in chart above. TN ALL VMT Est. 100M VMT are as follows: 2016 79,029 2017 79,933 2018 78,591 2019 80,995 2020 75,510 2021 Q-1 19,864 VMT estimated from FHWA data

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

The following shows the TN CMV fatalities, goal, and outcome for the first quarter of CY 2021.

2021 # of CMV related fatalities	38
2021 goal for rate of CMV fatalities per 100 million TN VMT	0.1455
2021 actual rate of CMV fatalities per 100 TN VMT	0.191

Source is TDOSHS, TITAN Division - FARS Database, 4/13/2021

The following shows the TN Motorcoach/passenger carrier fatalities, goal, and outcome for first quarter of CY 2021

2021 # of Motorcoach/passenger carrier related fatalities	0
2021 goal for rate of Motorcoach/passenger carrier related fatalities	0
2021 actual rate of Motorcoach/passenger carrier related fatalities	0

This rate is again for fatalities per 100 million TN VMT.

Source: TDOSHS, TITAN Division - SafetyNet Database 4/13/2021

The following shows the TN Hazardous Material (HM) crash with HM Cargo Release fatalities for first quarter of CY 2021

2021 # of Hazmat related fatalities	0
2018 goal for rate of Hazmat related fatalities	0
2018 actual rate of Hazmat related fatalities	0

This rate is again for fatalities per 100 million TN VMT

Source: TDOSHS, TITAN Division - SafetyNet Database 4/13/2021

CMV FATAL CRASH REDUCTION:

The Tennessee fatal crash rate for commercial motor vehicle related traffic incidents has increased since 2016. The largest increase was between 2019 and 2020. It is believed that part of the reason for this large increase was due to the COVID 19 pandemic and increased civil unrest within the country. Inspection stations were closed for part of the year and strict social distance protocols were put in place. There was also a sharp decline in non-commercial vehicles on the road, giving large trucks open roadways with little or no enforcement. The goal set for the eCVSP for FY 2022 is to stay at or decrease the CY 2020 rate of 0.258 large truck fatalities per 100 M TN VMT.

MOTORCOACH/PASSENGER CARRIER FATALITY REDUCTION:

Tennessee continues to maintain a very low and almost non-existent fatality rate related to motorcoach/passenger carrier crashes. During the pandemic, very few passenger carrier vehicles have been on the road. These vehicles are beginning to return to the road as the CDC restrictions have decreased. Tennessee will continue to maintain a goal of 0 fatalities for passenger carrier vehicles.

HAZARDOUS MATERIAL FATALITY REDUCTION

Tennessee also continues to maintain a very low and almost non-existent fatality rate related to hazardous material carrier crashes. Tennessee continues to place significant emphasis on the Hazardous Material program and activities which focus on maintaining not only low fatalities related to hazardous material carriers, but low crash rates as well.

Narrative Overview for FY 2022 - 2024**Instructions:**

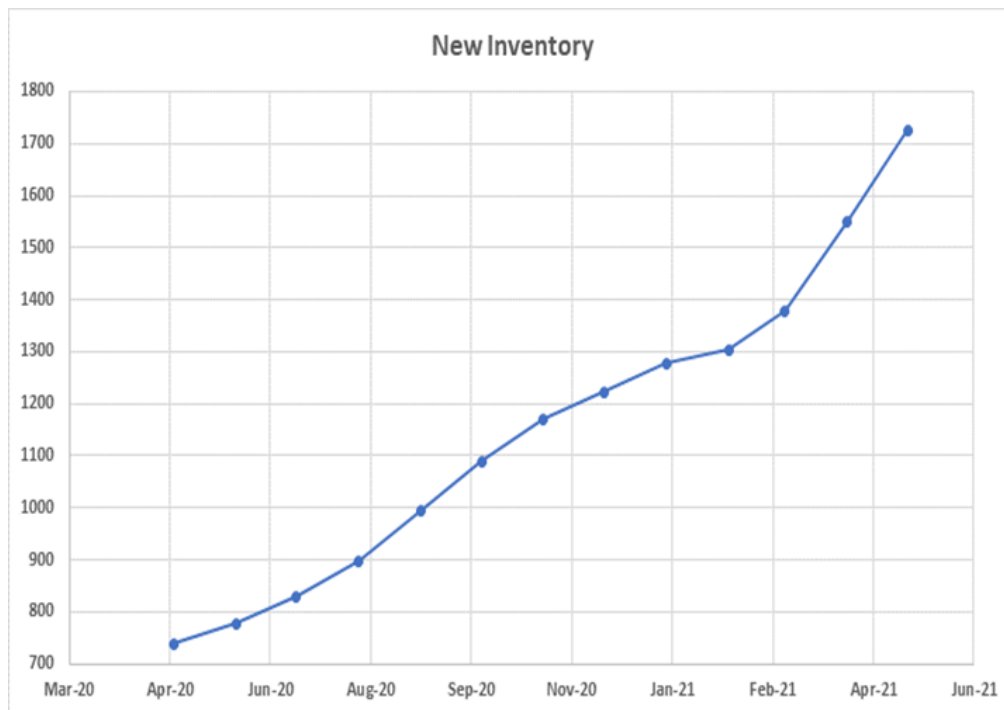
The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number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

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

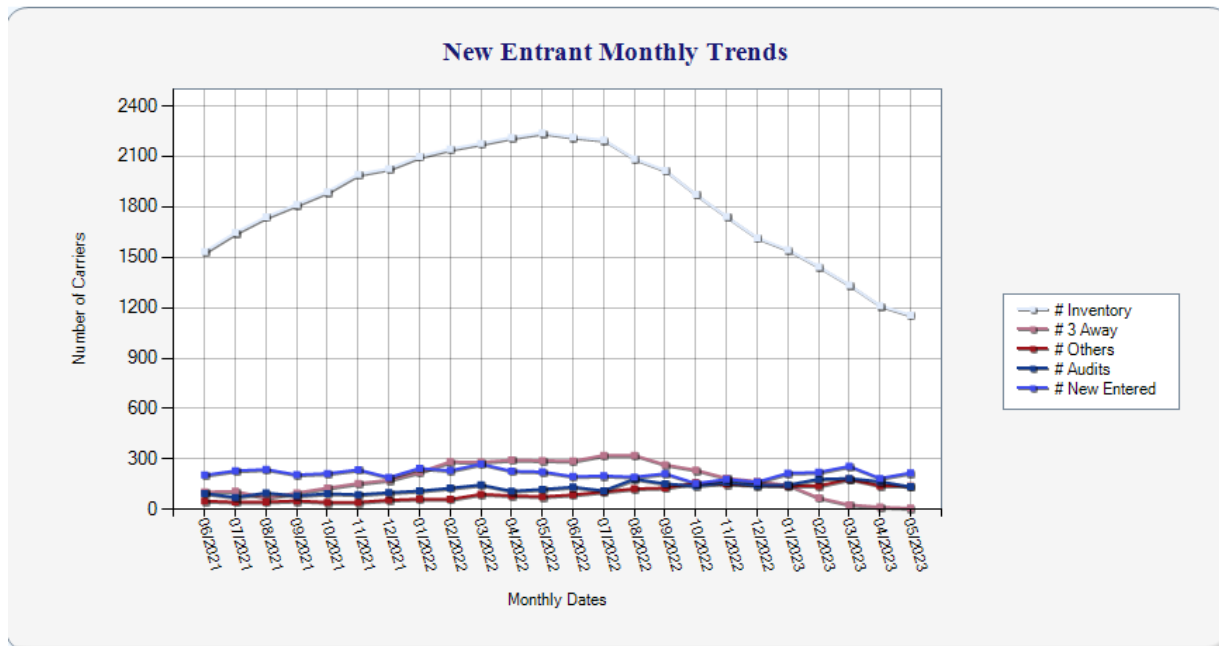
Tennessee faces unique challenges due to the geographical nature throughout the state. Tennessee is known as a "Bridge State", meaning many trucks are not loading or delivering in TN, but are passing through due to the seven main interstates which run through the state. In addition to being a "Bridge State", Tennessee has exploded with industry growth over the last several years. As of March 2020 prior to the COVID shut down, there were 13,600 establishments in TN in distribution and logistics. 218,000 Tennesseans were employed by distribution and logistics establishments, and each of the 95 counties in TN is involved in the general freight trucking industry. The above information was obtained from "Transportation, Distribution, and Logistics Report 2018," Tennessee Department of Economic and Community Development (downloaded from <https://tnecd.com/industries/distribution-and-logistics/>, 17 Jan 2020)

FY 2024 update: Tennessee now has over 249,000 workers employed by over 15,200 distribution and logistics establishments which include, but are not limited to companies such as Amazon, FedEx, Covenant Transport, and Averitt Express, just to name a few. Source is <https://tnecd.com/industries/distribution-and-logistics/> (accessed 8/14/2023)

Due to this industry growth, there are more than twice the number of carriers entering into the New Entrant program compared to the number in 2016. The chart below shows the upward trend for Tennessee's New Entrant Inventory just since April, 2020.



FY 2024 update: New Entrant growth has leveled out and has been decreasing since June of 2022. Below is the current inventory. Please see the New Entrant portion in Part 2, Section 9 for additional information.



Source: <https://ai.fmcsa.dot.gov//FSAS/NewEntrants/Monthly.aspx#RD> accessed 6/23/2023.

Tennessee also faces infrastructure challenges. FY 2023 update: According to the American Transportation Research Institute (ATRI), Tennessee has gone from having six areas that were in the top 100 truck bottlenecks in the U.S in 2021 to nine areas in Tennessee that are in the top 100 truck bottlenecks in the U.S. as of February 2022.

Source: <https://truckingresearch.org/2021/02/23/2021-top-truck-bottlenecks/>

Not only do these top truck bottleneck areas exist, but there are many more congested intersections in all four major cities in Tennessee including, Memphis, Nashville, Chattanooga, and Knoxville.

FY 2024 update: The ATRI report from February 2023 states that TN not only has 7 areas in the top 100 truck bottlenecks in the U.S. in 2022, but also has the 9th highest ranked truck bottleneck in the country in Nashville at I-24/I-40 at I-440 (East).

In addition to all issues above, there are also many rural areas throughout the state as well as a variety of landscape types which exist between the far west end of the state in Memphis and the far east end of the state in Fall Branch. All of these factors together require a tremendous amount of manpower to maintain consistent enforcement. It also stands to reason that all of these factors combined have contributed to being included in the top 10 states for fatal large truck crashes. FY 2024 update. According the FMCSA Memorandum for the last three eCVSP/MCSAP applications, TN has been in the top 10 states for fatal crashes involving Large Trucks. In the FY 2024 Memorandum it does, however, show that TN despite still being in the top 10, there was 15% decrease in the number of fatal crashes involving large trucks from 2021 to 2022. TN is hopeful the new CMV reorganization will lead to lower crash and fatality rates.

FY 2023 Update: One specific area has seen a dramatic increase in fatalities over the course of CY 2021. That area is the I-55 stretch which crosses the Mississippi River from Missouri to Tennessee. The Hernando DeSoto Bridge, which carries Interstate 40 over the Mississippi River between Arkansas and Tennessee was shut down for repairs on May 11, 2021 after a routine inspection found a structural crack. I-40 is a major artery through the center of America with one of the highest truck traffic percentages in the United States. I-40 runs through Memphis and crosses the Mississippi River, making Memphis a major transportation and economic center. The I-40 Hernando DeSoto Bridge is one of only two river crossings in the Memphis area. The other is the I-55 Mississippi River Bridge, which provides north-south traffic to cross the river between Missouri and Tennessee. It is approximately 85 miles away from the Hernando DeSoto Bridge. All interstate traffic in the Memphis area was diverted to I-55 during repairs to the DeSoto Bridge. Eastbound lanes on the I-40 bridge reopened on July 31, 2021 and westbound lanes opened on August 2, 2021. It stands to reason that because of these events, the crash and fatality rate increased dramatically during this time. Since the I-40 bridge has been reopened, the crash and fatality rates have reduced back to levels comparative to pre construction time. The chart below shows that there were as many crashes in the 83 days of construction as there were in the 166 days before and after construction.

I-55 Crashes and Fatalities			
Date Range		Crashes	Fatalities
11/26/2020 to	84 to 166 days before	10	0

02/16/2021	closure		
02/17/2021 to 05/10/2021	1 to 83 days before closure	5	2
05/11/2021 to 08/02/2021	I-40 bridge closure	15	1
08/03/2021 to 10/24/2021	1 to 83 days after closure	8	0
10/25/2021 to 01/15/2022	84 to 166 days after closure	5	0

Source: Tennessee Department of Safety & Homeland Security, TITAN Unit, 06/29/2022
(SafetyNet database).

Below are tables to be used for the MCSAP FY 2022, FY 2023, and FY 2024 updates for CMV, Passenger Carrier, and Hazmat Fatalities and goals. FY 2024 update: Although TN is number 7 in the country for Large Truck Crash related fatalities, TN has reduced the rate of large truck fatalities since 2021 and has met the new goals. There was a 14% decrease in the rate of FMCSA reportable large truck fatalities from CY 2021 to 2022.

TENNESSEE CMV FATALITIES AND GOALS				
CY	FMCSA Reportable Large Truck Fatalities	TN All Estimated Millions of Miles	Actual Rate per 100 Million TN VMT	Goal
2021	187	82,596	0.226	0.1455
2022	161	83,655	0.192	0.255
2023*	70	34,275	0.204	0.252
2024				0.250

TENNESSEE PASSENGER CARRIER FATALITIES AND GOALS				
CY	Number of Fatalities	TN All VMT Estimated Millions of Miles	Actual Rate per 100 Million TN VMT	Goal
2021	0	82,596	0.00	0
2022	1	83,655	0.001	0
2023*	1	34,275	0.003	0
2024				0

TENNESSEE HAZMAT FATALITIES AND GOALS				
CY	Number of Fatalities	TN All VMT Estimated Millions of Miles	Actual Rate per 100 Million TN VMT	Goal
2021	1	82,596	.079	0

2022	6	83,655	.081	0
2023*	3	34,275	.090	0
2024				0

Source: TN Dept of Safety and Homeland Security, TITAN Division, 22 June 2023 (TITAN database).

CY 2022 & 2023 VMT estimated from FHWA.

CY 2021 and prior VMT updated from [fhwa.dot.gov/policyinformation/statistics](https://www.fhwa.dot.gov/policyinformation/statistics) (04/12/2023)

FARS Database "TK or Bus Inv" = "T" or "B/T"

*YTD = 31 May 2023

Note: Crash included as Hazmat if HMPlacard not 2 (not applicable) on SafetyNet record.

Tennessee has reviewed and identified increased work zone crashes in comparison to other CMV crashes. **FY 2024 update: Below is updated data from the last 6 years.**

Large Truck Work Zone Crashes as Percent of All Work Zone Crashes							
CY	2017	2018	2019	2020	2021	2022	2023*
Large Truck Work Zone Crashes	508	617	633	644	778	691	149
All Work Zone Crashes	3,265	3,768	3,942	3,270	3,560	3,045	686
Percentage	15.56%	16.37%	16.06%	19.69%	21.85%	22.69%	21.72%

*Tennessee Department of Safety & Homeland Security, TITAN Division, 06/22/2023 (TITAN database). *YTD 5/31/2023 **Any crash where fatality was not related to crash has been excluded from crash counts.*

Large Truck Crashes as Percent of All Crashes							
CY	2017	2018	2019	2020	2021	2022	2023*
Large Truck Crashes	12,711	13,408	13,606	12,242	13,955	14,117	3,589
All Crashes	208,226	208,601	204,856	175,248	192,984	185,649	48,209
Percentage	6.10%	6.43%	6.64%	6.99%	7.23%	7.60%	7.44%

*Tennessee Department of Safety & Homeland Security, TITAN Division, 06/22/2023 (TITAN database). *YTD 5/31/2023 **Any crash where fatality was not related to crash has been excluded from crash counts.*

FY 2024 update: Tennessee Dept. of Transportation (TDOT) has undertaken one of the largest projects in its history on I-65 in Robertson County. The project involves widening the interstate from MM 112 to MM 121 and also building a new and much larger Inspection Facility. The project began on September 2021 and is anticipated to be completed in December of 2025. As part of the Tennessee Work Zone Overtime project, TN Dept of Safety and Homeland Security (TDOSHS) and TDOT are working in cooperation to identify ways to reduce crashes within this construction area. TDOT has initiated crash mitigation strategies, such as reducing the number of entrance and exit points for construction workers and has lowered the speed limit within the construction zone. THP is using the Work Zone overtime as enhanced enforcement and omnipresence to combat the increased crashes that result from construction projects. The I-65 construction project is a large part of that. Tennessee began working the I-65 construction area under the Work Zone Overtime project on April 27, 2023. Below is a chart and two graphs showing data regarding large truck crashes within this construction area.

Percent of Crashes Involving Large Trucks						
Robertson County, TN, I-65, Mile Marker 112 to 121						
Date Range	Crash Count	Crashes Involving Large Trucks	Percent Crashes Involving Large Trucks	Fatal / Serious Injury Crashes	Fatal / Serious Injury Crashes Involving Large Trucks	Percent Fatal / Serious Injury Crashes Involving Large Trucks

09/23/19 - 09/22/20	140	41	29.29%	6	2	33.33%
09/23/20 - 09/22/21	136	43	31.62%	6	1	16.67%
09/23/21 - 09/22/22	253	107	42.29%	11	5	45.45%
09/23/22 - 06/30/23	222	87	39.19%	7	3	42.86%

Source: Tennessee Department of Safety & Homeland Security, TITAN Unit, 07/21/2023 (TITAN database).

Enter the data source and capture date:

Data sources are listed under each chart.

Projected Goal for FY 2022 - 2024:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2022	1
2023	1
2024	1

Tennessee has set a goal lower the TN Large Truck Fatality rate by 1% for each year over the next three years. This translates to the following goal rates: FY 2022 Rate of .255 for TN FMCSA Reportable Large Truck Fatalities per 100 million TN VMT FY 2023 Rate of .252 for TN FMCSA Reportable Large Truck Fatalities per 100 million TN VMT FY 2024 Rate of .250 for TN FMCSA Reportable Large Truck Fatalities per 100 million TN VMT FY 2023 UPDATE: Numbers will be listed in the charts in the Problem Statement Narrative Section above. FY 2024 UPDATE: Numbers will be listed in the charts in the Problem Statement Narrative Section above.

Program Activities for FY 2022 - 2024: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

Tennessee's goal is to stop and reverse the upward trend in Large Truck fatal crashes and fatalities and to lower the current rate for large truck fatalities per 100M TN VMT by 1% each year over the next three years. THP currently has 813 commissioned troopers who are certified to conduct NAS inspections. Troopers perform commercial vehicle inspections and traffic enforcement activities along with their daily duties. Beginning with the cadet class of 2021, all new troopers are required to be Level I certified prior to graduation from the academy. In addition to their daily efforts, the THP supervisors approve overtime to conduct targeted enforcement based on data provided by the TDOSHS TITAN Division. The "CVE Dashboard" is a tool supervisors use when creating 90 day enforcement plans. The CVE Dashboard provides monthly snapshots of large truck crash data for each district in the following areas:

- Day of Week
- Time of Day
- Functional route
- Land Use (Urban/Rural)
- Driver Factors
- Large Truck Related Fatalities
- Number of NAS Inspections Performed

FY 2024 update: The dashboard below is a recent example from the tn.gov dashboard website @ <https://www.tn.gov/safety/stats/dashboards/large-truck-crashes.html>.

CVE Dashboard - Large Truck Crashes

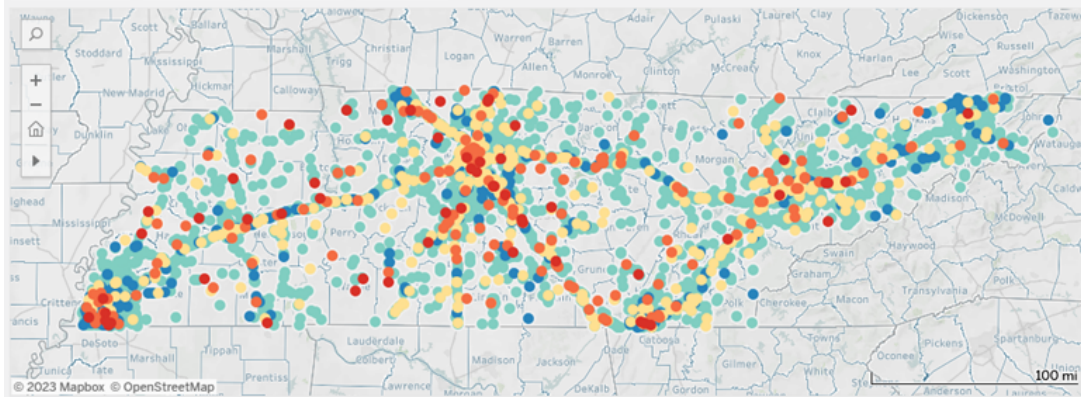
[Large Truck Fatal Crashes](#)[Return to Dashboards](#)

Select THP District: Statewide
 Select County: (All)
 Begin Date: 1/1/2023
 End Date: 7/2/2023

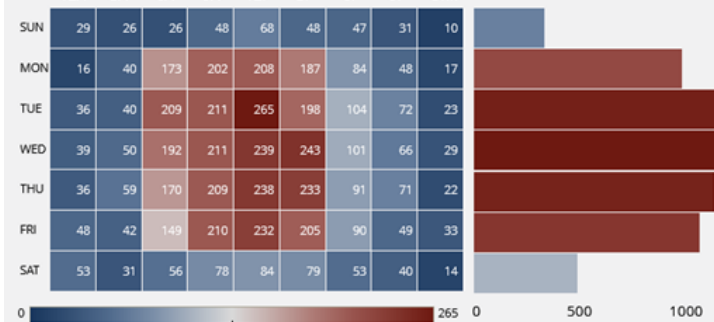
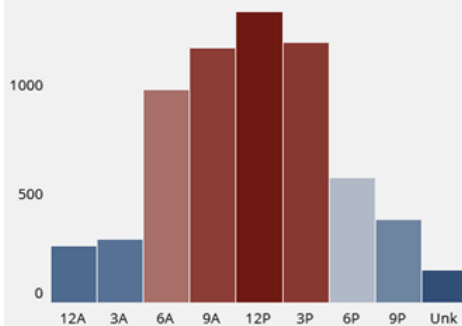
Begin date must be on or after 1/1/2021 12:00:00 AM. End date must be on or before 7/2/2023 9:11:00 PM. SELECTED BEGIN/END DATES ARE VALID.

FMCSA Reporta...: (All)
 Rollover: (All)
 HazMat: (All)
 Motorcoach: N

Fatal
 Suspected Serious Injury
 Suspected Minor Injury
 Possible Injury
 Property Damage Over Thr...



1/1/2023 to 7/2/2023 Crash Count

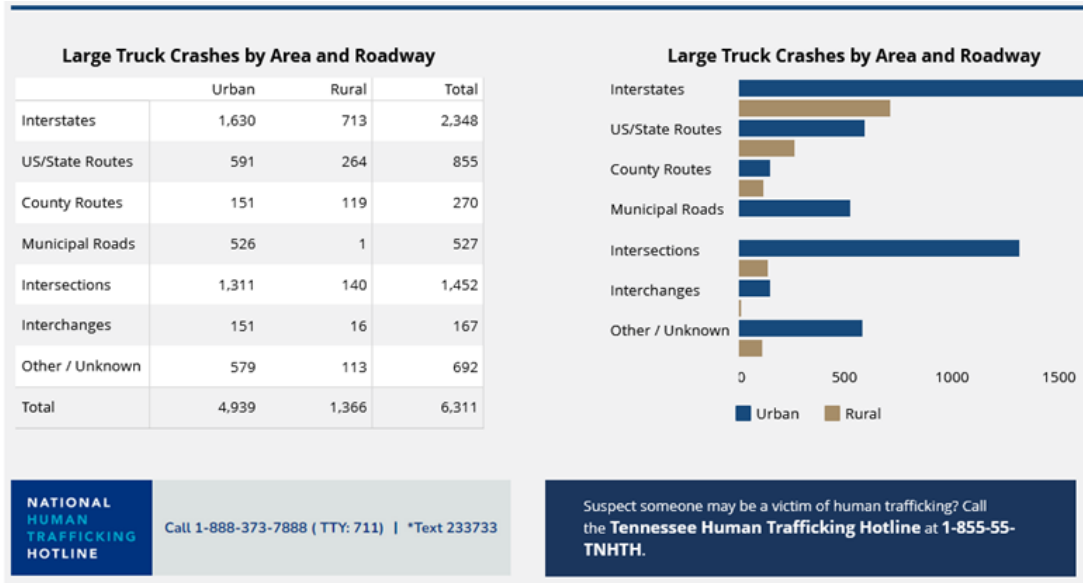


Driver Actions*

Lane Departure	9.64%
Following Improperly	6.80%
Improper Lane Change	5.34%
Failure to Yield	5.25%
Inattentive	2.81%
Improper Turn	2.63%
Improper Backing	2.57%
Swerved/Avoided	2.26%
Careless/Erratic	1.65%
Speed Too Fast	1.39%
Ignored Controls	1.08%
Over Correcting	1.00%
Ignored Instructions	0.69%

Driver Conditions*

Apparently Fatigued	0.48%
Drinking	0.21%
Sick	0.21%
Apparently Asleep	0.16%
Illegal Drugs	0.11%
Physical Impairment	0.06%
Emotional	0.05%
Reaction To Medication	0.03%
Driverless	0.02%
Did Not Take Medication	0.00%



The 90 day enforcement plan guides supervisors in selecting areas and times for conducting enforcement. The CVE dashboard is also used to allocate personnel in both urban and rural areas. Below is a chart showing the TN rural road highway fatalities in relation to the National rural road highway fatalities. The most recent data for national rural road highway fatalities is from 2018. **UPDATE FY 2024**

TN vs. National R.O.U.T.E.S. Facts			
	Rural Population	Rural Road Hwy Fatalities from Crashes Involving Large Trucks	Truck VMT on Rural Roads
National	19%^^^	54%*	47%^
TN	22%**	54%***	35%^
^^^Source: https://www.transportation.gov/rural/rural-transportation-statistics (CY 2020 data, accessed 7/13/2023)			
*Source: Large Truck and Bus Crash Facts 2020, USDOT, FMCSA, Analysis Division, September 2022			
^Source: https://www.fhwa.dot.gov/policyinformation/statistics/2021/vm1.cfm (CY 2021 data, accessed 7/13/2023)			
**Source: https://www.ruralhealthinfo.org/states/tennessee (accessed 7/13/2023)			
***Source: TDOSHS, TITAN Division, 7/13/2023, TITAN-FARS database. (CY 2022FARS Data)			
^^TN Truck VMT Source: TDOSHS, TITAN Division, 7/13/2023, (CY 2022 FHWA Travel Volume Trends data)			

FY 2024 update: Tennessee lowered the large truck fatality rate by 14% from 2021 to 2022.

Tennessee is adding the following new activities to combat the rise in fatalities:

- The New Entrant program has increased its safety training both with new carriers and with new troopers.
- THP has increased the use of social media in order to expand our footprint within the state.
- Tennessee has added an overtime campaign for enforcement around Work Zone areas.

FMCSA has designated Electronic Logging Device (ELD) Final Rule enforcement as a national priority. Tennessee agrees that enforcement of this rule will help to lower the number of CMV crashes. All districts were trained on the ELD rule enforcement by the CVE Division of THP during the annual in-service in January, February, and March of 2018. We will continue to provide updates in the annual CMV in-service.

The THP conducts activities in each of the below national program elements, which are part of the 49 CFR 350 in order to

reduce crashes and fatalities as well as maintain compliance within the Motor Carrier Safety Assistance Program.

- Driver/Vehicle Inspections
- Traffic Enforcement
- Compliance Reviews
- New Entrant Safety Audits
- Public Education and Awareness
- Data Collection

FY 2024 update: Below is an updated chart showing Tennessee's CMV Drug and Alcohol related crash statistics.

CMV Drug and Alcohol Related Crash Statistics								
Percentage Comparison	2016	2017	2018	2019	2020	2021	2022	2023*
Crashes where any Driver Used Alcohol as Percentage of All Crashes	3.31%	3.21%	3.02%	3.03%	3.63%	3.35%	3.48%	3.68%
Crashes where CMV Driver used Alcohol/Drug as Percentage of All CMV Crashes	0.43%	0.69%	0.62%	0.65%	0.62%	0.54%	0.57%	0.37%
Crashes where CMV Driver used Alcohol/Drug as Percentage of All Crashes	0.03%	0.04%	0.04%	0.04%	0.04%	0.04%	0.04%	0.03%
Crashes where CMV Driver used Alcohol/Drug as a Percentage of All Crashes where any Driver used Alcohol/Drug	0.71%	1.20%	1.20%	1.31%	1.10%	1.07%	1.16%	0.72%

*Year to date 05/31/2023.

Note: Crashes without drivers excluded. Alcohol/Drug involvement based on driver only.

Source: Tennessee Department of Safety & Homeland Security, TITAN Unit, 06/30/2023 (TITAN database).

Tennessee will continue to engage in activities to reduce CMV Drug and Alcohol related crashes. CMV division will continue to teach troopers how to check query central for prohibited drivers during CVE in-service each year. According to the TDOSHS Four Year Strategic Plan, the THP intends to increase the number of Drug Recognition Experts (DRE) from 97 to 130 within the next four years. **FY 2023 update:** The number of Highway Patrol trained DREs has already surpassed 130. As of December 2021, the total number of DREs was 133.

FY 2023 RESPONSE TO FMCSA COMMENT: Tennessee Highway Patrol has developed multifaceted strategies to combat the increase in serious CMV crashes. **One** strategy is to increase the number of trooper cadet schools and trooper positions, as well as to increase ongoing training for current troopers. As of July 2022, 100 new trooper positions have been created. THP cadet schools are now occurring on a quarterly basis rather than one per year and there are plans to have as many as six (6) cadet schools next year. **Other major changes** within the commercial vehicle unit that are in the planning stages include moving all troopers assigned to the fixed inspection stations under the supervision of the CVE Captain as opposed to the individual district Captains. This will allow for more uniform goals and increased focus on commercial vehicle enforcement. This change is expected to have the same or similar effect as moving the New Entrant Troopers under the direct supervision of CVE. Troopers assigned to the Scale facilities will be able to put significantly more time towards dedicated commercial vehicle related activity rather than being pulled for special assignments or non CMV activity. An additional effect of this change is that it should increase the overall CVE activity within the Highway Patrol which would increase our maintenance of effort percentage. **Another added** strategy Tennessee uses is community safety meetings within each district at schools, civic groups, and law enforcement agencies to discuss and educate regarding distracted driving. Each district has been given the directive to increase the number of these meetings from 5 to 8 per month. That is a statewide increase from 41 to 65 a month. The new Tennessee Department of Transportation (TDOT) **Work Zone** Enforcement overtime project, which was approved in the FY 2022 eCVSP, has been implemented and troopers working this overtime have been instructed to focus on the following driver behaviors within the designated work zones, including, speeding, driving under the influence, distracted driving, following too closely, and failure to maintain proper lane of travel. Troopers are required to maintain a minimum of two (2) contacts per hour and an additional one (1) North American

Standard inspection for every four (4) hours worked. All enforcement areas are chosen by TDOT based on their knowledge of specific work zone areas and where the enforcement is needed most. Specific directives have been given to each district in regards to traffic enforcement and public education and awareness which will be discussed in those areas of the eCVSP.

As requested in the FY 2023 MCSAP eCVSP Planning Memorandum Supplement, Tennessee is taking a look specifically at serious CMV crashes and serious CMV crashes in work zones. The rate since 2018 of each is shown in the table below.

Tennessee Serious Large Truck Crashes *			
CY	Total Large Truck Fatal and Serious Injury Crashes	TN All VMT Estimated Millions of Miles	Actual Rate per 100 Million TN VMT
2018	460	81,321	0.566
2019	480	82,892	0.579
2020	459	76,392	0.601
2021	542	82,596	0.656
2022	544	83,655	0.650
2023 Jan-Jun	227	40,887	0.555

Source: Tennessee Department of Safety & Homeland Security, TITAN, Division, 7/20/2023 (TITAN database).

* Serious Crashes are defined in TITAN using crashes identified as fatal or possible serious injury

Tennessee Large Truck Work Zone Serious Crashes *			
CY	Large Truck Work Zone Fatal and Serious Injury Crashes	TN All VMT Estimated Millions of Miles	Actual Rate per 100 Million TN VMT
2018	20	81,321	0.025
2019	21	82,892	0.025
2020	22	76,392	0.029
2021	31	82,596	0.038

2022	29	83,655	0.035
2023 Jan-Jun	11	40,887	0.027

Source: Tennessee Department of Safety & Homeland Security, TITAN, Division, 7/20/2023 (TITAN database).

* Serious Crashes are defined in TITAN using crashes identified as fatal or possible serious injury

The THP Command Staff is actively working towards a 15% reduction in serious CMV crashes including within work zone areas. All of the strategies mentioned above will be used towards this effort.

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

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Tennessee will report the number of FMCSA reportable large truck fatalities and the rate of fatalities per 100 million TN Vehicle Miles Traveled (VMT) for all CMV fatalities, Passenger Carrier Fatalities, and Hazmat fatalities in the MCSAP quarterly performance reports.

Work zone crash data as well as drug and alcohol related crash data will be collected and reported to FMCSA on a quarterly basis through the quarterly progress report.

Part 2 Section 3 - Roadside Inspections

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	26784	27429	30406	31975	25279
Level 2: Walk-Around	14610	13472	15423	18835	12360
Level 3: Driver-Only	29463	29175	31699	27415	22802
Level 4: Special Inspections	6	9	13	21	12
Level 5: Vehicle-Only	584	441	413	304	278
Level 6: Radioactive Materials	11	23	72	60	19
Total	71458	70549	78026	78610	60750

Narrative Overview for FY 2022 - 2024

Overview:

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

Enter the roadside inspection application name(s) (e.g., Aspen) used by the State.

ASPEN

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

All of Tennessee's commercial motor vehicle (CMV) activity is coordinated by the Commercial Vehicle Enforcement (CVE) Administration Unit under the command of a Lieutenant who reports to the Captain of the Commercial Vehicle Enforcement Division of the THP. **FY 2023 update: As of June 2022, THP had 52 troopers assigned to fixed scale facilities while 713 were in patrol and/or administrative positions.** All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers assigned to the road and administrative positions are responsible not only for their regular duties, but are also required to complete a minimum number of North American Standard (NAS) inspections a year. Within the state, there are seven commercial vehicle inspection/weigh station facilities. Each fixed facility is under the command of a Lieutenant who reports to the District Captain.

FY 2023 update: Tennessee has 765 full time commissioned officers who work MCSAP activities on a part time basis. The hours that are worked on inspection activities have been calculated using the FY 2021 MOE percentage of CVE time worked which is 13.09%. The FTE for these activities is derived by applying the 13.09% to the number of commissioned officers *(765), and assumes 1,920 hours per year is one (1) FTE. The total FTE CVE equivalent is 79.7.

FY 2024 update: Tennessee has 813 full time commissioned officers who work MCSAP activities on a part-time basis. Out of those, there are 15 administrative personnel and 59 commissioned personnel who are located at the fixed scale facilities throughout the state and are now full time MCSAP employees under the direction of the CVE Captain. The remaining 739 commissioned personnel work CMV activities on the road on a part-time basis. The current FTE numbers are seen below. The personnel located at the Scales Facility officially joined the CVE division as of May 1, 2023. The hours that are worked on CVE activities have been calculated using the FY 2022 MOE percentage of CVE time worked which is 13.25%. The FTE for these part time activities is derived by applying the 13.25% to the number of commissioned officers (813) and assumes 1,920 hours per year as one (1) FTE.

FY 2024 Response to FMCSA Comments: The FTE calculation has been corrected to include only the part time Road personnel. The correct total FTE CVE equivalent is 85.8.

FY 2022 MOE	Total Hours Worked per Trooper Annually	Total MCSAP Eligible Hours
13.25%	1,920	1,243,093.3

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 7/3/2023

Commissioned Officers	FTE CVE Inspection Equivalent
739	85.8

Notes: 1) 1 FTE = 1920 hours. 2) Inspection FTE based on MCSAP Eligible Hours and FFY 2020 MOE.

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 7/3/2023

The Tennessee Department of Safety and Homeland Security (TDOSHS) has established policies and procedures via General Order 900 and 900-1 concerning the proper means by which commissioned troopers must conduct commercial vehicle inspections. Under G.O. 900, consideration shall always be given to the location where driver/vehicle inspection(s) are conducted. The safety of TDOSHS Members, the driver of vehicles being inspected, and all other motorists will always be of primary concern. That said, the decision regarding the appropriate inspection level will always take the safety of the trooper and the motoring public into account. G.O. 900 sets forth that any commercial motor vehicle observed committing a moving violation should be stopped and a minimum of a Level III inspection is to be conducted. Additionally, G.O. 900 gives priority to the following items in determining when an inspection is appropriate: hazardous material carriers, carriers randomly selected by a prescreening system, a carrier's safety score, citizen complaints on a CMV and display of required information on a CMV. Members will visually inspect all CMVs for obvious violations as they pass either a stationary or moving patrol unit. Furthermore, troopers will check the carrier's safety score through ASPEN, The Federal Motor Carrier Safety Administration (FMCSA) Portal, or the Commercial Vehicle Information Exchange Window (CVIEW) and used in coordination with the Commercial Vehicle Selection Schedules set by a supervisor pursuant to G.O. 900-1 to determine if an inspection is warranted on a particular CMV. Under G.O. 900-1, the shift supervisor shall be responsible for determining the selection process of vehicles to be inspected each shift. Each supervisor must prepare a schedule in advance, according to the availability of personnel and in accordance with General Order 900-1, "Commercial Vehicle Inspection Selection Schedules." In preparing the inspection selection schedule, each supervisor utilizes updated data analytics regarding high crash areas to assist with determining the appropriate location for troopers to conduct enforcement and inspections. Please see Part 2, Section 5 for an example of a recent dashboard. This schedule is to be used daily by all commissioned personnel and ensures that all inspections are conducted on a random basis.

FY 2024 update: The MC+ unit will conduct primarily Level I inspections on CMVs and all road troopers will conduct Level III inspections (unless a different level is appropriate with an enforcement stop.) The number of Level I and Level III

inspections are expected to increase during FY 2024. Tennessee will not, however, change our inspection goals for FY 2024. We intend to monitor the increased activity and set new goals for the FY 2025 CVSP.

Below is a chart showing Roadside vs Facility Inspections

CMV Inspections by Facility Type and Level CY 2016 - 2020								
	Facility Type	Inspection Level						Total
		1	2	3	4	5	6	
2016	Fixed	15,492	7,420	12,120	2	23	1	35,058
	Roadside	11,293	7,192	17,348	4	561	10	36,408
	Total	26,785	14,612	29,468	6	584	11	71,466
2017	Fixed	15,694	6,836	11,765	4	0	1	34,300
	Roadside	11,735	6,637	17,416	5	441	22	36,256
	Total	27,429	13,473	29,181	9	441	23	70,556
2018	Fixed	17,726	8,821	11,366	1	25	12	37,951
	Roadside	12,680	6,602	20,337	12	388	60	40,079
	Total	30,406	15,423	31,703	13	413	72	78,030
2019	Fixed	17,762	11,519	8,660	4	0	7	37,952
	Roadside	14,215	7,316	18,762	17	304	53	40,667
	Total	31,977	18,835	27,422	21	304	60	78,619
2020	Fixed	12,232	6,595	6,152	2	1	3	24,985
	Roadside	13,060	5,776	16,667	10	278	16	35,807
	Total	25,292	12,371	22,819	12	279	19	60,792

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, 05/25/2022 (SafetyNet database)

FY 2023, **FY 2024 Update:**

CMV Inspections by Facility Type and Level Updates for CY 2021, 2022, 2023, 2024								
	Facility Type	Inspection Level						Total
		1	2	3	4	5	6	
2021	Fixed	18,296	9,476	6,255	1	0	7	34,035
	Roadside	12,751	6,913	18,758	12	247	48	38,722
	Total	31,047	16,389	25,013	13	247	48	72,757
2022	Fixed	15,889	10,381	5,231	2	1	4	31,508
	Roadside	15,610	7,787	18,674	7	207	40	42,325
	Total	15,258	8,996	12,610	9	86	14	73,833

2023*	Fixed	6,695	3,955	1,629	0	1	1	12,281
	Roadside	6,530	3,451	7,543	9	138	15	17,686
	Total	13,225	7,406	9,172	9	139	16	29,967
2024	Fixed							0
	Roadside							0
	Total	0	0	0	0	0	0	0

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, 06/22/2023 (SafetyNet database)

Note* - Inspection numbers for Calendar year 2023 are for Jan 1 - May 31, 2023

FY2023 update: Following COVID 19 in 2020, THP was able to improve our overall number of inspections back to over 70,000 in 2021 despite the department seeing a consistent reduction in personnel since 2020. THP has committed to drastically increasing the number of troopers on Tennessee's roadways and we have seen positive growth in this regard. We have increased the number of troopers certified to perform CMV inspections to 765 total certified troopers. However, this recent increase in personnel has not come without a few challenges that have caused a slight reduction in the number of total inspections. As THP graduates new troopers from the academy, they must undergo a three month field training program. The time being spent to train our troopers of tomorrow has prevented our seasoned troopers from being able to complete as many inspections as they might have completed in the past. This "growing pain" is one that we intend to see throughout 2022 until we are able to get this large influx of new troopers properly trained. In addition to our seasoned trooper staying busier than usual with training, THP has had a large number of seasoned troopers known for high CMV enforcement activity retire from the department in 2022.

FY 2023 RESPONSE TO FMCSA COMMENT: FMCSA has asked that TN, in response to the supplemental notice to discuss plans to address appropriate enforcement tactics to address human trafficking and human smuggling in conjunction with CMV inspections and provide necessary refresher training. All new Interdiction plus troopers will now become **NAS Level I certified inspectors**. The **Interdiction plus troopers also hold three (3) to four (4) seminars a year across the state** to teach local law enforcement agencies ways to identify signs of potential criminal behavior. Each session includes a presentation by the director of a non-profit organization within Tennessee which helps restore survivors of human trafficking, sexual exploitation, and sexual violence. This presentation teaches awareness and identification of offenders as well as identify possible signs and behaviors from the victims.

FY 2024 update: The interdiction team of the Highway Patrol has taken more measures to combat human trafficking and has purchased, via state funds, several heat sensor X-ray machines and have filed charges for over 60 human trafficking cases.

FY 2024 update: Lieutenants and Sergeants at each of the 7 working Scale Facilities are also now doing CMV road saturations twice a month and are using crash and traffic data to complete roadside enforcement and inspections. District road troopers are also working in cooperation with the Scale personnel when needed. Personnel who are assigned to the Robertson County Inspection Facility are working 100% CMV road enforcement. Tennessee met the goal for inspections during FFY 2022 and is currently on target to match or exceed the goal for FY 2023.

FMCSA is requesting that emphasis be placed on an enforcement plan which incorporates recurring roadside enforcement in high density agricultural regions. Tennessee has analyzed inspection violations related to transportation of migrant workers and the results are in the chart below.

Inspection Violations Related to Transportation of Migrant Workers						
Federal Violation Code	Violation Description	Calendar Year				
		2016	2017	2018	2019	2020
398.3B	Driver Qualifications (Physical) for Transportation of Migrant Workers	0	0	1	0	0

398.3B8	No doctors certificate of qualification in possession - drivers of Migrant Workers	0	0	1*	0	0
398.4	Driving of vehicles - Transportation of Migrant Workers	0	0	1	0	0
398.5	Failure to maintain vehicle for safe operation - Transportation of Migrant Workers	0	0	1	0	0
398.6	Violation of Hours of Service regulations for Transportation of Migrant Workers	0	0	0	2	1
398.7	Inspection and Maintenance of motor vehicles used for Transportation of Migrant Workers	0	0	1	0	0
Total		0	0	5	2	1

*Inspection due to vehicle crash

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, 07/09/2021, SafetyNet database.

Tennessee has only had one inspection involving migrant workers over that last five years that was associated with a crash. There have only been eight (8) migrant transportation related inspections over the last five years. Tennessee will continue to monitor these numbers for any possible increase in transportation of migrant worker violations associated with a crash.

Below is the chart for CY 2021, 2022, 2023, 2024.

Inspection Violations Related to Transportation of Migrant Workers					
Federal Violation Code	Violation Description	Calendar Year			
		2021	2022	2023*	2024
398.3B	Driver Qualifications (Physical) for Transportation of Migrant Workers	0	0	0	
398.3B8	No doctors certificate of qualification in possession - drivers of Migrant Workers	0	0	0	
398.4	Driving of vehicles - Transportation of Migrant Workers	1	0	0	
398.5	Failure to maintain vehicle for safe operation - Transportation of Migrant Workers	0	0	0	
398.6	Violation of Hours of Service regulations for Transportation of Migrant Workers	0	3	0	
398.7	Inspection and Maintenance of motor vehicles used for Transportation of Migrant Workers	0	1**	0	
Total		1	1	0	0

*Year to date 05/31/2023 Source: Tennessee Department of Safety & Homeland Security, TITAN Unit, 06/29/2023 (SafetyNet database). **Inspection due to vehicle crash

FY 2023 Update: According to the Information from FMCSA for the development of fiscal year 2023 Commercial Vehicle Safety Plans sent from Darrell L. Ruban, Associate Administrator from the Office of Safety, there has been a downward trend in recent years in the number of Hazmat inspections. Tennessee has compared the state's numbers with the national numbers. Tennessee does show a slight decrease in Hazmat Inspections, however, the National decrease between CY 2018 and CY 2021 was -16.68%. The Tennessee decrease for the same time frame was -1.69%. Tennessee has still committed to increase the number of Hazmat roadside inspections.

HazMat Roadside Inspection		
CY	TN	National
2018	2,540	202,076
2019	3,118	203,061
2020	2,552	150,350
2021	2,497	168,385
2022	2,284	171,253
2023*	944	70,374

* Year to date 05/31/2023

Source:
[https://ai.fmcsa.dot.gov/HazmatStat/hmRoadside.aspx?](https://ai.fmcsa.dot.gov/HazmatStat/hmRoadside.aspx?rpt=RIBL)
 rpt=RIBL (accessed 06/23/2023)

In addition to the day-to-day routine for inspections, the following overtime projects are used to increase highway safety.

DICE - Drug Interdiction and Criminal Enforcement. **FY 2023 update:** Approximately 2,462 overtime hours will be utilized. Enforcement areas will be on interstate and highway routes which have increased drug activity based upon seizure data and which connect source cities to destination areas and known by-pass routes around weigh stations. There are to be no less than two troopers per shift at any given activity. K-9 handlers must be on duty or readily accessible during the shift. Contacts are recorded via inspection citation or warning. A minimum of a Level III inspection must be completed. A Level II must be completed when possible.

SIZE AND WEIGHT - Inspections completed on overweight, over dimensional, and unsafe vehicles in mountainous regions of TN. Those regions include districts 1 (Knoxville), 2 (Chattanooga), 5 (Fall Branch), and 6 (Cookeville). There will be an estimated 180 hours for this overtime project.

SCALES - **FY 2023 update:** An estimated 7,480 hrs will be allotted for this overtime.

STOP - Strategic Transportation Observation and Prevention. The focus is on CMV inspections related to cargo tanks, hazmat, rental and obvious violations. Provide sufficient coverage at checkpoints, weigh stations and known highways and roads used as by-pass routes to stop, evaluate and inspect as many of these CMVs as possible. FY 2023 update: An estimated 664 hours are allotted for this overtime.

FY 2024 Updated Overtime Activity Charts for 2018 - May 2023. All information comes from the Tennessee Department of Safety and Homeland Security, TITAN Division, database accessed 6/23/23.

DICE OT	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	Jan-May 2023
Inspections	928	2,303	2,021	1,524	1,753	1,858	655
Contacts	2,260	4,149	3,187	2,020	2,150	2,221	757
Citations	338	725	839	444	607	521	123
Searches	596	895	855	508	1,008	934	367

Finds	96	125	182	113	145	144	46
Hrs wrkd	1,615	3185	2,731	1,873	2,708	2,654	1,016

S & W OT	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	Jan-May 2023
Contacts	325	351	322	161	140	4
Inspections	152	166	135	46	72	3
Trucks Weighed	**	**	**	54	52	6
Driver OOS	20	23	25	9	16	2
Vehicle OOS	56	65	57	19	31	3
Hrs W/orked	433	371	381	196	167	4

INSPECTION STATION OT	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	Jan-May 2023
Level I	4,982	6,651	4,385	6,978	5,982	2,005
Level II	372	139	66	119	79	40
Level III	2,970	2,467	1,720	1,833	1,700	273
Total Inspections	8,324	9,257	6,171	8,930	7,761	2,318
Contacts	8,821	10,109	6,886	9,594	7,003	2,288
Citations	1,434	941	631	591	525	138
OOS Drivers	616	1,158	506	719	686	199
OOS Vehicles	1,124	652	813	1,392	1,374	536
Hours Worked	7,231	8,401	5,593	8,384	7,066	2,260

Tennessee will record and report to FMCA in the quarterly reports, all activity related to inspections and overtime activities.

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2024, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: TENNESSEE HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 813

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23871	732	141	24744	35.00%
Level 2: Walk-Around	13260	389	69	13718	19.40%
Level 3: Driver-Only	30628	1005	182	31815	45.00%
Level 4: Special Inspections	14	0	0	14	0.02%
Level 5: Vehicle-Only	354	11	4	369	0.52%
Level 6: Radioactive Materials	40	0	0	40	0.06%
Sub-Total Lead Agency	68167	2137	396	70700	

MCSAP subrecipient agency

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

TENNESSEE DOES NOT HAVE
Subrecipient is: ANY SUBRECIPIENTS

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

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials		0		0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2024:	

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: TENNESSEE HIGHWAY PATROL					
# certified personnel: 813					
Subrecipient Agencies: TENNESSEE DOES NOT HAVE ANY SUBRECIPIENTS					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23871	732	141	24744	35.00%
Level 2: Walk-Around	13260	389	69	13718	19.40%
Level 3: Driver-Only	30628	1005	182	31815	45.00%
Level 4: Special Inspections	14	0	0	14	0.02%
Level 5: Vehicle-Only	354	11	4	369	0.52%
Level 6: Radioactive Materials	40	0	0	40	0.06%
Total MCSAP Lead Agency & Subrecipients	68167	2137	396	70700	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

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

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	70700	0	0	70700
Enter total number of certified personnel	737	0	0	737
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	71407	0	0	71407
Enter total number of certified personnel	737	0	0	737

Part 2 Section 4 - Investigations

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	7	2	2
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	7	2	2
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	42	35	39	18	13
Total Investigations	42	35	39	18	13
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	1	0	0

Narrative Overview for FY 2022 - 2024**Instructions:**

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

Projected Goals for FY 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	0	12	0	18	0	18
Total Investigations	0	12	0	18	0	18
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

Tennessee only conducts interstate compliance investigations when requested specifically by FMCSA. Available FMCSA reports do not differentiate between inter vs intra-state compliance investigations.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

The Tennessee Highway Patrol partners with FMCSA to investigate commercial vehicle carriers for any involvement in commercial vehicle related crashes and any other infraction deemed necessary for investigation. There are two types of reviews that can be and are conducted. They include focused reviews, which look at a specific problem area, and comprehensive reviews, which investigate all aspects of the carrier and their compliance with FMCSA Regulations.

There are currently three (3) investigative personnel certified to conduct compliance investigations. Each person will meet all annual requirements of 6 per year to maintain their certification. The New Entrant Sergeant and Administrative Assistant are responsible for assigning all intrastate investigations to the field staff. All interstate compliance reviews (CRs) are assigned by FMCSA. Upon request by FMCSA, investigative personnel will also assist in inspections on motorcoaches and hazardous material carriers as part of the on-site investigation.

FY2023 Update: There are now (2) instead of (3) investigative personnel certified to conduct compliance investigations. One trooper was promoted to Sergeant in a different division. There is another trooper currently in training to become Compliance Review certified. This means, however, that our current anticipation of number of investigations for FY 2022 is 12.

FY 2023 RESPONSE TO FMCSA COMMENTS: Tennessee does not have the authority to fine a carrier due to a non compliance issue found in a compliance investigation. Tennessee has, however, committed to increasing the number of interstate compliance investigations to three (3) per year. That is a 50% increase from the past two years.

FY 2023 Update: All of the compliance review certified personnel work part-time on compliance reviews. The hours worked on carrier investigation activities are calculated using data in the TITAN database and are equivalent to a 0.26 regular full-time employee.

FY 2024 Update: There are three investigative personnel certified to conduct compliance investigations and one trainer.

Certified Compliance Review Personnel	FTE Carrier Investigation Activities
3	0.40

Note: 1 FTE = 1920 hours 2) Carrier Investigation FTE based on number of Certified Compliance Investigation Review Personnel and FFY 2020 MOE. .

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, TITAN Database, 7/3/2023

Update for CY 2021, 2022, 2023, 2024:

COMPLIANCE REVIEWS per A&I / Gotham/Investigations

CY	2021	2022	2023*	2024
Comprehensive	12	17	2	
Focused	0	0	0	
Off-site	0	0	0	
Other	0	0	0	
Terminal	0	0	0	
TOTAL CRS	12	17	2	

CY 2023 CRs are as of 6/23/2023 per A&I / Gotham/ Investigations

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

All Investigative personnel are required to upload each Investigative Safety Analysis to the FMCSA system within 7 days from the investigation. The New Entrant Sergeant and/or FMCSA personnel then review and approve or reject the report. The program will be monitored quarterly by the Administrative Assistant and the Sergeant to determine the number of investigations completed.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2020	12/31/2020	12372	27163
01/01/2019	12/31/2019	16790	32839
01/01/2018	12/31/2018	16113	30449
01/01/2017	12/31/2017	15793	29820
01/01/2016	12/31/2016	15456	30026

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016		
01/01/2015	12/31/2015		
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		
01/01/2012	12/31/2012		

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2020	12/31/2020	183702	239902
01/01/2019	12/31/2019	268349	356641
01/01/2018	12/31/2018	295991	469632
01/01/2017	12/31/2017	284780	349254
01/01/2016	12/31/2016	290532	373311

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

Source for Traffic Enforcement both CMV and non-CMV: TDOSHS, TITAN Division, 4/20/2021 (SafetyNet database)

Source for Citations and Warnings both CMV and non-CMV: TDOSHS, TITAN Division, 4/20/2021 (CAD database)

Narrative Overview for FY 2022 - 2024

Instructions:

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

Tennessee Code Annotated (TCA) Title 65 Chapter 15, THP is the sole agency in the State of Tennessee responsible for enforcing laws related to size, weight, and safety regulations for commercial motor vehicles. Tennessee Highway Patrol is the State's lead agency for MCSAP, and does not fund any sub-grantees. The Patrol uses various regulatory, enforcement, and educational strategies to achieve its mission. Tennessee has troopers certified to conduct all levels of the North American Standard inspections, including passenger carriers, cargo tanks, and hazardous materials. The THP, in partnership with the Federal Motor Carrier Safety Administration, conducts commercial motor vehicles targeted enforcement and utilizes public relations and educational programs geared toward both the industry and the general public to increase awareness of commercial motor vehicle safety issues. There are eight THP Districts within the state. Each district is commanded by a District Captain. All districts are under the command of the THP Administrative office located in Nashville, Tennessee. The command staff consists of Majors, Lieutenant Colonels, and a Colonel. Within the state there are seven commercial vehicle weigh station facilities. Each fixed facility is under the command of a Lieutenant who reports to the

district Captain. All of the Agency's commercial motor vehicle activities are coordinated by the Commercial Vehicle Enforcement Administration Unit. Within the Commercial Vehicle Enforcement Administration Unit is a Lieutenant who coordinates passenger transportation safety, a Sergeant who coordinates hazardous materials activities, and a Sergeant who coordinates New Entrant activities and Investigations. There are also two Sergeants to handle the following duties which include, but are not limited to coordination of commissioned personnel and industry education, interpretation of regulations for drivers, motor carriers, and field personnel. All four Sergeants report to the Commercial Vehicle Enforcement Lieutenant who oversees all CVE grant and enforcement programs and he reports directly to the CVE Captain. **FY 2023 update:** The CVE division has been given permission to hire a full-time Trooper position to add to the division. The plan is to have this trooper in place by the beginning of CY 2023. The Captain then reports to the Major and Lt. Colonel of Administrative Support. Along with the CVE commissioned personnel, there are several administrative support personnel including an Administrative Secretary, an Accounting Technician, a Grants Manager and a Statistical Analyst. **FY 2024 update:** As of June 2023, the Tennessee Highway Patrol had added one Administrative Trooper, one Administrative Services Assistant V, and the 59 personnel assigned to fixed scales facilities to the MC+ team. **FY 2024 response to TRP comments:** There are 754 commissioned officers in patrol which perform inspections. All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers in specialized Commercial Vehicle Enforcement Units and positions are required to maintain higher levels of certification. Troopers assigned to the road and administrative positions are responsible not only for their regular duties, but are also required to complete a minimum number of North American Standard inspections each year. The primary responsibilities of troopers assigned to the fixed facilities are commercial vehicle inspections and other commercial motor vehicle related enforcement. All new troopers are required to pass the North American Certified Standard Part A, and within six months, they must complete 32 North American Standard Level III inspections with a Certified Field Training Officer. All troopers are required to complete 32 North American Standard Level III inspections each year to maintain their certification and are required to complete an additional 8 inspections annually by the Tennessee Highway Patrol. Select troopers receive additional training in HAZMAT, Level VI (Radioactivity Materials & Transuranics), North American Standard Part B, cargo tank, and passenger carrier, which allows troopers to gain certification in these specialized areas. The State of Tennessee currently has **813 troopers** trained on commercial vehicle inspections. With the exception of CVE administrative personnel, all of these troopers work MCSAP activities on a part-time basis. Because of this large number, a methodology has been developed to calculate the amount of salary which is paid from MCSAP. The calculation determines the percentage of THP activity in hours that is payable via MCSAP. The amount of grant overtime commercial vehicle hours that is reported in the Tennessee Integrated Traffic Analysis Network (TITAN) trooper activity system is subtracted from the total commercial vehicle activity hours to equal the amount of Motor Carrier Safety Assistance Program payable commercial vehicle hours. The total hours eligible for Motor Carrier Safety Assistance Program funding are calculated by subtracting the total hours of activity performed on grant overtime from the total hours of activity in the Tennessee Integrated Traffic Analysis Network (TITAN). The formula follows:

- Total Activity Hours minus Grant overtime activity hours = MCSAP Eligible Hours
- Total CV Activity Hours minus Grant Overtime CV Hours = MCSAP Payable CV Hours
- MCSAP Payable CV Hours divided by MCSAP Eligible Hours * 100 = % of MCSAP Eligible Hours dedicated to CV Activities

Definitions:

1. Total Activity Hours - the sum of all hours of activity reported by the troopers when entering their activity in TITAN.
2. Total CV Activity Hours - the sum of all hours designated as commercial vehicle activity by the troopers when entering their activity into the TITAN Trooper Activity System.
3. Grant Overtime Activity Hours - the sum of all hours designated as grant funded activity by the Troopers when entering their activity into the TITAN Trooper Activity System.
4. Grant Overtime CV Hours - The sum of all hours designated as grant-funded commercial vehicle activity by the Troopers when entering their activity into the TITAN Trooper Activity System.
5. MCSAP Payable CV Hours - This is the total amount of hours to be counted toward Commercial Vehicle activity after the time dedicated to commercial vehicle grant overtime is subtracted.
6. MCSAP Eligible Hours - The number of hours remaining after Grant Overtime Activity Hours are removed from Total Activity Hours and then used to determine the sum of MCSAP Eligible hours dedicated to commercial vehicle activity which is submitted for reimbursement.

There are also (4) full-time MCSAP administrative employees, (9) part-time MCSAP employees and (8) part-time New Entrant employees. **FY 2023 update:** Tennessee has 765 commissioned officers on patrol/traffic enforcement who work MCSAP activities on a part-time basis. The hours that are worked on CVE traffic enforcement have been calculated using data in the FY 2021 MOE percentage of CVE time worked which is 13.09%. Using the 13.09% and the 765 commissioned officers that are on patrol each year and the annual number of total hours worked per year which is 1,920, the total FTE CVE equivalent for traffic enforcement equals 79.7.

FY 2024 update: Tennessee has 813 commissioned officers on patrol/traffic enforcement who work MCSAP activities on a part-time or full time basis. As mentioned previously, the MC+ Division of the Highway Patrol have combined the personnel at each scale facility with CVE and it is now called the MC+ division of the highway patrol. Out of the 813 commissioned officers, there are 59 who work at the Scales facilities and work full time under MC+ unit working MCSAP activities due to the reorganization discussed earlier in this document. One great advantage of moving the Scale facility people under MC+ (formerly CVE unit), is that the MC+ Captain can direct special activities which previously were nonexistent. Each Scale facility has already started doing monthly CMV traffic enforcement saturations in locations identified as high traffic and high crash locations. The activity for the saturations completed in May and June are in the chart below.

ENFORCEMENT SATURATION		
MONTH	MAY	JUNE
LOCATIONS	I-40,I-81/HWYS 70,222,25W, and 11E	I-40 and Hwys 70,14,54,59, and 179
Level I	41	39
Level II	64	105
Level III	0	23
Total Inspections	105	167
OOS Drivers	20	29
OOS Vehicles	37	63
Contacts	122	216
Citations	17	36
Warnings	202	223

FY 2023 RESPONSE TO FMCSA COMMENT: The State of Tennessee and the Highway Patrol are committed to continue to addressing dangerous driving behavior through ongoing and increased enforcement efforts. The increase in numbers of personnel mentioned earlier will lead to an increase in overall saturation throughout the state showing a larger presence in both urban and rural areas. There has also been an increase in CMV enforcement stops with an inspection as well as an increase in the number of CMV citations and warnings issued. As of the end of September (which is reported in the quarterly report narrative), the first three quarters of CY 2022 show a projected increase of more than 17% in that number and a projected increase of 7% from CY 2019. The number of CMV stops with inspections for January - September of 2022 is 14,068 which leads to a projection of over 18,000 for the year. The number of CMV citations and warnings issued could potentially increase by over 4,000 which would be a 13% increase over CY 2021 and a 4.5% increase over CY 2019. As previously mentioned, THP is bringing all fixed scale facility personnel under the CVE unit. Doing so will increase our overall CMV traffic enforcement is expected to increase due to these troopers no longer getting pulled to work non-CMV related assignments on a regular basis. The scale facility trooper will only answer to CVE Administration supervisors and will no longer be allowed to assist the road personnel with non-CMV related crashes. This change to our departmental structure will allow for a number of scale facility troopers to operate as CVE Rover units that will patrol high CMV crash areas in order to conduct CMV only related enforcement efforts.

FY 2023 FMCSA Requested information: Tennessee strives to be a state with equitable policies and practices in all areas of public service. The Department of Safety and Homeland Security and the TN Highway Patrol, especially are conscious of the need for law enforcement practices to be equitable. There are several ways that the TN Dept. of Safety and Homeland Security and the Highway Patrol support equitable enforcement practices. Tennessee is a "probable cause" state, which means that no enforcement action can be taken without probable cause of a violation. The department has clear policies laid out in the General Orders for Commissioned officers and in the FMCSA Title VI Plan. :

General Order	TITLE	DATE	Policy

103	Oath of Office and Obligations of Employees	7/1/2021	The law enforcement officer shall use his powers of arrest strictly in accordance with the law and with due regard to the rights of the citizen concerned. His office gives him no right to persecute the violator nor to mete out punishment for an offense. He, shall at all times, have a clear appreciation of his responsibilities and limitations regarding detention of the violator; he shall conduct himself in such a manner as will minimize the possibility of having to use force. To this end he shall cultivate a dedication to the service of the people and the equitable upholding of their laws whether in the handling of law violators or in dealing with the law- abiding.
910-1	Reweighing of Freight Vehicles	8/24/2008	It shall be the policy of the Department of Safety to provide fair and equitable treatment to all freight vehicle operators in the enforcement of weight laws. If any doubt should arise concerning the weight of a vehicle, the vehicle will be reweighed in accordance with the following procedures.
			<p>A. Any operator desiring to be reweighed, for any reason, may be reweighed prior to leaving the site.</p> <p>B. Under no circumstances will weight be shifted to avoid enforcement action being taken.</p>
900-1	Commercial Vehicle Inspection Selection Schedules	10/24/2008	It shall be the policy of the Tennessee Highway Patrol to schedule, in advance, the inspection selection criteria for truck inspections on a daily basis utilizing The Tennessee Department of Safety Daily Commercial Vehicle Inspection Schedule (SF-1269)
506	Profiling	1/31/2022	<p>It shall be the policy of the DOSHS to require Commissioned Members to patrol and perform assigned duties in a proactive manner, to actively enforce the motor vehicle and all other laws, while insisting that citizens will only be stopped or detained when there exists reasonable suspicion to believe they have committed, are committing, or are about to commit, a violation of the law. The DOSHS does not support bias based profiling.</p> <p>During assigned duties, all investigatory, enforcement or arrest actions must be based on sound principles supported by reasonable suspicion. Troopers must be able to articulate</p>

		<p>specific facts, circumstances, and conclusions that support probable cause or reasonable suspicion for the arrest, traffic stop, or investigative detention. Additionally, it shall be the policy of the DOSHS to uphold and ensure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 (Title VI) and related non-discrimination authorities as identified by the United States Department of Transportation (USDOT), through the Federal Motor Carrier Safety Administration (FMCSA), DOT Order Number: 1050.2A, Standard Title VI / Non-Discrimination Assurances. These authorities require that no person in the United States of America shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, sex, age, disability, income level, or limited English proficiency.</p>
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Tennessee utilizes e-Citations throughout most areas across the state for traffic enforcement. **FY2024: The charts below show updated citation data.**

CY	2018	2019	2020	2021	2022	2023*
THP e Citations	209,252	165,293	98,099	135,854	158,477	63,080
All e-Citations	212,364	168,489	100,748	139,807	163,933	67,644

Source: Tennessee Department of Safety and Homeland Security, TITAN Division – TITAN Database 6/22/2023. Yr to date = 5/31/2023. Note: Written citations are maintained at the District level. Number of written citations is not known.

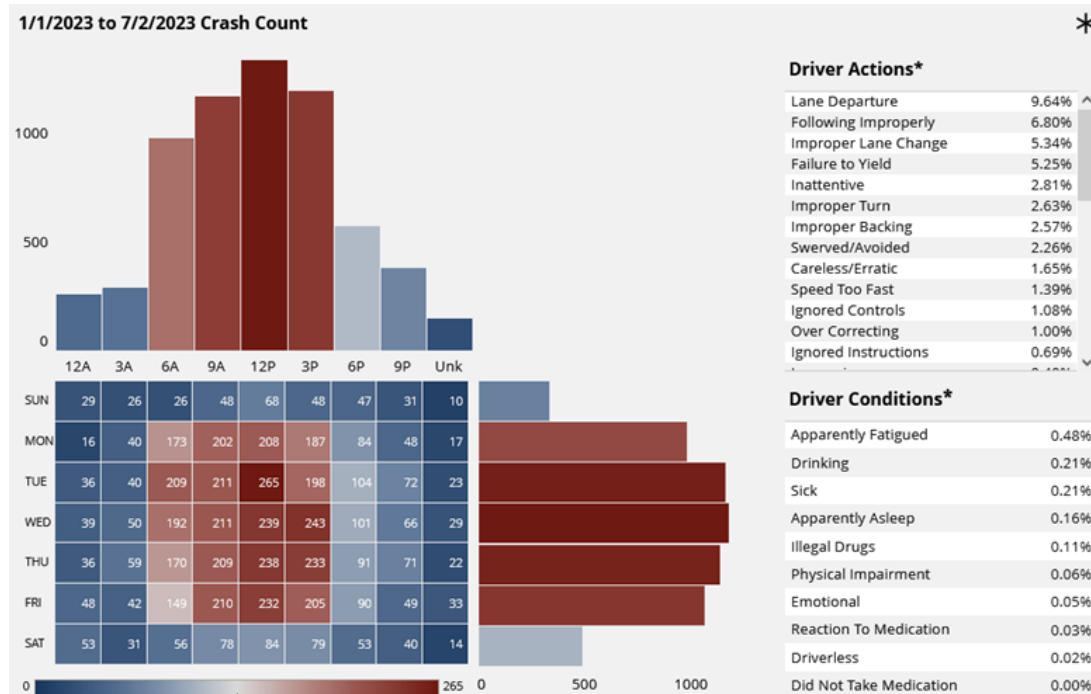
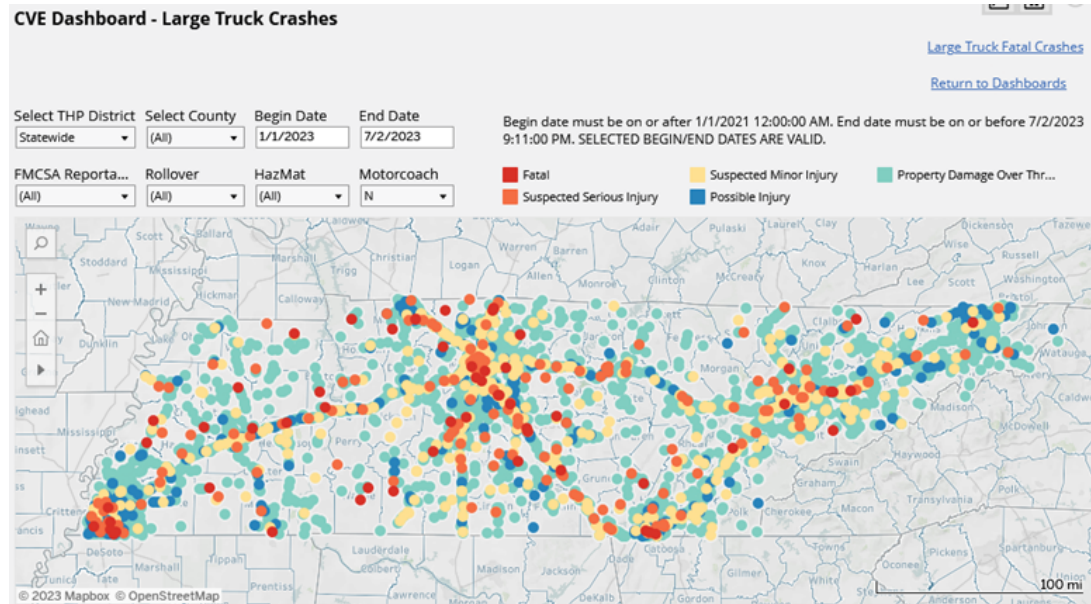
CY	2018	2019	2020	2021	2022	Jan-May 2023
Number of Documented CMV Traffic Enforcement Stops with an Inspection	16,231	16,918	12,466	15,458	18,703	7,861
Number of CMV Citations and Warnings Issued	30,449	32,856	21,187	30,314	34,952	16,424
Documented number of non-CMV traffic enforcement stops**	295,991	268,349	183,702	253,041	343,518	192,779
Number of non-CMV Citations and Warnings Issued	469,632	356,641	239,931	324,990	398,001	170,400

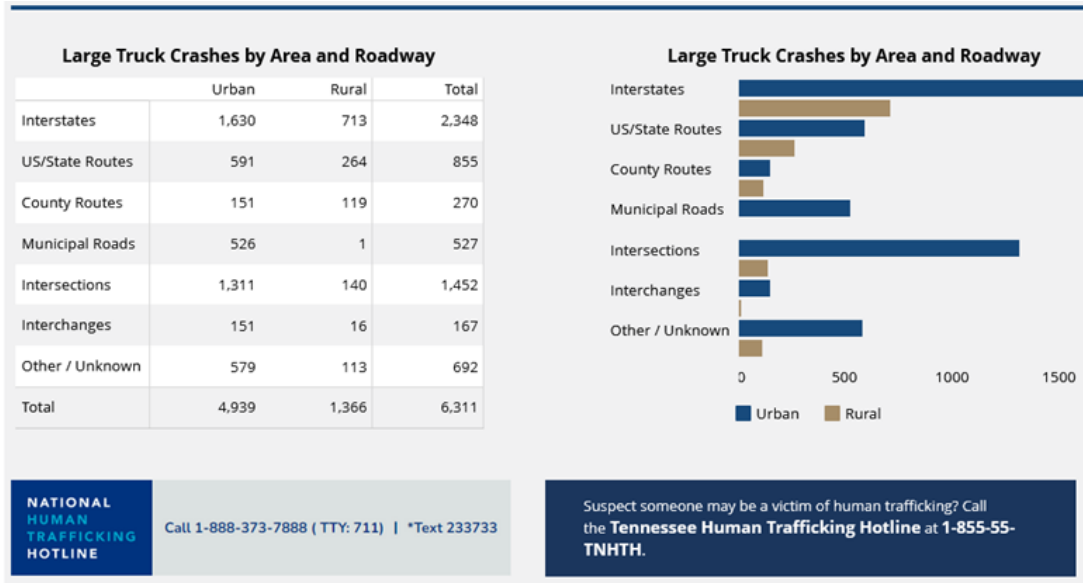
Source: TN Department of Safety & Homeland Security, TITAN Division, 22 June 2023 (CAD, Mark43, TITAN, and SafetyNet databases). *Source:

<https://ai.fmcsa.dot.gov/EnforcementPrograms/TrafficEnforcements/Visualization> (accessed 06/22/2023) YTD = 31 May 2023

**CAD system replaced with Mark43 on 06/08/2022. New system did not distinguish between non-CMV and CMV traffic enforcement stops from 06/08/2022 until 07/14/2022. So, CY 2022 Qtr 3 non-CMV traffic enforcement stops are slightly over stated.

Tennessee uses a variety of tools to plan and execute targeted enforcement efforts. One such tool includes the pre-screening activity data obtained which is used to identify commercial vehicles with high probability of safety issues and past violations. Another tool used by THP is the 90 day dashboard which is distributed monthly. It includes one dashboard for the state as a whole and one for each of the 8 districts. Each supervisor utilizes the updated data analytics in the dashboard which identifies high crash areas to assist with determining the appropriate location for troopers to conduct enforcement. **FY 2024 updated: Below is an example of a recent dashboard**





Source: <https://www.tn.gov/safety/stats/dashboards/large-truck-crashes.html>. Dates of large truck crashes are from March 1, 2022 to June 30, 2022. Date obtained; 8/10/2022

FY 2023 RESPONSE TO FMCSA COMMENT: As of July of 2022, THP's commitment to address driver behaviors is being advanced through new directives which include the following. Each district is to increase the number of multi-jurisdictional distracted driving saturations to six (6) per month. Each district is to increase the number of multi-jurisdictional commercial motor vehicle saturations to three (3) per month and each district is to increase presence to prevent hazardous driving by conducting a minimum of two (2) multi-jurisdictional Hazardous Moving / Speeding saturations per month.

The violation trend analysis table is another enforcement tool and has historically been used to identify violations for targeted enforcement efforts. **FY 2023 update:** Below is the updated violation trend analysis table and a table showing the ELD Citations from 2018 to YTD 2022.

FY 2023 RESPONSE TO FMCSA COMMENT: Another updated inspection violation table is below which includes specific inspection violations related to driving behaviors including alcohol and drug related behaviors, fatigue related violations and other potentially dangerous driving behaviors.

FY 2024 update: Updated table of driving violation is seen below:

CMV Impaired Driving	2018	2019	2020	2021	2022	2023 YTD
Alcohol	139	165	97	124	123	70
Drugs	274	306	217	218	290	158
Total	413	471	314	342	413	228

CMV Driver Fatigue	2018	2019	2020	2021	2022	2023 YTD
10/11 & 14/15 Hours	557	430	418	745	756	579
60/70 Hours	19	19	23	27	40	41
All Other Hours-of-Service	1,302	918	1,066	1,486	1,533	783
No RODS / RODS not current	2,492	2,749	1,999	3,067	3,320	1,830
State/Local Hours of Service	2	0	0	1	1	4
Total	4,372	4,116	3,506	5,326	5,650	3,237

CMV Moving Violations	2018	2019	2020	2021	2022	2023 YTD
Failure to Obey Traffic Cntrl Device	1,491	2,268	1,410	1,974	1,578	1,096
Failure to Yield Right of Way	62	41	28	35	51	29
Following too Close	270	183	104	129	190	97
Improper Lane Change	65	73	58	64	74	55
Improper Passing	42	74	37	56	30	22
Improper Turns	15	15	8	14	19	13
Reckless Driving	20	16	15	12	6	3
Speeding	3,309	3,126	2,327	2,467	2,833	1,827
Traffic Enforcement	341	324	247	269	367	226
Total	5,615	6,120	4,234	5,020	5,148	3,368

CMV Non Moving Violations	2018	2019	2020	2021	2022	2023 YTD
<i>Seat Belt</i>	737	569	349	564	630	299
<i>Disqualified Drivers</i>	426	393	238	384	416	238
<i>False Record of Duty Status</i>	589	1,004	824	1,949	2,575	1,395
<i>Log Book Form and Manner</i>	343	262	293	270	322	223
<i>Medical Certificate</i>	1,048	1,130	881	1,136	1,126	735
<i>No RODS / RODS not current</i>	2,492	2,749	1,999	3,067	3,320	1,830
<i>Radar Detectors</i>	47	56	20	29	35	25
Total	5,682	6,163	4,604	7,399	8,424	4,745

CMV Distracted Driving Violations	2018	2019	2020	2021	2022	2023 YTD
<i>Driving a commercial motor vehicle while texting</i>	5	6	2	8	21	5
<i>Operating a CMV while texting</i>	12	14	12	27	48	31
<i>State/Local Laws - Operating a CMV while texting</i>	3	8	13	31	50	37
Total	20	28	27	66	119	73

Source: TDOSHS, TITAN Unit, 7/18/2023 (SafetyNet database). Year to date 7/17/2023

STAND - Speeding Trucks and Negligent Drivers.

Approximately 2,000 overtime hours will be utilized. Requirements include 1 of the following:

One Level I inspection every 70 minutes or One Level III inspection every 35 minutes, or a combination of Level I and Level III inspections every 50 minutes.

FY 2024 update: Stand Overtime Activity updated below.

STAND OT	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	Jan-May 2023
Level I Inspections	137	243	110	159	128	65
Level II Inspections	443	901	641	774	790	330
Level III Inspections	1,791	1,795	1,436	1,667	1,239	212
Total Inspections	2,373	2,944	2,187	2,600	2,157	607
CMV Citations	775	1,087	645	797	568	128
Non-CMV Citations	1,537	1,195	806	1,035	717	105
Total Citations	2,312	2,282	1,462	1,832	1,285	233
Contacts	4,426	6,151	3,106	5,257	4,159	1,039
OOS Drivers	126	201	136	246	236	57
OOS Vehicles	142	268	149	194	202	69
Hours Worked	2,398	2,960	2,317	2,813	2,253	596

FY 2023 update: WORK ZONE - TN has added an additional overtime project for traffic enforcement in and around active work zones which is called the TDOT Work Zone Enforcement program. This overtime was approved and awarded in the MCSAP FY 2022 grant. The purpose of the project is to reduce the total number of crashes that occur within a work zone. The Tennessee Department of Transportation (TDOT) will be working closely with THP to determine the locations for this enforcement. The requirements for this project will be to complete at least one Level III inspection every four hours in a safe area around the work zone and maintain two contacts per hour. Approximately 2,304 hours will be allotted to the new WORK ZONE overtime project.

In addition to the MCSAP funded programs mentioned above, Tennessee utilizes the following state funded programs to enforce traffic laws (commercial and non-commercial) on rural roadways:

SOBER UP - Overtime which focuses on enforcement for driving under the influence

BELTS - Overtime which focuses on enforcement for unrestrained drivers

JUST DRIVE - Overtime which focuses on enforcement for distracted driving

PROBLEM ROADWAY AREAS - This project uses non obligated patrol time to focus on roadway areas of concern deemed important using crash statistics and data analytics.

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	16000	16200	16400
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	250000	255000	260000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2300	2325	2350

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
70700	18	1920	72638	71228

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

Tennessee will monitor its traffic enforcement via TITAN and report violations, e-citations, and MCSAP overtime activity to FMCSA in the Quarterly reports.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

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

Innovative Technology Deployment (ITD)

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

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

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

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

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

Performance and Registration Information Systems Management (PRISM)

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

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

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

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

Enter the agency name responsible for ITD in the State: Tennessee Dept. of Safety and Homeland Security

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

Narrative Overview for FY 2022 - 2024

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

PRISM COMPLIANCE

The Tennessee Department of Revenue is the lead agency for the state's PRISM program and is at Enhanced MCSAP PRISM compliance. The Performance and Registration Information Systems Management Program (PRISM) is a part of the MCSAP program as mandated by the FAST ACT.

SAFETY AND PRE-SCREENING TECHNOLOGY AND EQUIPMENT

Tennessee places high value on the deployment and regular use of all safety technology in order to improve the overall safety of the roads. Tennessee currently has six types of e-screening equipment at the seven inspection facilities throughout the state. The below grid identifies the e-screening equipment utilized at each inspection location.

FY 2024 update: Below is the current e-screening equipment at each of the 7 open inspection facilities throughout the state. As stated previously, the inspection facility at Robertson county is currently being rebuilt and will be on the south side of the interstate. The anticipated opening is sometime in 2025.

Scale Facility Equipment								
Equipment	Knox-E	Knox-W	Coffee	Robertson	Haywood-E	Haywood-W	Greene	Giles
PrePass	X	X	X		X	X	X	X
Drivewyze	X	X	X		X	X	X	X
ALPR	X	X	X		X	X	X	X
USDOT Reader	X	X	X		X	X	X	X
Infrared Camera	X	X	X		X	X	X	X

WIMS	X	X	X		X	X	X	X
Height Detection	X	X	X		X	X	X	X
Static Scale	X	X	X		X	X	X	X
PBBT-Fixed			X					
Inspections Shed			X				X	X
Inspection Pit			X				X	X

This chart is current as of 7/5/2023

TN also has a virtual site in Unicoi County on I-26 which has an ALPR, USDOT reader, Overview Camera and WIMS.

FY 2023 Update: TDOT has begun its largescale widening project on I-65 in Robertson County forcing the closure of the Robertson County southbound inspection facility on March 25, 2022. The project will include widening both the northbound and southbound lanes of I-65 starting at the Kentucky/Tennessee State line. In addition to widening the interstate, this project will include the construction of a brand new fixed scale facility for THP on the southbound side. THP has worked closely with TDOT in preparation for this project and agreed the southbound facility needed to be closed for safety reasons in March. At this time, it is expected that this project will take si-several years but will provide our inspectors with a much needed upgraded facility that will enhance our activities on I-65.

FY 2024 Update: Anticipated completion date for the I-65 road project is December of 2025. Anticipated completion date of new Scale Facility in Robertson County is sometime in 2025.

Each of these types of screening equipment must be maintained and repaired as needed in order to effectively screen commercial vehicles. Tennessee Department of Safety and Homeland Security currently has a contract with Intelligent Imaging for the O&M for this equipment. The anticipated maintenance cost per current Intelligent Imaging contract for **FY 2023 is \$810,000.**

License Plate Readers (LPR) and US DOT readers data storage are no longer housed by TDOSHS per the Strategic Technology Solutions (STS) Division of the Tennessee Department of Finance and Administration. The server has been moved to a cloud based server hosted by Intelligent Imaging as a sole source vendor of the LPR and DOT equipment in order to maintain consistency and promote efficiency between the equipment, maintenance and data collection. The anticipated cost of that maintenance contract for **FY 2023 is \$65,000.**

Program Activities for FY 2022 - 2024: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

PRISM COMPLIANCE

On October 1, 2019 the amended wording of the Tennessee Code Annotated (TCA), Title 55 became effective. This legislation has now brought Tennessee to full compliance in the PRISM program.

The Tennessee Department of Revenue now suspends and revokes registration for any vehicle and/or carrier with a federal out of service order as of October 1, 2019.

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

The Tennessee Department of Revenue will complete the PRISM Implementation Status Quarterly Report Denials and Suspensions/Revocations to FMCSA on a quarterly basis.

SAFETY AND PRE-SCREENING TECHNOLOGY AND EQUIPMENT

The Lieutenant assigned to each fixed inspection facility will report any issues with the performance of any and all equipment to the Administrative CVE Lieutenant. The Administrative CVE Lieutenant will contact the vendor on contract for repair and maintenance to keep consistent operational efficiency of each type of equipment at each fixed inspection facility. Any problems will be reported in the Quarterly reports submitted to FMCSA by the Grants Manager.

Every time a cost is obligated for O&M purposes, a voucher will be submitted for the reimbursement of that cost. Reimbursement will be requested via the voucher only one time through only one grant according to the table listed in the activity section above.

TN will report the number of suspensions, revocations, and registration denials to FMCSA in the PRISM quarterly reports.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

Trend Analysis for 2016 - 2020

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

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks					
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	2	2	3	3	4
State-Sponsored Outreach Events					104
Local Educational Safety Events	38	39	37	42	45
Teen Safety Events	0	0	0	14	25

Narrative Overview for FY 2022 - 2024

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

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

The (TITAN) trooper activity system does not have the capability of collecting FMCSA requested specific data for each type of educational outreach project. Tennessee does however, put an emphasis on education and outreach and does conduct each of the types of events listed above. The TITAN activity system collects data entered by troopers regarding the attendance and contacts of each event. The Tennessee Highway Patrol will continue to increase highway safety through public educational programs via presentations to schools, civic organizations and industry. All specific outreach/educational activities that are MCSAP funded are overtime activities which are laid out in the proposed spending budget.

FY 2023 updated table below

	TOTAL CY 2018	TOTAL CY 2019	TOTAL CY 2020	TOTAL CY 2021	TOTAL CY 2022	Jan - Mar 2023 YTD
Educational meetings	2,404	2,859	964	1,451	400	145
Attendance	202,731	162,012	42,030	60,901	44,009	4,244
Literature Given	2,071	2,255	949	697	422	69
Contacts Made	30,211	25,977	16,228	20,070	6,790	1,407
Hours Worked	651	748	265	686	198	46

FY 2023 update : Tennessee has recently reorganized the education portion of the Highway Patrol. Highway Safety and CMV safety education are now under each District. There is now a required number of customer focused educational

activities for which each district is responsible. Each district will submit a monthly report of those activities to the Research, Planning, and Development division.

The activities are as follows:

1. Distracted Driving Safety Meetings

Each district must conduct a minimum of seven meetings with schools/civic groups/law enforcement agencies per month.

2. Distracted Driving Saturations

Each district must conduct a minimum of three multijurisdictional distracted driving saturations per month

3. Safety belt Saturations/checkpoints.

Each district must conduct a minimum of four multijurisdictional safety belt saturations/checkpoints per month.

4. Commercial motor vehicle saturations

Each district must conduct at least two multijurisdictional CMV saturations per quarter.

FY 2023 RESPONSE TO FMCSA COMMENT: As requested in the supplemental memo, Tennessee Highway Patrol will be implementing the following methods to increase education promoting work zone safety and advising the general public on ways to report suspected incidents of human trafficking/smuggling involving commercial vehicles. These initiatives include:

1. Display and distribute trafficking brochures at Fixed inspection facilities and welcome centers

2. Increase awareness via social media avenues of work zone safety and human trafficking

3. Add sessions during the CMV portion of the annual THP citizen's academy regarding work zone safety and human trafficking

4. Include the National Human Trafficking Hotline number and hyperlink to the CMV THP dashboard

FY 2024 update: All overdimensional permits issued are now provided with truckers against human trafficking brochures and contact information.

Educational programs facilitated by THP can be funded by the state or FMCSA. Those funded by FMCSA are specifically mentioned in the financial information portion of this document. Educational programs include:

No Zone - Educating the public to avoid the blind spots of commercial vehicles. Approximately 160 hours are allotted to the No Zone project.

Move Over - Educating public regarding the safety law which protects emergency personnel, tow truck drivers, and drivers with emergency flashers activated. Move Over is state funded.

Teens and Trucks - Educating teenagers regarding the differences between passenger vehicles and commercial vehicles and the different handling characteristics. Tennessee has a semi-truck and trailer which houses six interactive driving simulators. These simulators are taken to various events around the state. 300 Overtime hours are allotted for this project. There are eight different scenarios which are controlled by the facilitator which show the following virtual situations: FY 2023 update: Additional scenarios have been added to the simulations, making a total of 11 different scenarios. They are highlighted below. Tennessee can also add other scenarios as needed. Tennessee has also submitted a request for purchase to the state for an upgrade on the Simulation software.

Following Too Closely

Distracted Driving

No Zone

Drowsy Driving

Wide Right Turns

Move Over Law

Driving to School Hazards

Prom Date Hazards

Pedestrian Awareness

Motorcycle Awareness

Construction Zone Driving

Distracted Drivers - THP program designed to address and eradicate the number of crashes and near crashes which occur due to driver behavior which becomes distracted from the road, through several ways, including, but not limited to texting while driving. This project is State funded.

Click It or Ticket Campaigns - State funded campaign to educate and enforce seat belt use.

Sober Up - State funded enforcement campaign with an educational component which requires bar checks and safety lectures.

Annual truck driving championship and inspectors challenge - Partnership with Tennessee Trucking Association geared towards general education of multiple state-wide drivers and companies on 49 CFR code of federal regulations and updates. Specific activities include:

- Facilitating inspectors challenge
- Education on all of the following:
 - Pre Trip inspections and common industry errors
 - Record of Duty Status (RODS)
 - Compliance Investigations and Safety Audits
 - Hazmat regulations

Tennessee Highway Patrol personnel are engaged in education and outreach to drivers and managers of multiple companies to answer industry questions.

Brochures are distributed at Welcome Centers and Rest Areas on topics such as No Zone, Teens and Trucks, and Drive to Zero.

The Teens and Trucks trailer is available for education and demonstration. Drivers of permit age and above are allowed to gain experience on the Teens and Trucks Simulators.

Tennessee does not currently conduct specific educational activities related to passenger transportation or Hazmat transportation. As noted previously, Tennessee does not currently have an identified problem with fatalities in these areas.

FY 2024 update: Education and Outreach are and will continue to be key components to the comprehensive plan THP has put in place for safer roadways in TN. We have always ensured that we are responsive to all request for educational events by assigning troopers to provide top level education for anyone seeking to learn more about how their company can be safer. It is the strong belief of MC+ that we can only reach our goals for safer roadways in TN by working with the public and industry through education in addition to the enforcement component. By educating industry on the inspection process and what laws and regulations are applicable, we can be more proactive in our approach to reaching our goal to prevent crashes involving large trucks on our roadways. One program that we take pride in but will be improving, due to inaccurate reporting, is our Roadside Inspection events held at each of our scale facilities throughout the year. Through our partnership with the Tennessee Trucking Association, we hold multiple Roadside Inspection events at each of our scale facilities throughout the year where our industry partners can come to the scale facilities and watch the inspection process firsthand. During each roadside event, the participants are divided into groups and assigned to a scale trooper. The participants shadow the trooper throughout the day while they conduct inspections on various vehicle types and have the opportunity to ask any questions they may have throughout the process. We typically see around 65 to 75 participants at each Roadside Inspection event and have received high reviews following each one. Although we have held these events for numerous years, we have identified a need to improve our reporting of these events to FMCSA. As a part of the transition to MC+, we have created a new process for how each of these events are reported to our Grant Manager and Administrative Lieutenant to ensure we are able to collect the total number of participants at each event and more accurately report that data to FMCSA via the Quarterly Reports. Moving forward, each scale Lieutenant will be responsible for inputting the Roadside Inspection event into the TITAN database and include the total number of participants for the day as well as all enforcement activity. Moving forward, the Lieutenants will add an additional step and be required to notify the Grants Manager and MC+ Administrative Lieutenant of the event, overall activity, and confirm that the accurate and complete data from the event from the educational/outreach event has been input into the TITAN database. This will allow our administrative team the ability to track and report these events in our Quarterly Reports. Below is an example of a report from a recent event.

INDUSTRY INSPECTION EDUCATION	
Level I	5
Level II	5
Level III	2
Total Inspections	12
OOS Drivers	2
OOS Vehicles	10
Other Safety Defects	10

# of Industry members present	61
# of first time members present	29
# of CMVs through Inspection Site	1,457

Another educational/outreach program that TN will be conducting through the MC+ unit is facilitating outreach by sending our troopers to various industry partner localities to facilitate educational events. All requests for our troopers to go to a carrier's facility will be routed through the MC+ administrative office. The administrative office will ensure that the company agrees to open the educational event to other members of industry before a trooper is scheduled for the event. We will confirm that other industry partners are given the opportunity to attend before holding the event. By conducting these events with multiple carriers, we will make a larger impact on roadway safety by working with industry and not against them and improving the relationship with our industry partners and drivers.

Projected Goals for FY 2022 - 2024

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

			Performance Goals		
Yes	No	Activity Type	FY 2022	FY 2023	FY 2024
<input type="radio"/>	<input checked="" type="radio"/>	Carrier Safety Talks	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	100	100	100
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	40	42	44
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	15	16	17

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

Tennessee will continue the ongoing multifaceted education program by conducting at least 85 educational events and at least 1,000 contacts each year. **FY 2023 update: Tennessee met and surpassed the educational goal for 2021.**

The Commercial Vehicle Enforcement office of the Tennessee Highway Patrol, along with the Statistical Analyst, will work together to monitor the training of special program's personnel to continue to increase accurate reporting for each function and contacts made during these educational meetings. **FY 2023 update: The Commercial Vehicle Enforcement office is currently working with each THP district to improve accuracy and consistency of documentation and reporting of all commercial vehicle activity, including CMV education and outreach activity.**

Tennessee has set the following targets for CY 2021 - 2024 activities. Progress towards these goals will be reported in the Quarterly Reports.

Special Programs Educational Regular Time CMV Activity				
	CY 2021	CY 2022	CY 2023	CY 2024

Total Events	109	114	120	126
Attendance	1,679	1,763	1,851	1,599
Contacts	1,010	1,061	1,114	1,170
Distracted/Hands Free Training	7	8	8	8
DUI Education	1	1	1	1
Media	1	1	1	1
Teens and Trucks-CMV	64	67	71	74
Teens and Trucks-Community	263	277	291	306
Static Display	4	4	5	5

TN will report the activities listed above for the special programs CMV activity as well as those conducted during the No Zone overtime in the quarterly reports.

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: TN Dept of Safety/THP/CVE

Enter the agency or agencies name responsible for DataQs: TN Dept of Safety/THP/CVE

Enter the agency name responsible for the Crash Data Repository: TN Dept. of Safety/THP/CVE

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

June 14, 2021

Narrative Overview for FY 2022 - 2024

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

Tennessee has rated in the good range for all Data Quality categories from July of 2015 through November of 2018. In November of 2018 the Fatal Crash Completeness rating fell to fair. The issue was immediately investigated and it was determined that there was a communication and training issue between the FARS and the CVARS groups. The issue included the understanding of the requirements for a FMCSA reportable crash. Tennessee worked with FMCSA and found all the missing reports and corrected them. Tennessee attended the FMCSA training in San Antonio and corrected the issues. The Fatal Crash Completeness category returned to green in January of 2019 and has remained all green ever since. Both FARS and CVARS now have a closer collaborative working relationship.

Tennessee's challenge is to continue to maintain the good rating for all categories.

Program Activities FY 2022 - 2024: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

The Tennessee Integrated Traffic Analysis Network (TITAN) collects all motor vehicle crash data in Tennessee. Crash data potentially reportable to FMCSA is reviewed by the Commercial Vehicle Analysis Reporting System (CVARS) before being uploaded to the Safety and Fitness Electronic Records (SAFER) system.

The CVE Statistical Analyst will continue to monitor and identify any discrepancies between SafetyNet and TITAN to ensure consistent and accurate reporting of FMCSA reportable crashes. If problems are detected, a corrective action will be implemented immediately.

FMCSA guidelines require that the data review queues be completed within 20 days of receipt, however, the CVE Administrative Sergeants will respond to requests for data reviews (Data Q's) within 16 days and utilize overtime hours as volume dictates. **FY 2023 update: The Data Q overtime project will be utilized as needed. Approximately 480 hours are allotted for the FY 2023 grant. Currently the Data Q's consistently remain within 9 days or less**

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

State Safety Data Quality is monitored at the first of every month by the CVE statistical analyst. Monthly data quality is coded by a color (i.e., green, yellow, and red) in each of the ten measured categories. The ten measured categories are listed in the chart below.

JAN 2020 - DEC 2020	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
SSDQ Overall State Rating	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Crash Record Completeness	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%
Fatal Crash Completeness	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%
Inspection Record Completeness	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Crash Timeliness	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%
Crash VIN Accuracy	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%
Inspection Timeliness	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%
Crash Accuracy	100%	100%	100%	100%	100%	99%	100%	99%	100%	100%	100%	100%
Inspection Accuracy	100%	100%	100%	100%	100%	100%	100%	100%	100%	99%	99%	99%
Inspection VIN Accuracy	98%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%
Crash Consistency	100%	101%	100%	100%	101%	101%	98%	96%	96%	98%	99%	98%

FY 2023 UPDATE

JAN 2022 - MAY 2022	JAN	FEB	MAR	APR	MAY

SSDQ Overall State Rating	Good	Good	Good	Good	Good
Crash Record Completeness	99%	99%	99%	99%	99%
Fatal Crash Completeness	104%	104%	104%	104%	109%
Inspection Record Completeness	100%	100%	100%	100%	100%
Crash Timeliness	100%	100%	100%	100%	100%
Crash VIN Accuracy	98%	98%	99%	98%	99%
Inspection Timeliness	99%	99%	99%	99%	99%
Crash Accuracy	100%	100%	99%	99%	99%
Inspection Accuracy	100%	100%	100%	100%	100%
Inspection VIN Accuracy	97%	97%	97%	97%	97%
Crash Consistency	114%	114%	115%	117%	118%

FY 2024 UPDATE

June 2022 - May 2023	JUN	JULY	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
SSDQ Overall State Rating	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Crash Record Completeness	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%
Fatal Crash Completeness	109%	109%	109%	109%	109%	109%	109%	109%	109%	109%	109%	107%
Inspection Record Completeness	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Crash Timeliness	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Crash VIN Accuracy	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%
Inspection Timeliness	97%	97%	97%	98%	98%	98%	97%	99%	99%	99%	99%	99%
Crash Accuracy	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%
Inspection Accuracy	100%	100%	100%	99%	99%	100%	100%	100%	100%	99%	100%	100%
Inspection VIN Accuracy	97%	97%	97%	98%	98%	98%	98%	98%	98%	98%	98%	98%
Crash Consistency	117%	118%	121%	119%	119%	118%	116%	115%	115%	155%	114%	114%

Part 2 Section 9 - New Entrant Safety Audits

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

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

For the purpose of this section:

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

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

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

Trend Analysis for 2016 - 2020

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

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	791	744	612	699	864
Intrastate	0	0	0	0	0
Total Audits	791	744	612	699	864

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

Narrative Overview for FY 2022 - 2024

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: TN Dept. of Safety and Homeland Security/THP/CVE

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website \(NEWS\)](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	07/05/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1141
Current Number of Past Dues	3

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

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

Projected Goals for FY 2022 - 2024

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

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
	FY 2022		FY 2023		FY 2024	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	346	0	365	0	384	0
# of Safety Audits (Offsite)	1382	0	1459	0	1536	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	1728	0	1824	0	1920	0
# of Non-Audit Resolutions	525	0	560	0	590	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

The New Entrant Program currently consists of eight troopers and an Administrative Assistant which are under the supervision of a Sergeant, who reports to the Lieutenant for the Commercial Vehicle Enforcement Division of the THP. According to the FMCSA regulations, new commercial carriers must be audited within the first 12 months of operations and passenger carriers within 120 days. All New Entrant motor carriers must demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations during a safety audit within the required timeframe. New Entrant personnel also provide educational and technical assistance and support to these new commercial carriers in order to promote safe operations. The New Entrant personnel will utilize grant funding effectively and efficiently to ensure that all New Entrant motor carriers receive a safety audit prior to the last 90 days of the 12 month deadline.

Tennessee's goal is to maintain a zero count of new entrant commercial carriers who are within 90 days of the 12 month deadline by conducting new entrant safety audits within the required timeframes and by utilizing the eight (8) full-time New Entrant Troopers and the Administrative Assistant, as well as the Sergeant who supervises all personnel for the New Entrant program.

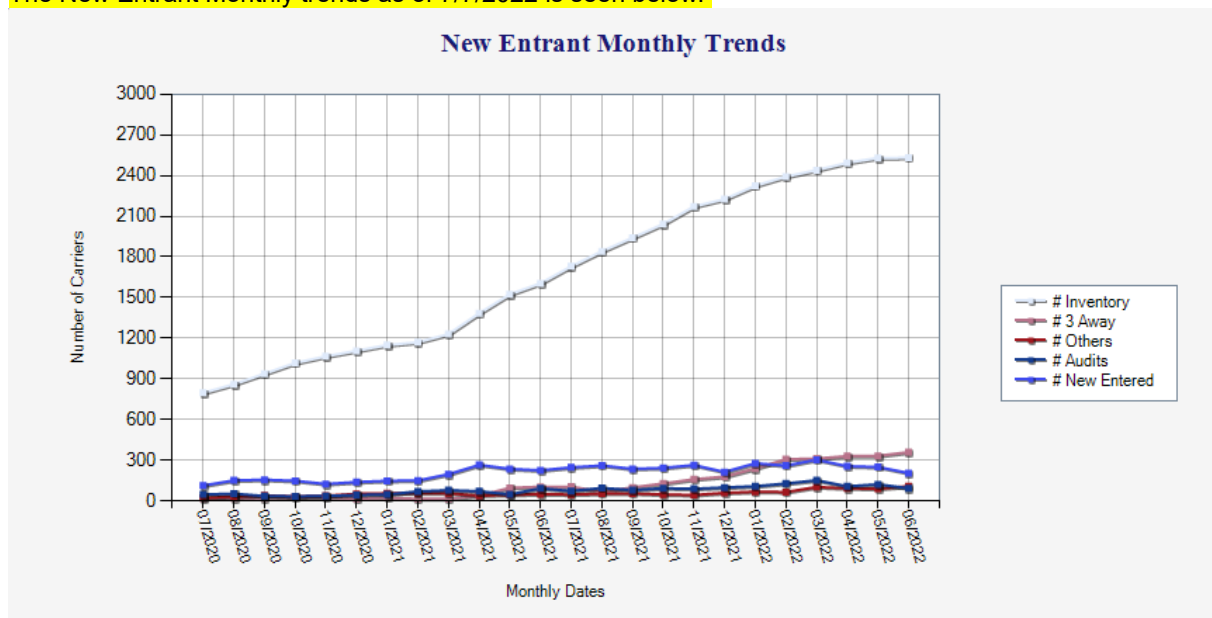
FY 2023 Update

NE ACTIVITY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	CY 2022
Carriers Added to the Program	444	433	522	613	2,412	2,086
Carriers Removed from the Program	423	353	482	618	696	681

Carriers exited due to change	118	75	126	202	267	76
Carriers exited due to inactivation	63	65	100	140	308	49
Carriers revoked due to FAILED SA	34	35	46	21	17	3
Carriers revoked due to NO SHOW-S	17	26	40	61	64	25
Carriers revoked due to NO CONTACT	144	130	156	137	133	53
Carriers exited due to SA-EXEMPT	48	24	27	56	47	9
Onsite Safety Audits Completed	396	119	136	81	75	4
Offsite Safety Audits Completed	341	473	559	714	721	888
TOTAL SAFETY AUDITS	737	592	695	864	796	892

**Source: FMCSA portal, Gotham reports, SMS data as of 7/29/2022

The New Entrant Monthly trends as of 7/7/2022 is seen below.



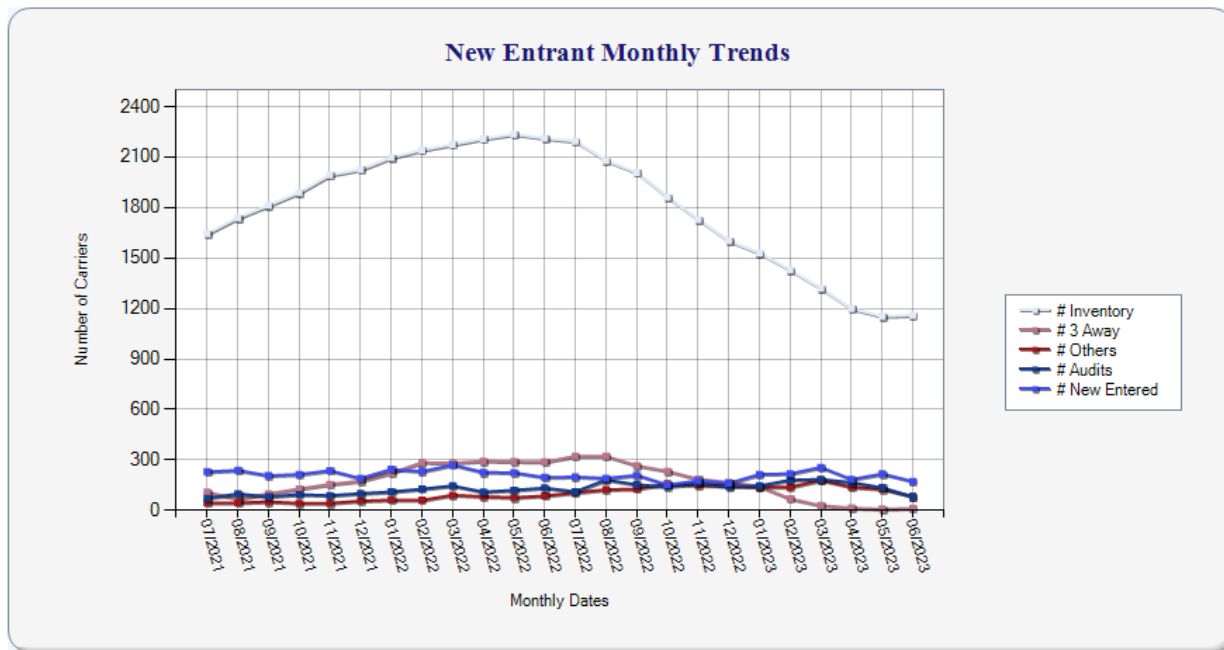
Beginning in the MCSAP FY 2021 grant, Tennessee added a New Entrant overtime project to enable the New Entrant troopers to use overtime activities to help maintain the goal of the zero count on the 90 day list. Tennessee has experienced a high turn over rate among New Entrant personnel, largely due to promotions or retirement. The COVID pandemic has also led to challenges with troopers becoming sick and difficulties getting training due to COVID restriction. Cancelled classes and the need for personnel at protest have also delayed re-staffing efforts. The New Entrant program is now fully staffed and almost fully trained. Overtime will help to maintain our objectives and goals on a more consistent basis. The New Entrant Sergeant is in charge of assigning these hours to individual troopers as needed. The New Entrant Sergeant will also encourage each trooper to complete between 16 and 19 Safety Audits per month.

FY 2023 Update: All New Entrant Personnel were recently moved from the district chain of command and into the CVE Administrative Unit. This means that they will not be pulled off of New Entrant duties by the districts to do unrelated tasks and their percentage of CVE time will be 100%.

FY 2024 update: The number of carriers entering the New Entrant program has decreased as the economy made a downward turn. The overtime utilized has given the New Entrant team the opportunity to dramatically increase the number of Safety Audits completed and decrease the number of carriers overdue. The number of overdue carriers in the FY 2023 eCVSP was 32. As of 7/3/2023 TN has 3 carriers overdue for Safety Audits and only 10 that are within 90 days of being

overdue. The New Entrant program will soon be in compliance with 0 carriers overdue and be able to meet the goal of 0 carriers on the 90 day list. Although, Tennessee was slightly below the goal for FY 2022 with 1,515 Safety Audits, Tennessee completed 91% more Safety Audits in FY 2022 than in FY 2021. The goal for number of Safety Audits is unobtainable with the number of New Entrant personnel and will be re-defined in the FY 2025 eCVSP.

The monthly trend as of 7/3/2023 is below.



Source for monthly trend and NE Activity chart below is FMCSA portal, Gotham reports, SMS data as of 7/3/2023 and 7/5/2023

NE ACTIVITY	**CY 2022	JAN-MAY 2023
Carriers Added to the Program	2,491	1,094
Carriers Removed from the Program	1,588	827
Carriers exited - other reasons	1,331	725
Carriers revoked due to FAILED SA	150	80
Carriers exited due to SA-EXEMPT	43	12
Compliance Reviews	17	2
Onsite Safety Audits Completed	69	111
/Offsite Safety Audits	1,625	707

Completed //and		
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Activity Plan for FY 2022 - 2024: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Tennessee is geographically divided into three areas: West, Middle, and East. There are approximately 475 miles between the lower western point of Tennessee, which is the Memphis District and the upper eastern point of Tennessee, which is the Fall Branch District. The eight (8) New Entrant personnel are strategically located throughout the state in order to provide coverage for all areas. There are areas of Tennessee which have a much higher rate of New Entrant commercial carriers than others. In order to accomplish the New Entrant goals, the following activities are planned.

- New Entrant Safety Audits as outlined in MCMIS which will include both on-site and off-site audits
- The New Entrant Administrative Assistant will review Safety Audits due in each district
- The New Entrant Sergeant will manage assignments to assure completion of objectives.
- The New Entrant Sergeant will also assign overtime hours as needed to cover all areas around the state

It is anticipated that now having a fully staffed New Entrant Program, raising Safety Audit expectations to 17 Audits or more per month for each Trooper and an additional 8 Safety Audits per month by the New Entrant Sergeant, as well as adding overtime for Safety Audits, should allow Tennessee to meet the challenges of the quickly growing New Entrant Commercial Vehicle Companies.

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

The New Entrant Administrative Assistant will monitor the New Entrant "90 day" list on a monthly basis and send a report to the New Entrant Sergeant if any companies are on this list. The New Entrant Sergeant will immediately address this by either communication with the Trooper in that area or coordinating needed resources to complete audits as soon as possible. The grants manager will report the activities and any problems, as well as solutions planned to address any said problems on a quarterly basis to FMCSA.

The New Entrant Sergeant and the Administrative Assistant will utilize the information within the MCMIS system located on the FMCSA portal to coordinate and monitor all new entrant carriers as well as safety audit activities.

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

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

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

Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

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

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 50.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

Check this box if:

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

Narrative Overview for FY 2022 - 2024

Project Goal: Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.

Projected Goals for FY 2022 - 2024: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2022	85
2023	86
2024	87

FMCSA has placed emphasis on taking carriers that are operating under an Out of Service Order off the roads as they pose such an enormous danger to the public. Per reports from FMCSA, Tennessee only identified 31.25% of all out of service carriers when encountered and inspected in 2013. Tennessee began to take corrective action and put more focus on this issue. By FY 2020 Tn had increased to 81.82% catch rate for all OOS carriers identified and 100% catch rate for Imminent Hazard/Unfit Carriers Identified.

The percentages are shown in the chart below.

Measures	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
All OOS Carriers Identified	76.67%	78.26%	74.29%	62.96%	81.82%
Imminent Hazard/Unfit Carriers Identified	80.00%	33.33%	57.14%	100.00%	100.00%

Data Source: FMCSA A&I Activity Dashboard OOS Catch Reports OOS Carriers History, distributed by FMCSA

As of June 15, 2021 per FMCSA A&I Activity Dashboard OOS Catch Reports OOS Carriers History, distributed by FMCSA, Tennessee's current catch rate for FY 2021 is 86.21% for all OOS carriers identified and 50% for Imminent Hazard/Unsat/Unfit carriers.

FY 2023 Updated Table.

Measures		FY 2019	FY 2020	FY 2021	FY 2022
Inspection Counts	Inspections on All OOS Carriers	27	23	49	28
	Inspections on All OOS Carriers Identified	17	18	42	26
OOS Carriers not Identified	Imminent Hazard Carriers not identified	0	0	0	0
	Unsatisfactory/Unfit Carriers not identified	0	0	1	1
	Other OOS Types not identified	10	4	5	1
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0	0	0
	Unsatisfactory/Unfit Carriers Identified	1	1	1	0
	Other OOS Types identified	16	17	34	26
% Identified (OOS Catch Rate)	% of all OOS Carriers Identified	62.96%	78.26%	85.71%	92.86%
	% of Imminent Hazard null/Unfit Carriers Identified	100.00%	100.00%	50.00%	0.00%

Current FFY YTD is April 2022 per FMCSA A & I Activity Dashboard.

FY 2024 update: Tennessee has worked diligently and has achieved 100% identification of OOS Unsatisfactory/Unfit for FY 2023 as of April 2023. There have been no Imminent Hazard Carriers to be inspected. Below is the current chart showing the catch rate for TN.

Measures		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Inspection Counts	Inspections on All OOS Carriers	27	23	49	54	27
	Inspections on All OOS Carriers Identified	17	18	42	50	24
OOS Carriers not Identified	Imminent Hazard Carriers not identified	0	0	0	0	0
	Unsatisfactory/Unfit Carriers not identified	0	0	1	1	0
	Other OOS Types not identified	10	4	5	3	3
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0	0	0	3
	Unsatisfactory/Unfit Carriers Identified	1	1	1	1	21
	Other OOS Types identified	16	17	34	49	49
% Identified (OOS Catch Rate)	% of all OOS Carriers Identified	62.96%	78.26%	85.71%	92.59%	88.89%
	% of Imminent Hazard null/Unfit Carriers Identified	100.00%	100.00%	50.00%	50.00%	100.00%

Current FFY YTD is April 2023 per FMCSA A & I Activity Dashboard.

Program Activities for FY 2022 - 2024: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Extensive training of each district on efficient utilization of ASPEN 3.0, Query Central, and the Commercial Vehicle Information Exchange Window (CVIEW) was completed during 2016. These systems are used to verify operating authority.

General Order 900, Section III, D, 11 states that "Members shall verify operating authority/insurance on each carrier."

FY 2023 RESPONSE TO FMCSA COMMENT:

The Tennessee Highway Patrol considers the OOS Catch Rate to be of extreme importance and a matter that goes to the core of our efforts to making Tennessee's roadways safer. In FFY 2022, THP has identified 91.11% of all OOS carriers but only 50% of those listed as Unsatisfactory/Unfit. Of the 45 OOS carriers inspected by THP in FFY 2022, only two of those inspections were on a carrier listed as Unsatisfactory/Unfit. In both cases, the trooper correctly identified the carrier as being under a Federal OOS order and subsequently placed the vehicle OOS. Unfortunately, the vehicle was not placed OOS using the appropriate violation code in one of the two cases resulting in our 50% catch rate.

In an instance where a carrier under a Federal OOS order is missed, the CVE Sergeant immediately notifies the inspecting trooper as well as his or her supervisor of the matter and a review of the facts that led to the missed OOS order must be conducted. The trooper is then required to provide a written MEMO to the CVE Administration unit providing a detailed explanation and what measures will be taken to ensure the issue does not occur moving forward. In the event that a trooper placed the vehicle OOS but happened to use the incorrect code, the trooper receives additional guidance on the proper use of the *Tools to Identify OOS Carriers Visor Card* and provided with a copy of the visor card for their patrol vehicle. The positive result is that THP have never had a trooper repeat this mistake. However, the CVE Administration unit understands the shortcomings presented by this reactive approach and will be taking a more proactive approach moving forward in addition to continuing the corrective action policy mentioned above.

The CVE Administration unit has implemented a new policy requiring an additional coaching session at each North American Standard Part A and Part B class it conducts. During the coaching session, the CVE Sergeants advise each trooper on the importance of properly identifying carriers under a Federal OOS Order and how vital it is to use the correct code when placing the vehicle OOS. The CVE Sergeants will ensure that each trooper is provided with the *Tools to Identify OOS Carriers Visor Card* and that they are instructed on the proper use of the card in correlation to the OOS description provided via the FMCSA Portal. In addition, the CVE Division unit will now have General Order 900 (mandating that all troopers verify operating authority on each carrier and) reviewed and signed by each trooper on an annual basis to reemphasize that checking the authority of each carrier in conjunction with the North American Out of Service Criteria shall be followed.

All commissioned personnel in the THP are under the directive to verify the commercial driver license, insurance and operating authority during each commercial vehicle inspection. The THP Dispatch centers act as an alternate source for the verification of commercial driver license, insurance and operating authority. If an out-of-service order exists, then those out-of-service orders are to be enforced and reported to FMCSA.

Tennessee Department of Revenue has been granted legislative authority to suspend and/or revoke any vehicle or carrier registration that currently has a federal out of service order. This authority was put into law in March of 2019 and went into effect on October 1, 2019.

In 2020, Tennessee identified a common issue that has contributed to a lower catch rate percentage for our State. The identified issue being how we track motor carriers who are fraudulently operating under another motor carriers DOT # due to their own DOT # being placed under a Federal OOS Order. In many cases, the issue is not identified roadside due to the driver/motor carrier providing incorrect data to the trooper which cannot be proven false during a roadside investigation. The issue is not identified until the motor carrier being negatively affected by another's fraudulent activities contacts the CVE Administration office and we are able to work together to have the inspection corrected. Tennessee understands the importance of identifying these motor carriers who are operating fraudulently and that it is crucial that we enter the data correctly for future reference. For this reason, the CVE staff continues to correct these inspections by placing them under the appropriate authority which is under a Federal OOS Order. However, this has had a negative affect on our OOS Catch Rate even though the trooper could not have caught this issue roadside. We continue to work closely with our partners at FMCSA to properly correct this issue moving forward and hope to reach a long-term solution.

FY 2023 update: Tennessee continues to take actions to strengthen our ability to catch OOS carriers through continued training in every annual In-Service. Beginning in early 2022 all NAS inspection classes include specific training on checking portals for OOS Carriers and the proper way to enforce the OOS order.

New inspection software is also in the testing phase for FMCSA to replace ASPEN with SAFESPECT. Other third party companies have also developed updated inspection software. Tennessee is anticipating using the FMCSA SAFESPECT software, however, has also considered using INSPECT which is provided by the company Iteris. Both SAFESPECT and INSPECT will automatically check for Out-Of-Service Carriers and should strengthen our overall ability to identify these carriers.

FY 2024 update: Tennessee has started training officers to use FMCSA's ASPEN replacement SAFESPECT. This program, as previously stated, will automatically check for Out-Of-Service Carriers. In the event that SAFESPECT is not the right fit for TN, INSPECT is a viable option as well.

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

The Commercial Vehicle Enforcement Sergeants will continue to monitor the catch rate via reports from the Federal Motor Carrier Safety Administration (FMCSA). The percentage of out of service order enforcement actions will be reported in the Quarterly FMCSA reports.

The Sergeants will also continue to review Tennessee's performance in regards to our catch rate each time FMCSA distributes this report.

If the catch rate does not meet the established 85% criteria established by the FMCSA, then the individual inspection is and will be identified by the CVE Sergeants and the CVE Lieutenant will discuss with the trooper a corrective action plan, as well as revisit all tools available to identify all Out-of-Service carriers in the future. This corrective action will also be noted in the FMCSA quarterly reports.

Part 3 Section 3 - Passenger Carrier Enforcement

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Part 3 Section 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

SAFETY IMPROVEMENT via Vehicle Out-of-Service rate

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

Maintain a Vehicle Out-of-Service rate above the national average.

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

Vehicle OOS Rate: Goal in CY 2016 > National Average National Average was 19.97% TN was 24.38% Goal in CY 2017 > National Average National Average was 20.72% TN was 27.17% Goal in CY 2018 > National Average National Average was 20.87% TN was 25.88% Goal in CY 2019 > National Average National Average was 20.65% TN was 26.34% Goal in CY 2020 > National Average National Average was 20.74% TN was 25.83%

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

Vehicle out-of-service (Vehicle OOS) rate became a priority for the State of Tennessee in 2008 after reaching an all-time low of 13.2% in 2007. Tennessee has been very successful at meeting the Vehicle OOS goal following the deployment of increased inspection technology. Tennessee has deployed three Infrared Brake Screening Systems (IBSS) and is in the process of installing another two. The first three are located at the Haywood county east bound, the Greene County, and the Knox County east bound inspection facilities. The other two systems will be installed at Haywood county westbound and Knox county west bound.

Activity #2**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Traffic Enforcement focusing on driver out-of-service percentages in order to lower the percentage of crashes where large truck drivers are a contributing factor. Program elements used to conduct this activity include: Inspections and Traffic Enforcement activities.

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

Maintain a Driver Out-of-Service rate above the national average.

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

Driver OOS Rate Tennessee National CY Actual Goal Actual 2016 5.46% > National average 4.91% 2017 5.56% > National average 5.11% 2018 5.63% > National average 4.76% 2019 6.35% > National average 5.11% 2020 6.14% > National average 5.27% Source: FMCSA Analysis & Information Online Website: <https://ai.fmcsa.dot.gov/SafetyProgram/spRptRoadside.aspx?rpt=RDOOS>

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

learned, etc.

Tennessee has been successful at maintaining a Driver Out-of-Service percentage above the national average and the Driver Out-of-Service percentage has increased each year with the exception of 2020.

Activity #3**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Hazmat Crash Reduction

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

Maintain less than 3% of hazmat crashes out of all CMV crashes within TN.

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

Hazmat Vehicle Crashes as a Percentage of All TN CMV Crashes 2016 2017 2018 2019 2020 TN CMV HM Crashes
 71 63 55 51 61 All Large Truck Crashes 4,084 4,079 4,226 4,132 4,159 % Hazmat to All CMV Crashes 1.74% 1.54%
 1.30% 1.23% 1.47% Data Source: Tennessee Department of Safety and Homeland Security, TITAN Division -
 SafetyNet 4/11/2021 The Sergeant of the Hazmat Commercial Vehicle Enforcement program continues to conduct
 certified training courses as well as several Hazmat refresher courses across the state.

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

Tennessee historically has a very low hazmat related crash rate yet maintains an aggressive Hazmat related enforcement program. The percent of hazmat related crashes has not only remained below 3% of all commercial vehicle crashes within the state of Tennessee, but has decreased each year since 2016 with the exception of 2020. The state of Tennessee and the Highway Patrol continue to acknowledge that even one hazmat related crash has potentially catastrophic consequences and has maintained a robust and proactive program because of this fact. Hazmat Inspections - CY 2016 2017 2018 2019 2020 3,001 2,107 2,406 2,973 2,545 Source: TN Dept. of Safety and Homeland Security, TITAN Division, 4/13/2021 (SafetyNet database)

Part 3 Section 5 - State Specific Objectives – Future

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

Describe any State-specific objective(s) identified for FY 2022 - 2024. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

SAFETY IMPROVEMENT - Vehicle Out-of-Service

Narrative Overview for FY 2022 - 2024

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

Vehicle Out-of-Service rate became a priority for the State of Tennessee in 2008 after reaching an all-time low of 13.2% in 2007. Tennessee began to focus on commercial vehicles operating under sub-par mechanical conditions including being in an imminent hazardous condition, or without the correct operating authority registration.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

The Vehicle out-of-service rate for Tennessee for FY 2022 2023, and 2024 will be to continue to maintain a Vehicle Out-of-Service rate above the national average.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

Tennessee has purchased five (5) new IBSS systems. Three are operational and two are in the process of being purchased and installed. These screening systems allow for more efficient means of choosing trucks for inspection.

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

Tennessee will continue to report the Vehicle out-of-service percentage and compare it to the average National Vehicle Out-of-Service rate in the Quarterly FMCSA reports.

State Objective #2

Enter the title of your State-Identified Objective.

Traffic enforcement for unsafe commercial vehicle drivers

Narrative Overview for FY 2022 - 2024**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Tennessee continues to place emphasis towards commercial vehicle driver enforcement. It is just as important to remove an unsafe driver, as it is to remove an unsafe vehicle.

Projected Goals for FY 2022 - 2024:**Enter performance goal.**

Maintain a Driver Out-of-Service rate above the national average for FY 2022, 2023, and 2024.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

All commercial activities and projects facilitated by the CVE administration of the THP are part of the objective to remove unsafe drivers. Some specific activities which help in the Driver out of service rate include, but are not limited to: Roadside inspections Speeding Trucks and Negligent Drivers (STAND) Overtime Drug Interdiction and Criminal Enforcement (DICE) Overtime Educational activities with industry members New Entrant Safety Audits

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

Each overtime activity will meet the required number of inspections and/or contacts specific to that overtime. All activity including overtime projects, inspections, educational activities and New Entrant Safety Audits will be reported to FMCSA on a quarterly basis.

State Objective #3**Enter the title of your State-Identified Objective.**

Hazardous Materials Crash Reduction

Narrative Overview for FY 2022 - 2024**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Tennessee historically has very low hazmat related crash rates, however, Tennessee also has a very aggressive Hazmat related enforcement program. The percent of Hazmat related crashes has remained below 3% of all commercial vehicle crashes within the state of Tennessee. The state of Tennessee and the Highway Patrol continue to acknowledge that even one hazmat related crash has potentially catastrophic consequences and therefore, has maintained a robust and proactive program because of this fact.

Projected Goals for FY 2022 - 2024:**Enter performance goal.**

Tennessee Department of Safety and Homeland Security will continue to use the hazardous materials and Level VI program to maintain the hazardous material crash percentages below 3% of all commercial vehicle crashes for FY 2021, 2022, 2023, and 2024.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

To meet this goal, the state intends to implement the following activities: Conduct hazmat training courses which will include general Hazmat, cargo and other bulk each year. Distribute updates related to hazardous materials to all troopers throughout the state. Offer refresher training courses each year. Conduct at least 2,000 Hazmat inspections in 2022, 2023, 2024.

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

All Hazmat related activity will be monitored by the Hazmat Sergeant. The Sergeant will report other activities to the Grants Manager who will then include this information to

FMCSA quarterly.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2024 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

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

- Calculation of Federal and State Shares

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

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$10,658,842.00	\$560,992.00	\$11,219,834.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,682,975.00
MOE Baseline:	\$4,757,428.50

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,682,975.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Sergeant - HYBRID	2	95.0000	\$93,139.20	\$176,964.48	\$168,116.26	\$8,848.22	\$0.00
Trooper-Scales-Legacy	26	85.0000	\$79,872.00	\$1,765,171.20	\$1,676,912.64	\$88,258.56	\$0.00
Trooper-Scales-Hybrid	19	85.0000	\$79,872.00	\$1,289,932.80	\$1,225,436.16	\$64,496.64	\$0.00
CVE Dedicated Trooper-HYBRID	1	100.0000	\$79,872.00	\$79,872.00	\$75,878.40	\$3,993.60	\$0.00
Admn Svs Asst III	1	100.0000	\$53,748.00	\$53,748.00	\$51,060.60	\$2,687.40	\$0.00
Planned MOE: Personnel	742	0.0000	\$79,872.00	\$0.00	\$0.00	\$0.00	\$8,073,964.41
Admin Service Asst. II	2	100.0000	\$42,930.00	\$85,860.00	\$81,567.00	\$4,293.00	\$0.00
Lieutenant-Legacy	3	97.0000	\$108,211.20	\$314,894.59	\$299,149.86	\$15,744.73	\$0.00
Sergeants-Legacy	10	95.0000	\$93,139.20	\$884,822.40	\$840,581.28	\$44,241.12	\$0.00
Admn Svs Asst V	2	100.0000	\$57,906.00	\$115,812.00	\$110,021.40	\$5,790.60	\$0.00
Administrative Secretary	1	100.0000	\$41,004.00	\$41,004.00	\$38,953.80	\$2,050.20	\$0.00
Accounting Tech I	1	50.0000	\$44,766.00	\$22,383.00	\$21,263.85	\$1,119.15	\$0.00
Captain	1	85.0000	\$137,395.20	\$116,785.92	\$110,946.62	\$5,839.30	\$0.00
Statistical Analyst	1	100.0000	\$63,090.00	\$63,090.00	\$59,935.50	\$3,154.50	\$0.00
Trooper New Entrant - LEGACY	5	97.0000	\$79,872.00	\$387,379.20	\$368,010.24	\$19,368.96	\$0.00
Road Troopers-Legacy	480	2.4590	\$79,872.00	\$942,745.19	\$895,607.93	\$47,137.26	\$0.00
Accountant III	2	6.0000	\$41,094.00	\$4,931.28	\$4,684.72	\$246.56	\$0.00
Road Troopers - HYBRID	259	2.4590	\$79,872.00	\$508,689.59	\$483,255.12	\$25,434.47	\$0.00
New Entrant Troopers - HYBRID	3	97.0000	\$79,872.00	\$232,427.52	\$220,806.14	\$11,621.38	\$0.00
Lieutenant-Hybrid	1	97.0000	\$108,211.20	\$104,964.86	\$99,716.62	\$5,248.24	\$0.00
Subtotal: Salary				\$7,191,478.03	\$6,831,904.14	\$359,573.89	\$8,073,964.41
Overtime Project Costs							
Work Zone	1	100.0000	\$96,995.00	\$96,995.00	\$92,145.25	\$4,849.75	\$0.00
Planned MOE - Overtime	1	0.0000	\$380,800.41	\$0.00	\$0.00	\$0.00	\$316,713.50
Trooper-NO ZONE OT	1	100.0000	\$9,920.00	\$9,920.00	\$9,424.00	\$496.00	\$0.00
Trooper-STAND OT	1	100.0000	\$152,730.00	\$152,730.00	\$145,093.50	\$7,636.50	\$0.00
Trooper-STOP OT	1	100.0000	\$39,840.00	\$39,840.00	\$37,848.00	\$1,992.00	\$0.00
Trooper-SIZE and WEIGHT OT	1	100.0000	\$9,500.00	\$9,500.00	\$9,025.00	\$475.00	\$0.00
Trooper - INSPECTION STATION OT	1	100.0000	\$448,800.00	\$448,800.00	\$426,360.00	\$22,440.00	\$0.00
Trooper - MOTOR COACH OT	1	100.0000	\$5,005.00	\$5,005.00	\$4,754.75	\$250.25	\$0.00
Trooper - TEENS and TRUCKS OT	1	100.0000	\$23,550.00	\$23,550.00	\$22,372.50	\$1,177.50	\$0.00
Trooper - DICE OT	1	100.0000	\$173,515.00	\$173,515.00	\$164,839.25	\$8,675.75	\$0.00
Trooper - HAZMAT OT	1	100.0000	\$47,200.00	\$47,200.00	\$44,840.00	\$2,360.00	\$0.00
Sergeant - DATA Q OT	1	100.0000	\$65,000.00	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
Trooper - NEW ENTRANT	1	100.0000	\$72,640.00	\$72,640.00	\$69,008.00	\$3,632.00	\$0.00
Subtotal: Overtime				\$1,144,695.00	\$1,087,460.25	\$57,234.75	\$316,713.50
TOTAL: Personnel				\$8,336,173.03	\$7,919,364.39	\$416,808.64	\$8,390,677.91
Accounting Method:	Accrual						

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

Tennessee Highway Patrol has accomplished the goal described previously in this document. The Commercial Vehicle Enforcement division of THP has been reorganized and will now operate as the Motor Carrier Plus (MC+) Unit. All Scale facilities and personnel have been placed under the supervision of the newly created Motor Carrier Plus. As a result, TN will be claiming salaries, vehicle maintenance, and communications for all 48 commissioned officers currently stationed at the fixed scale facilities. The positions have been added to the list of Salaries and Fringe benefits using the estimated percentage of MCSAP time. As a result of this accomplishment which began May 1, 2023, Tennessee anticipates higher overall activity, which will include inspections, traffic enforcement, and public education. The remaining 700 + road troopers will continue to conduct CMV inspections and enforcement as they have in the past and will be reimbursed via the same formula described below. We anticipate that the percentage reimbursed for the road troopers will decrease. Tennessee anticipates that this reorganization will allow for a significantly greater overall activity levels which will allow TN to confidently maintain the required levels for our MOE levels and enable TN to utilize the increased funding from FMCSA. The State of Tennessee currently has 813 commissioned troopers trained on commercial vehicle inspections. With the exception of Commercial Vehicle Enforcement Administrative personnel and the addition of the Inspection Facility personnel, (which are claimed individually on reimbursement requests), all of these commissioned troopers work MCSAP activities on a part-time basis. Because of this large number, a methodology has been developed to calculate the amount of salary which is paid from MCSAP CV hours. The calculation determines the percentage of the THP activity in hours that is payable via MCSAP. The administrative commercial vehicle officers log their time into TITAN on a monthly basis and Tennessee is reimbursed for that specific pro-rated amount. The percentage used in the chart above is the estimated percentage to be requested for reimbursement. The total amount being requested for salaries for all MC+ personnel is estimated to be \$7,120,352.41. The formula for the commissioned road personnel is as follows:

Total Activity Hours minus Grant Overtime Activity Hours = MCSAP Eligible CV Hours

Total CV Activity Hours minus Grant Overtime CV Hours = MCSAP Payable CV Hours

MCSAP Payable CV Hours divided by MCSAP Eligible Hours multiplied by 100 = Percentage of MCSAP Eligible hours dedicated to CV activity

Total Activity Hours minus Grant overtime activity hours = MCSAP Eligible hours

- 1) *Total Activity Hours is defined as the sum of all hours of activity reported by the troopers when entering their activity into the Tennessee Integrated Traffic Analysis Network (TITAN).*
- 2) *Total CV Activity Hours is defined as the sum of all hours designated as commercial vehicle activity by the troopers when entering their activity into the TITAN Trooper Activity System.*
- 3) *Grant Overtime Activity Hours is defined as the sum of all hours designated as grant funded activity by the troopers when entering their activity into the TITAN Trooper Activity System.*
- 4) *Grant Overtime CV Hours is defined as the sum of all hours designated as grant funded commercial vehicle activity by the Troopers when entering their activity into the TITAN trooper activity system.*
- 5) *MCSAP Payable CV Hours is defined as the total amount of hours to be counted toward Commercial Vehicle activity which is submitted for reimbursement.*

FY2024 update: There are 25 commissioned and non commissioned employees that work full time or part time in the MC + administrative office. With the reorganization, there are an additional 59 commissioned officers at the inspection facilities. All positions work a percentage of time on MCSAP grant components for FMCSA. The Tennessee Department of Safety has significantly increased the salary of each commissioned officer as of July 1, 2023. The intention is to provide a fair market increase and keep the market competitive to surrounding states.

Overtime Activities will be the same as in FY 2023. The number of hours used for overtime is approximately 5,685 less than in the FY 2023 eCVP due to the increase in salaries and other program needs. The overtime hourly salary will be significantly more. Hours assigned to each project are based on the average number of hours used in FY 2022

and cost per hour is based on the estimated cost for each overtime project. Specific overtime activities planned are as follows:

OVERTIME ACTIVITIES AND ESTIMATED COST FY 2023			
Type of Overtime	Estimated # of hrs.	Avg Cost/hr.	Total Amount
DATA Q	755	\$86.0927	\$65,000.00
DICE	2,100	\$82.6261	\$173,515.00
HAZMAT	530	\$89.0566	\$47,200.00
NEW ENTRANT	780	\$93.1282	\$72,640.00
NO ZONE	102	\$97.2549	\$9,920.00
SIZE AND WEIGHT	110	\$86.3636	\$9,500.00
TEENS AND TRUCKS	250	\$94.2000	\$23,550.00
INSPECTION STATION	5,337	\$84.0922	\$448,800.00
STAND	1,865	\$81.8928	\$152,730.00
STOP	455	\$87.5604	\$39,840.00
MOTORCOACH	68	\$73.6029	\$5,005.00
WORK ZONE	1,025	\$94.6292	\$96,995.00
TOTAL	13,377		\$1,144,695.00

Average cost per hour for overtime is based upon the average amount paid per hour for FY 2022 overtime vouchered **plus the estimated raise**. The difference in amounts generally is due to whether troopers, or sergeants, or a mixture of both work the actual overtime hours. Hours are distributed by the District Data Coordinators or the MC+ administrative Sergeants throughout the state depending on the individual activity within each of the THP's eight (8) districts. The District Data Coordinator also works with the Grants Manager, MC+ Sergeants, and MC+ Lieutenant to monitor hours worked and ensure that activities meet specified guidelines.

Below is a description of each overtime project

STAND: Speeding Trucks and Negligent Drivers - Emphasis is on hazardous moving violations committed by drivers of CMVs and passenger vehicles around CMVs including Speeding, Reckless Driving, Following Too Closely, and improper lane change. Enforcement will be conducted in areas and times identified on the most recent CVE dashboard. A minimum of a Level 3 inspection will be conducted for each CMV traffic stop. A minimum of a Level 2 inspections will be conducted for each CMV transporting hazardous material that requires placards.

NO ZONE: Increase awareness of danger areas like blind spots around CMVs (No-Zone) Troopers will also conduct educational activities discussing the TN move over law, distracted driving, and safety belts. Pamphlets will be distributed at schools, civic organizations, with the trucking association or at an industry event, county fairs and also during STAND enforcement.

STOP: Strategic Transportation Observation Prevention - Objective is to provide sufficient coverage during checkpoints at weigh stations and known highways and roads used as by-pass routes to stop, evaluate and inspect as many of the following CMVS as possible, including Cargo tanks, trucks transporting hazardous materials, inter-modal container chassis, and rental trucks. A minimum of two contacts per hour and one North American Standard appropriate inspection.

SIZE AND WEIGHT: Objective is to focus on CMVs that are overweight, over dimensional and unsafe. These roadside inspections will be conducted in the mountainous regions of Tennessee. Portable/platform scales will be used and a minimum of one North American Standard appropriate inspection on each CMV weighed.

SCALES/INSPECTION STATION: The purpose of the inspection station overtime is to increase the hours of operation at our fixed scale facilities and to prevent predictability of scale hours among driver/motor carriers. Through use of this inspection station overtime, we can routinely open the fixed scale facilities during nonscheduled/irregular hours such as midnight shifts or over the weekend to prevent any sense of routine. The CVE Administration utilizes scale station overtime to reduce crashes through a more flexible scale schedule that allows for resources to participate in CMV road saturations at designated high crash areas. For example, if our crash data analysis shows that most of our crashes involving CMV's are taking place on a particular roadway on Wednesday afternoons, we can close the scale facility nearest to that area on designated Wednesdays and assign all scale facility troopers to the high crash area in order to conduct roadside CMV traffic enforcement. Through the use of scale station overtime, we can close the scale facility any day of the week in order to have all hands on deck at a CMV saturation and use the overtime to fully staff the scale facility on non-regular hours of that same week such as over the weekend. Utilizing the scale station overtime in this way will allow more flexibility when it comes to CMV saturations and allow us to allocate more resources to a particular problem road (not at a scale facility) or at a particular time of the week and thus lower crashes in that area. Although inspection station overtime is conducted at the fixed scale locations, it indirectly increases our CMV enforcement efforts on all Tennessee roadways where there is no scale facility via the aforementioned use. During inspection station overtime, troopers may conduct either a Level I or Level III inspection but must conduct a minimum of one Level I inspection per hour and a minimum of two Level II or Level III inspections per hour. Without this inspection station overtime, we will have less flexibility to reallocate resources from the fixed scale facility in order to have productive saturations at high crash areas throughout the State.

MOTORCOACH: Motorcoach overtime project is used to give overtime hours during the annual FMCSA motorcoach strikeforce typically held in the spring of each year. Due to the pandemic, FMCSA has been forced to cancel these strikeforces the last couple of years, however, TN has kept a small amount of hours in the anticipation that this activity will resume. This overtime is also used to conduct point of destination strikeforces throughout the state at locations known for increased tourism such as the "Grand Ole Opry", Dollywood, and rafting excursions along Tennessee rivers. These activities are coordinated by the CVE administration.

TEENS AND TRUCKS: This overtime was added to the FY 2016 eCVSP after the development of a Semi Truck and Trailer with an interactive simulator designed for teenage drivers to educate them regarding the dangers of driving around CMVs. It is used throughout the state at High Schools and Civic events and contains a variety of virtual situations on the road with CMVs such as driving in the "no-zone", turning radius, following too closely and distracted driving to name a few. TN is currently in the process of updating all software within the simulators. The hours are coordinated between the CVE Administrative Sergeant and specific troopers and /or sergeants within the districts who have CDLs and can drive the truck and operate the simulators.

DICE: Drug Interdiction and Criminal Enforcement - Primary emphasis of this overtime program is the interdiction of controlled substances being transported by commercial vehicles and the removal of CMV drivers impaired by alcohol and/or controlled substances. Troopers who work this overtime are also given training on identification of potential human trafficking signs. Patrol areas are identified by district Captains on Interstates and State Routes identified as "drug corridors" based upon seizure data supplied for BLOC HIDTA watch reports. No less than two troopers per shift and K-9 handlers must be on duty or readily accessible during the overtime shift. A minimum of a level three inspection should be performed and a level two inspection if possible, when safety permits.

HAZMAT: This overtime program is used to conduct Level VI HM bulk/non-bulk inspection strikeforces on carriers transporting hazardous materials including radioactive materials, transuranics, cargo tanks, rental trucks, and intermodal containers. They are conducted at locations that are either by-pass routes around scale facilities or other areas of the state that are not otherwise likely to go through scale facilities. Strikeforce projects are also conducted during holidays such as Fourth of July, Memorial Day, Labor Day, New Year's Eve, and Veteran's Day with the emphasis on looking for undeclared fireworks. The CVE Hazmat Sergeant coordinates all of this activity.

NEW ENTRANT: The purpose of this overtime project is to increase the number of Safety Audits by the New Entrant Personnel in order to help manage the increase in the number of carriers entering the program and help ensure motor carriers receive a safety audit prior to the last 90 days of the 12 month deadline. The sergeant of the New Entrant programs assigns these hours to troopers who show the highest productivity within program.

DATA Q: Objective is to properly investigate carrier and driver's request for review of violations. Due to the extensive investigative work required, the extra time is needed in addition to regular work day activities. The two CVE administrative sergeants are currently the only two allowed to work this overtime. They are required to answer 4 Data Q's per hour.

WORK ZONE: Objective is to increase presence and enforcement of both CMVs and non-CMVS traveling through a designated work zone with the goal of reducing the number of crashes that occur within a work zone. Coordination with members of the TN Department of Transportation will determine the locations of the work zone enforcement. A minimum of one North American Standard inspection must be conducted for every hour worked and a minimum of two contacts per hour must occur for every hour worked. Special emphasis is to be placed on speeding, driving under the influence, distractive driving, following too closely, failure to maintain proper lane of travel, and CMVs with an obvious violation.

FY 2024 update: Tennessee has begun using a line by line item match for the 5%.

The percentage of MCSAP eligible expenses averages around 13% and the amounts claimed have always been less. Expenses paid by the state include such things as uniforms, vehicles, fuel, and weapons to name a few.

FY 2024: The planned MOE for personnel is estimated to be at \$8,073,964.41

FY 2024: The planned MOE for overtime is estimated to be at \$316,713.50

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Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

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

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

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper-Scales-Legacy	36.2700	85.0000	\$1,765,171.20	\$544,193.45	\$516,983.78	\$27,209.67	\$0.00
Troopers-Scales-Hybrid	14.1200	85.0000	\$1,289,932.80	\$154,817.73	\$147,076.85	\$7,740.88	\$0.00
Sergeant - HYBRID	14.1200	95.0000	\$176,964.48	\$23,738.01	\$22,551.11	\$1,186.90	\$0.00
New Entrant Troopers-Hybrid	14.1200	97.0000	\$232,427.52	\$31,834.20	\$30,242.49	\$1,591.71	\$0.00
Road Troopers Hybrid	14.1200	2.4590	\$508,689.50	\$1,766.22	\$1,677.92	\$88.30	\$0.00
Accountant III	32.6000	6.0000	\$4,931.28	\$96.45	\$91.63	\$4.82	\$0.00
Admn Svs Asst III	32.6000	100.0000	\$53,748.00	\$17,521.84	\$16,645.75	\$876.09	\$0.00
Troopers-New Entrant-legacy	36.2700	97.0000	\$387,379.20	\$136,287.36	\$129,472.99	\$6,814.37	\$0.00
Troopers-road-Legacy	36.2700	2.4590	\$942,745.18	\$8,408.14	\$7,987.74	\$420.40	\$0.00
Lieutenant-Legacy	36.2700	97.0000	\$314,894.59	\$110,785.89	\$105,246.60	\$5,539.29	\$0.00
Sergeants-LEGACY	36.2700	95.0000	\$884,822.40	\$304,878.83	\$289,634.89	\$15,243.94	\$0.00
Admn Svs Asst V	32.6000	100.0000	\$115,812.00	\$37,754.71	\$35,866.97	\$1,887.74	\$0.00
Administrative Secretary	32.6000	100.0000	\$41,004.00	\$13,367.30	\$12,698.93	\$668.37	\$0.00
Accounting Tech I	32.6000	50.0000	\$22,383.00	\$3,648.42	\$3,466.00	\$182.42	\$0.00
Captain	36.2700	85.0000	\$116,785.92	\$36,004.51	\$34,204.28	\$1,800.23	\$0.00
Statistical Analyst	32.6000	100.0000	\$63,090.00	\$20,567.34	\$19,538.97	\$1,028.37	\$0.00
Planned MOE	36.2700	0.0000	\$10,629,615.33	\$0.00	\$0.00	\$0.00	\$3,855,361.48
Admin Service Asst. II	32.6000	100.0000	\$85,860.00	\$27,990.36	\$26,590.84	\$1,399.52	\$0.00
CVE Dedicated Trooper-HYBRID	14.1200	100.0000	\$79,872.00	\$11,277.92	\$10,714.02	\$563.90	\$0.00
Lieutenant-Hybrid	14.1200	97.0000	\$104,964.86	\$14,376.40	\$13,657.58	\$718.82	\$0.00
TOTAL: Fringe Benefits				\$1,499,315.08	\$1,424,349.34	\$74,965.74	\$3,855,361.48

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

Fringe benefits include State retirement, FICA, MEDICARE, and Insurance. The Retirement benefits listed are determined by the State of Tennessee, Department of Consolidated Retirement Board of Trustees. **The FY 2024 rates under Tennessee's fiscal year as of July 2023 are as follows:**

General Employees Retirement - LEGACY 21.95%
 Public Safety Officers Retirement- LEGACY 25.62%
 FICA 6.20%
 Medicare FICA 1.45%

General Employees Retirement- HYBRID 2.57%
 Public Safety Officers Retirement- HYBRID 3.47%

For calculation purposes 3% has been added to account for Insurance benefits.

FY 2024 response to TRP comments: The total amount of Fringe requested for reimbursement includes state retirement, FICA, Medicare and Insurance. There are two separate types of retirement rates based on when the employee was hired. Any state employee hired after 2015 receives the HYBRID retirement rate and employees hired in 2015 and prior receive the Legacy retirement rate. The total amount for fringe in the table above is the sum of the state retirement rate, FICA, Medicare, and an average of 3% for insurance. Insurance amounts vary based on Insurance plans chosen by the individual. The actual expense costs are documented with each monthly reimbursement request submitted to FMCSA. The retirement rates for TN for the state fiscal year 2024 have been uploaded into the eCVSP.

The base amount entered is carried over from the total Salary in the Financial Information category, Section 2.

The 480 troopers are the part-time road troopers conducting inspections that are on the state's LEGACY Retirement plan

The 259 troopers are the part-time road troopers conducting inspections that are on the state's HYBRID Retirement plan

The estimated amount of Fringe Benefits for Tennessee's MOE is \$3,855,361.48

Part 4 Section 4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.475](#).

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Saturation Campaigns	7	2	100.0000	\$2,590.00	\$2,460.50	\$129.50	\$0.00
Educational Outreach	4	6	100.0000	\$4,440.00	\$4,218.00	\$222.00	\$0.00
Training-for unit	5	7	100.0000	\$13,100.00	\$12,445.00	\$655.00	\$0.00
Planned MOE - Travel	1	0	0.0000	\$0.00	\$0.00	\$0.00	\$58,365.50
TTA Convention	3	5	100.0000	\$4,650.00	\$4,417.50	\$232.50	\$0.00
CVSA - Fall Conference	4	4	100.0000	\$8,760.00	\$8,322.00	\$438.00	\$0.00
CVSA - Spring Conference	4	4	100.0000	\$8,760.00	\$8,322.00	\$438.00	\$0.00
ITD-PRISM and MCSAP Workshop	4	4	100.0000	\$6,760.00	\$6,422.00	\$338.00	\$0.00
Instructor for CVSA training	2	15	100.0000	\$11,200.00	\$10,640.00	\$560.00	\$0.00
TTA Conference	3	5	100.0000	\$4,650.00	\$4,417.50	\$232.50	\$0.00
COHMED	2	5	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
TOTAL: Travel				\$69,910.00	\$66,414.50	\$3,495.50	\$58,365.50

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

Estimated cost for travel is based on the following:

- Per diem costs are based on an estimated \$60 per day:
- Hotel costs are based on an estimated \$250.00 per night out of state and \$125.00 in state.
- Transportation costs are based on an estimated average of \$450.00 per round trip air flight
- Allowable MCSAP education activities across the State of Tennessee which include:

Education expenses include training commissioned personnel on various CMV related topics as well as the annual inspectors challenge which is a partnership with Tennessee Trucking Association geared towards general education of state wide drivers on Industry standards and changes. The Inspectors challenge conducts educational activities, which include, but are not limited to the following;

Inspectors Challenge includes the following types of education

1. Education on all of the following

- Pre-trip inspections and common industry errors
 - Record of Duty Status (RODS)
 - Electronic Logging Device (ELD) retrieval training
 - Safety Audits
 - Hazmat Regulations
 - Hours of Service
- Troopers are available specifically to answer industry questions
 - Brochure distribution
 - Teens and Trucks Trailer is available for education and demonstration

There are two separate Tennessee Trucking Association (TTA) conference events each year. There are two or three administrative commercial vehicle enforcement staff sent to each convention, depending on the topics and current needs of the industry. Partnership between the Tennessee Commercial Vehicle Enforcement Administration and the Tennessee Trucking Association is considered a vital need in order to better educate, serve, and protect not only the trucking industry, but the general public.

The Hazmat Sergeant is stationed in East Tennessee. The position is expected to travel within the state for CVE administrative office duties in Nashville, as well as training and administrative duties across the state. The Hazmat Sergeant along with two others also travel to the COHMED conference every year.

FY 2024 update: Tennessee is adding travel expenses for several activities. Saturation Campaigns are one activity which may include troopers traveling to a separate part of the State to assist in a campaign which are now being worked by Scale personnel for CMV and non CMV around CMV enforcement.

The MC+ unit will be taking over the CMV Post Crash Investigations. Because of this there will be additional training cost to the ones mentioned in the FY 2023 eCVSP. The MC+ Division has identified two training courses that will be required so that our investigators receive the skills necessary to properly download and interpret this vital data which will assist in their CMV Post Crash Investigations. The cost for each course is \$15,000.00. This is a flat fee cost for the course. The vendor does not provide an itemized cost sheet for the course. This is the first required course is the **EGM training - Heavy Vehicle Event Data Recorder (HVEDR) Use in Traffic Crash Investigation Analyst Training**. This four-day training offers further training into the history, development, and function of heavy vehicle digital forensics. The investigator's expanded interpretation skills will assist in the completion of a situation-based crash reconstruction. Topics included are: best practices used to access and document HVEDR data, HVEDR Data Available on Heavy Trucks, Use of OEM software/adapters, as well as the Synercon Forensic Link Adapter and TruckCRYPT software, Validation Testing Case Analysis. The second course that is required is the **Heavy Truck Reconstruction Techniques Course**. This 40-hour block of training is designed for the advanced technical investigator and/or collision reconstructionist seeking to understand the advanced techniques needed for reconstructing heavy vehicle collisions. Upon conclusion of the class, the student should be able to evaluate a heavy vehicle's ability to stop, reconstruct a heavy vehicle's axle weight, calculate a dynamic vehicle rollover threshold, interpret extracted data from Heavy Vehicle Event Data Recorders and telematic systems, and follow the proper procedures for post-crash inspections. Completion of this class will also better prepare the student to be successful in courtroom presentations.

We have scheduled CVSA to come to the THP Training Center in May of 2024 to train and certify 25 MC+ Troopers in Post Crash Investigations with the intent to schedule more classes with CVSA as their schedule permits.

The Hazmat Sergeant has facilitated many classes for NTC and will now be conducting those classes for CVSA. CVSA will not be responsible for out of state travel costs and so those costs will now be requested for reimbursement through the MCSAP grant.

Other conferences attended include the CVSA Fall and Spring conference, and the annual FMCSA MCSAP,ITD, and PRISM workshop.

BELOW IS THE TABLE FOR PLANNED TRAVEL

TOTAL TRAVEL FOR MCSAP AND NEW ENTRANT FOR FY 2022											
Event	# of People	# of Days	Fees	Est Trans cost/person	Est hotel cost/night	est per diem cost/person	Total Fees	Total transportation costs	Total Hotel cost	Total Perdiem cost	TOAL TRIP COST
Educational Outreach	4	6	\$0	\$0	\$125	\$360	\$0	\$0	\$3,000	\$1,440	\$4,440
Training- post crash, ECM, NE, in service, etc	5	7	\$450	\$0	\$250	\$420	\$2,250	\$0	\$8,750	\$2,100	\$13,100
Instructor for	2	15	\$500	\$450	\$250	\$900	\$1,000	\$900	\$7,500	\$1,800	\$11,200

CVSA training											
TTA Convention	3	5	\$0	\$0	\$250	\$300	\$0	\$0	\$3,750	\$900	\$4,650
CVSA-Fall	4	4	\$500	\$450	\$250	\$240	\$2,000	\$1,800	\$4,000	\$960	\$8,760
CVSA-Spring	4	4	\$500	\$450	\$250	\$240	\$2,000	\$1,800	\$4,000	\$960	\$8,760
FMCSA CVSP/ITD/PRISM Workshop	4	4	\$0	\$450	\$250	\$240	\$0	\$1,800	\$4,000	\$960	\$6,760
TTA Conference	3	5	\$0	\$0	\$250	\$300	\$0	\$0	\$3,750	\$900	\$4,650
COHMED	2	5	\$500	\$450	\$250	\$300	\$1,000	\$900	\$2,500	\$600	\$5,000
Saturation Campaigns	7	2	\$0	\$0	\$125	\$120	\$0	\$0	\$1,750	\$840	\$2,590
TOTAL TRAVEL											\$69,910

The total cost for all travel is anticipated to be approximately \$99,910.

The estimated amount of MOE spent for Tennessee's travel is \$58,365.50

Part 4 Section 5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Planned MOE - Equipment	1	\$1,338,289.58	0	\$0.00	\$0.00	\$0.00	\$473,909.02
Heavy Truck Download Kit	1	\$27,000.00	100	\$27,000.00	\$25,650.00	\$1,350.00	\$0.00
TOTAL: Equipment				\$27,000.00	\$25,650.00	\$1,350.00	\$473,909.02
Equipment threshold is greater than \$5,000.							

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

The planned MOE expenditures include vehicles purchased for commissioned officers as well as vehicle maintenance and repairs for vehicles used for MCSAP related activities at a pro-rated amount. The state pays for all of these costs and a portion of these costs are used in commercial vehicle activities as laid out in the formula explained in this spending plan. These expenditures include but are not limited to accessories and parts, repairs, license tags, and gasoline. Other equipment which the state provides includes all other equipment used by the THP which includes, but is not limited to in car printers and laptops and software, video and telecom equipment.

The estimated MOE for FY 2024 is \$473,909.02

Equipment items included in the planned MOE of \$1,338,289.58 are vehicles and APX8500 All Band MP mobile radios. As stated above, the state pays for these equipment items and a portion of these costs are used in commercial vehicle activities as laid out in the formula explained in this spending plan.

FY 2024 update - As mentioned in the MCSAP Structure section, the MC+ unit intends to take over the CMV Post Crash Investigations. One very important component to conducting high-level Post Crash Investigations on CMV crashes is the ability to retrieve and interpret the Heavy Vehicle Event Data Recorder (HVEDR) data which will help facilitate the crash investigation. Previously, THP has been forced to call upon neighboring State law enforcement agencies to assist us with retrieving the HVEDR data when necessary. Moving forward, it is our intent to purchase the required software and adapters needed for our MC+ Troopers to retrieve this crucial data. Our division leaders are currently looking at purchasing a Heavy Truck Download Kit that includes the Forensic Link Adapter software and a Smart Sensor Simulator with all the proper engine cables.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Educational Materials	1 Year	\$7,950.50	100.0000	\$7,950.50	\$7,552.98	\$397.52	\$0.00
Planned MOE - Supplies	1 Year	\$1,001,017.34	0.0000	\$0.00	\$0.00	\$0.00	\$1,001,017.34
Electronic Related Hardware	4 Quarterly	\$1,805.00	100.0000	\$7,220.00	\$6,859.00	\$361.00	\$0.00
Tools for Inspections and post crash investigations	450 each	\$45.50	100.0000	\$20,475.00	\$19,451.25	\$1,023.75	\$0.00
Supplies - tangible	4 areas	\$3,610.00	100.0000	\$14,440.00	\$13,718.00	\$722.00	\$0.00
TOTAL: Supplies				\$50,085.50	\$47,581.23	\$2,504.27	\$1,001,017.34

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

General office supplies include paper, pens, highlighters, notepads, toner, ink cartridges, note books, staples, tape, tape dispensers, paperclips, binders, folders, calendars, deskpads, chair mats, push pins, dry erase boards, markers, and other clerical items. They are needed for daily administrative functions.

FY 2024 update: The estimated amount needed for **supplies** has increased due to including the Inspection Site Facilities. The estimated amount needed is an average of \$3,610 per quarter.

FY 2024 update: **Electronic related hardware** is broken down to \$1805 per quarter for a total of \$7,220.

Tools for inspections include the following items:

- Chock Blocks
- Creepers
- Markers and Rulers
- Tie Down Gauges
- Protective Equipment
- Chamber Mates
- All-in-one Tools
- Other consumable inspection tools

Below is the FY 2024 estimated cost table for Tools for Inspections based on planned expenses. There is a significant increase from past due to needs of the Inspection facilities.

TOOLS FOR INSPECTIONS			
Item	# of Units	Est. Cost / Unit	Totals
Creepers	60	\$100.00	\$6,000.00
Chamber tech tools	60	\$30.00	\$1,800.00
Brake Inspection tools	150	\$30.00	\$4,500.00
tire pressure and depth gauges	60	\$20.00	\$1,200.00
miscellaneous including but not limited to bolt cutters/wrench sets/screw drivers, safety gear, pocket rulers etc	60	\$25.00	\$1,500.00
Wheel Chocks	60	\$91.25	\$5,475.00
TOTAL	450	\$45.50	\$20,475.00

The following are anticipated **educational materials** to be purchased:

EDUCATIONAL MATERIALS			
Item	# Ordered	Est. Cost / Unit	cost
FMCSA 49 CFR Books	65	\$12.00	\$780.00
HAZMAT Book	45	\$29.00	\$1,305.00
TCA Books	25	\$85.00	\$2,125.00
CVSA - NAS OOS Handbook and Pictorial	30	\$41.35	\$1,240.50
Fact sheet handout	500	\$5.00	\$2,500.00
TOTAL			\$7,950.50

The Educational Materials listed in the chart are an estimate based on the types of materials, expected numbers ordered, and anticipated price per item.

FY 2024 update: The **MOE amount of \$1,001,017.34** comes from costs associated with printing, copying, scanning, and image processing. It includes the cost associated with supplies, materials and minor equipment which have a useful life expectancy of less than three years or which are of small value (less than \$5,000.00 and are subject to loss). This includes, but is not limited to, small furniture, office supplies such as paper, pencils, pens, and operational supplies such as hand tools. The money that the state spends on uniforms and protective gear is also included in this figure.

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

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

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.1 Definitions](#) and [2 CFR §200.331](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.1 Definitions](#)).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Third party inspection software	EXNDHLFLU986	Contract	100.0000	\$78,451.39	\$74,528.82	\$3,922.57	\$0.00
Description of Services: O and M for INSPECT-New Inspection Software							
CVIEW through Iteris	EXNDHLFLU986	Contract	100.0000	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
Description of Services: CVIEW - Services provided through Iteris							
O&M inspection screening equipment	EXNDHLFLU986	Contract	100.0000	\$810,000.00	\$769,500.00	\$40,500.00	\$0.00
Description of Services: Intelligent Imaging for O and M of LPR/DOT/PBBT/Infrared Screening, etc							
O&M for Teens and Trucks	EXNDHLFLU986	Contract	100.0000	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
Description of Services: Simulation Technology for O and M of simulator and Clarke power Services for O and M of Trailer							
LPR Data Storage	EXNDHLFLU986	Contract	100.0000	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
Description of Services: Intelligent imaging to host LPR Data Storage							
Planned MOE - Contractual	EXNDHLFLU986	Contract	0.0000	\$0.00	\$0.00	\$0.00	\$777,847.26
Description of Services: Planned MOE - Contractual							
STS - Strategic Technology Solutions	EXNDHLFLU986	Contract	100.0000	\$22,080.00	\$20,976.00	\$1,104.00	\$0.00
Description of Services: Host and maintain the SafetyNet server							
Forensic Training Group LLP	EXNDHLFLU986	Contract	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
Description of Services: ECM Training							
TOTAL: Contractual and Subaward				\$1,135,531.39	\$1,078,754.82	\$56,776.57	\$777,847.26

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

LPR and DOT data storage is no longer housed by the Tennessee Department of Safety and Homeland Security (TDOSHS) per the Strategic Technology Solutions Division of the Tennessee Department of Finance and Administration. The Commercial Vehicle Enforcement Administration has moved this data to a cloud server hosted by Intelligent Imaging as a sole source vendor of the LPR and DOT equipment in order to maintain consistency and promote efficiency between the equipment, maintenance and data collection. The estimated cost of this storage is \$16,250.00 per quarter. 100% of this funding will go towards the ITD program.

The Teens and Trucks simulator and trailer need frequent updates and maintenance due to extensive use and travel. Simulator updates and maintenance include, but are not limited to, software updates, system updates, repairs and maintenance of equipment within the system. The contract will also cover maintenance required on the trailer itself which requires frequent attention due to the extensive use and travel across the state. The amount requested is based on the current maintenance contract which has an estimated cost of \$16,250.00 per quarter. 100% of this funding will go towards the MCSAP public education and outreach program.

The repair and maintenance for all commercial vehicle inspection related systems, including, but not limited to, PBBTs, CVIEW, IBSS, LPR, DOT readers and overview cameras are anticipated to cost \$810,000 for operations and maintenance of eScreening equipment and \$65,000.00 for CVIEW maintenance per year. The purchase of Pre-screening equipment is funded through the ITD program. All of the pre-screening maintenance is funded through the MCSAP grant. It is imperative this equipment be maintained in order to provide the data to maintain out-of-service rates and keep unsafe drivers and/or their vehicles off the road.

SafetyNet is maintained by the State's Strategic Technology Solutions Department within the state. The report for the billing has been identified and the estimated cost is approximately \$1,840.00 per month. Tennessee is requesting \$22,080.00 to cover reports submitted by the STS department.

Tennessee may request assistance to change the inspection software to an FMCSA approved software. The exact vendor for the software is unknown at this time. Tennessee is looking at different options. Tennessee is also considering using the updated version of ASPEN depending on the new software testing results. A line item for inspection software is included in the budget to allow for operation and maintenance funding if a third party inspection software is chosen. The current request is for **\$78,451.39**

Another change being made per the restructuring to Motor Carrier Plus is that the MC+ Division will be taking over all aspects of the CMV Post Crash Investigation Program moving forward. Prior to the creation of MC+, the Critical Incident Response Team (CIRT) oversaw the Post Crash Investigation Program. In reviewing the Program, the MC+ Division has identified the need to purchase crucial technology and training so that our troopers are able to provide high quality investigations of Commercial Motor Vehicle crashes when called upon. Although all THP troopers are trained to conduct Post Crash Inspections and are required to do so when a CMV is involved in a crash, very few MC+ troopers are certified to conduct CMV Post Crash Investigations. It is the intent of the MC+ Division to have all MC+ troopers become certified in Post Crash Investigations as a minimum requirement to be assigned to our division.

One very important component to conducting high-level Post Crash Investigations on CMV crashes is the ability to retrieve and interpret the Heavy Vehicle Event Data Recorder (HVEDR) data that will help facilitate with crash investigations. Previously, THP has been forced to call upon our neighboring State law enforcement agencies to assist us with retrieving the HVEDR data when necessary. Moving forward, it is our intent to purchase the required software and adapters needed for our MC+ Troopers to retrieve this crucial data. Our division leaders are currently looking at purchasing a Heavy Truck Download Kit that includes the Forensic Link Adapter software and a Smart Sensor Simulator with all the proper engine cables.

The MC+ Division has identified two training courses that will be required so that our investigators receive the skills necessary to properly download and interpret this vital data that will assist in their CMV Post Crash Investigations. The first course that will be required is the **Heavy Vehicle Event Data Recorder (HVEDR) Use in Traffic Crash Investigation Analyst Training**. This four-day training offers further training into the history, development, and function of heavy vehicle digital forensics. The investigator's expanded interpretation skills will assist in the completion of a situation-based crash reconstruction. Topics included are: best practices used to access and document HVEDR data, HVEDR Data Available on Heavy Trucks, Use of OEM software/adapters, as well as the Synercon Forensic Link Adapter and TruckCRYPT software, Validation Testing Case Analysis. The second course that is required is the **Heavy Truck Reconstruction Techniques** Course. This 40-hour block of training is designed for the advanced technical investigator and/or collision reconstructionist seeking to understand the advanced techniques needed for reconstructing heavy vehicle collisions. Upon conclusion of the class, the student should be able to evaluate a heavy vehicle's ability to stop, reconstruct a heavy vehicle's axle weight, calculate a dynamic vehicle rollover threshold, interpret extracted data from Heavy Vehicle Event Data Recorders and telematic systems, and follow the proper procedures for post-crash inspections. **Purpose & Objective:** The purpose of this training is to instruct the investigators on the use of the Synercon Technologies Forensic Link Adaptor (FLA) to the image digital information from the heavy vehicle electronic control modules in a forensically sound manner. The FLA is designed to streamline accurate capture of the digital information obtained from a heavy vehicle electronic module. **Learning Goal of Training:** The students will possess the knowledge and skill required to operate and understand the forensic soundness of digital data from heavy vehicle electronic modules. The cost for this training will be \$30,000 for a total of two classes.

The MOE planned expenditures of \$777,847.26 comes from costs associated with maintenance of office equipment such as copiers, and maintenance of operating equipment such as computers, as well as janitorial and custodial services, and security services for state facilities.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Wireless Communication and Postage	12 Months	\$3,500.00	100.0000	\$42,000.00	\$39,900.00	\$2,100.00	\$0.00
CVSA Decals	4 Quarters	\$1,037.50	100.0000	\$4,150.00	\$3,942.50	\$207.50	\$0.00
Vehicle Maintenance for New Entrant and Inspection Personnel	12 Months	\$2,000.00	100.0000	\$24,000.00	\$22,800.00	\$1,200.00	\$0.00
CVSA Dues	1 Annual	\$14,800.00	100.0000	\$14,800.00	\$14,060.00	\$740.00	\$0.00
Planned MOE - Other Costs	1 year	\$3,003,776.74	0.0000	\$0.00	\$0.00	\$0.00	\$3,003,776.74
Help Inc - Prepass Assessment	1 Annual	\$7,500.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Services	12 month	\$80.75	100.0000	\$969.00	\$920.55	\$48.45	\$0.00
Non-Tangible Items such as software	4 areas	\$2,100.00	100.0000	\$8,400.00	\$7,980.00	\$420.00	\$0.00
TOTAL: Other Costs				\$101,819.00	\$96,728.05	\$5,090.95	\$3,003,776.74

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

FOLLOW UP FY 2023. TN will claim Vehicle Maintenance and Wireless communication costs for the 48 commissioned positions stationed at the 6 Scale facilities across the state beginning May 1, 2023.

CVSA dues are \$14,800.00 per year.

Wireless communication and postage line item includes all MCSAP eligible items such as cell phones, smart phones, iPads, and air cards for laptop computers. The amount of \$42,000.00 requested is based on an average amount anticipated of \$3,500.00 per month. This covers all MCSAP, New Entrant, and Inspection Facility eligible personnel communications. **FY 2024 update: TN is requesting a significant increase in this cost due to our intent to claim communication costs for all of the Inspection Facility personnel.**

CVSA decals are stickers given by troopers to indicate on a commercial vehicle that the vehicle has passed the North American Standard (NAS) Level I and/or Level V inspection. **FY 2024 update: The cost for the decals has increased so the anticipated cost for each quarter is \$1,037.50 for a total amount requested amount of \$4,150.00.**

FY 2024 update: Tennessee is now requesting reimbursement for maintenance and gas on vehicles used by both New Entrant Personnel and Inspection Facility Personnel.

FY 2024 response to TRP comments: The New Entrant Program pays for maintenance and gas on vehicles used by New Entrant Personnel on New Entrant activities. This amount is pro-rated based on the percentage that the vehicle is used for New Entrant activities. Prorated calculations are reported monthly by the Statistical Analyst and are included in the reimbursement requests submitted by the accountant. The average anticipated cost for vehicle maintenance is \$2,000.00 per month for a total request of of \$24,000.00.

The purpose of PrePass annual cost is to continue to fund the membership assessment for PrePass. The State of Tennessee is a member of PrePass and is required to pay the membership assessment fee in order to participate on the Board of Directors. The Membership Assessment for Tennessee does not include participation costs for any public sector personnel. One membership cost \$7,500.

Services include any services rendered that benefit MCSAP related needs. These include, but are not limited to paper shredding, printing, and publication. The anticipated cost for Services is \$80.75 per month.

Non-Tangible Administrative Items will include primarily any software needs such as Hazmat annual renewal licensing, and ELD data transfer for RODS evaluation and other software needs. This would also cover any other MCSAP eligible non tangible expense items. The anticipated cost for Non Tangible Administrative items is \$2,100.00 per quarter.

The MOE planned expenditures of \$3,003,776.74 by the state for other expenses comes from costs associated with third party professional and administrative services such as other dues and subscriptions. It also comes from costs associated with electricity, water, waste removal, sewage services, lease of equipment, such as alarm systems, insurance payments or premium to non state agencies.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$10,658,842.00	\$560,992.00	\$11,219,834.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,682,975.00
MOE Baseline:	\$4,757,428.50

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Sergeant - HYBRID	\$168,116.26	\$8,848.22	\$176,964.48	\$0.00
Trooper-Scales-Legacy	\$1,676,912.64	\$88,258.56	\$1,765,171.20	\$0.00
Trooper-Scales-Hybrid	\$1,225,436.16	\$64,496.64	\$1,289,932.80	\$0.00
CVE Dedicated Trooper-HYBRID	\$75,878.40	\$3,993.60	\$79,872.00	\$0.00
Admn Svs Asst III	\$51,060.60	\$2,687.40	\$53,748.00	\$0.00
Planned MOE: Personnel	\$0.00	\$0.00	\$0.00	\$8,073,964.41
Admin Service Asst. II	\$81,567.00	\$4,293.00	\$85,860.00	\$0.00
Lieutenant-Legacy	\$299,149.86	\$15,744.73	\$314,894.59	\$0.00
Sergeants-Legacy	\$840,581.28	\$44,241.12	\$884,822.40	\$0.00
Admn Svs Asst V	\$110,021.40	\$5,790.60	\$115,812.00	\$0.00
Administrative Secretary	\$38,953.80	\$2,050.20	\$41,004.00	\$0.00
Accounting Tech I	\$21,263.85	\$1,119.15	\$22,383.00	\$0.00
Captain	\$110,946.62	\$5,839.30	\$116,785.92	\$0.00
Statistical Analyst	\$59,935.50	\$3,154.50	\$63,090.00	\$0.00
Trooper New Entrant -LEGACY	\$368,010.24	\$19,368.96	\$387,379.20	\$0.00
Road Troopers-Legacy	\$895,607.93	\$47,137.26	\$942,745.19	\$0.00
Accountant III	\$4,684.72	\$246.56	\$4,931.28	\$0.00
Road Troopers - HYBRID	\$483,255.12	\$25,434.47	\$508,689.59	\$0.00
New Entrant Troopers - HYBRID	\$220,806.14	\$11,621.38	\$232,427.52	\$0.00
Lieutenant-Hybrid	\$99,716.62	\$5,248.24	\$104,964.86	\$0.00
Salary Subtotal	\$6,831,904.14	\$359,573.89	\$7,191,478.03	\$8,073,964.41

Work Zone	\$92,145.25	\$4,849.75	\$96,995.00	\$0.00
Planned MOE - Overtime	\$0.00	\$0.00	\$0.00	\$316,713.50
Trooper-NO ZONE OT	\$9,424.00	\$496.00	\$9,920.00	\$0.00
Trooper-STAND OT	\$145,093.50	\$7,636.50	\$152,730.00	\$0.00
Trooper-STOP OT	\$37,848.00	\$1,992.00	\$39,840.00	\$0.00
Trooper-SIZE and WEIGHT OT	\$9,025.00	\$475.00	\$9,500.00	\$0.00
Trooper - INSPECTION STATION OT	\$426,360.00	\$22,440.00	\$448,800.00	\$0.00
Trooper - MOTOR COACH OT	\$4,754.75	\$250.25	\$5,005.00	\$0.00
Trooper - TEENS and TRUCKS OT	\$22,372.50	\$1,177.50	\$23,550.00	\$0.00
Trooper - DICE OT	\$164,839.25	\$8,675.75	\$173,515.00	\$0.00
Trooper - HAZMAT OT	\$44,840.00	\$2,360.00	\$47,200.00	\$0.00
Sergeant - DATA Q OT	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
Trooper - NEW ENTRANT	\$69,008.00	\$3,632.00	\$72,640.00	\$0.00
Overtime subtotal	\$1,087,460.25	\$57,234.75	\$1,144,695.00	\$316,713.50
Personnel total	\$7,919,364.39	\$416,808.64	\$8,336,173.03	\$8,390,677.91

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Trooper-Scales-Legacy	\$516,983.78	\$27,209.67	\$544,193.45	\$0.00
Troopers-Scales-Hybrid	\$147,076.85	\$7,740.88	\$154,817.73	\$0.00
Sergeant - HYBRID	\$22,551.11	\$1,186.90	\$23,738.01	\$0.00
New Entrant Troopers- Hybrid	\$30,242.49	\$1,591.71	\$31,834.20	\$0.00
Road Troopers Hybrid	\$1,677.92	\$88.30	\$1,766.22	\$0.00
Accountant III	\$91.63	\$4.82	\$96.45	\$0.00
Admn Svs Asst III	\$16,645.75	\$876.09	\$17,521.84	\$0.00
Troopers-New Entrant-legacy	\$129,472.99	\$6,814.37	\$136,287.36	\$0.00
Troopers-road-Legacy	\$7,987.74	\$420.40	\$8,408.14	\$0.00
Lieutenant-Legacy	\$105,246.60	\$5,539.29	\$110,785.89	\$0.00
Sergeants-LEGACY	\$289,634.89	\$15,243.94	\$304,878.83	\$0.00
Admn Svs Asst V	\$35,866.97	\$1,887.74	\$37,754.71	\$0.00
Administrative Secretary	\$12,698.93	\$668.37	\$13,367.30	\$0.00
Accounting Tech I	\$3,466.00	\$182.42	\$3,648.42	\$0.00
Captain	\$34,204.28	\$1,800.23	\$36,004.51	\$0.00
Statistical Analyst	\$19,538.97	\$1,028.37	\$20,567.34	\$0.00
Planned MOE	\$0.00	\$0.00	\$0.00	\$3,855,361.48
Admin Service Asst. II	\$26,590.84	\$1,399.52	\$27,990.36	\$0.00
CVE Dedicated Trooper- HYBRID	\$10,714.02	\$563.90	\$11,277.92	\$0.00
Lieutenant-Hybrid	\$13,657.58	\$718.82	\$14,376.40	\$0.00
Fringe Benefits total	\$1,424,349.34	\$74,965.74	\$1,499,315.08	\$3,855,361.48

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Saturation Campaigns	\$2,460.50	\$129.50	\$2,590.00	\$0.00
Educational Outreach	\$4,218.00	\$222.00	\$4,440.00	\$0.00
Training-for unit	\$12,445.00	\$655.00	\$13,100.00	\$0.00
Planned MOE - Travel	\$0.00	\$0.00	\$0.00	\$58,365.50
TTA Convention	\$4,417.50	\$232.50	\$4,650.00	\$0.00
CVSA - Fall Conference	\$8,322.00	\$438.00	\$8,760.00	\$0.00
CVSA - Spring Conference	\$8,322.00	\$438.00	\$8,760.00	\$0.00
ITD-PRISM and MCSAP Workshop	\$6,422.00	\$338.00	\$6,760.00	\$0.00
Instructor for CVSA training	\$10,640.00	\$560.00	\$11,200.00	\$0.00
TTA Conference	\$4,417.50	\$232.50	\$4,650.00	\$0.00
COHMED	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Travel total	\$66,414.50	\$3,495.50	\$69,910.00	\$58,365.50

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Planned MOE - Equipment	\$0.00	\$0.00	\$0.00	\$473,909.02
Heavy Truck Download Kit	\$25,650.00	\$1,350.00	\$27,000.00	\$0.00
Equipment total	\$25,650.00	\$1,350.00	\$27,000.00	\$473,909.02

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Educational Materials	\$7,552.98	\$397.52	\$7,950.50	\$0.00
Planned MOE - Supplies	\$0.00	\$0.00	\$0.00	\$1,001,017.34
Electronic Related Hardware	\$6,859.00	\$361.00	\$7,220.00	\$0.00
Tools for Inspections and post crash investigations	\$19,451.25	\$1,023.75	\$20,475.00	\$0.00
Supplies - tangible	\$13,718.00	\$722.00	\$14,440.00	\$0.00
Supplies total	\$47,581.23	\$2,504.27	\$50,085.50	\$1,001,017.34

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Third party inspection software	\$74,528.82	\$3,922.57	\$78,451.39	\$0.00
CVIEW through Iteris	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
O&M inspection screening equipment	\$769,500.00	\$40,500.00	\$810,000.00	\$0.00
O&M for Teens and Trucks	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
LPR Data Storage	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
Planned MOE - Contractual	\$0.00	\$0.00	\$0.00	\$777,847.26
STS - Strategic Technology Solutions	\$20,976.00	\$1,104.00	\$22,080.00	\$0.00
Forensic Training Group LLP	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Contractual and Subaward total	\$1,078,754.82	\$56,776.57	\$1,135,531.39	\$777,847.26

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Wireless Communication and Postage	\$39,900.00	\$2,100.00	\$42,000.00	\$0.00
CVSA Decals	\$3,942.50	\$207.50	\$4,150.00	\$0.00
Vehicle Maintenance for New Entrant and Inspection Personnel	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
CVSA Dues	\$14,060.00	\$740.00	\$14,800.00	\$0.00
Planned MOE - Other Costs	\$0.00	\$0.00	\$0.00	\$3,003,776.74
Help Inc - Prepass Assessment	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Services	\$920.55	\$48.45	\$969.00	\$0.00
Non-Tangible Items such as software	\$7,980.00	\$420.00	\$8,400.00	\$0.00
Other Costs total	\$96,728.05	\$5,090.95	\$101,819.00	\$3,003,776.74

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$10,658,842.33	\$560,991.67	\$11,219,834.00	\$17,560,955.25
Total Costs Budgeted	\$10,658,842.33	\$560,991.67	\$11,219,834.00	\$17,560,955.25

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$10,658,842.00	\$560,992.00	\$11,219,834.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,682,975.00
MOE Baseline:	\$4,757,428.50

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$6,831,904.14	\$359,573.89	\$7,191,478.03	\$8,073,964.41
;;;Overtime Subtotal	\$1,087,460.25	\$57,234.75	\$1,144,695.00	\$316,713.50
Personnel Total	\$7,919,364.39	\$416,808.64	\$8,336,173.03	\$8,390,677.91
Fringe Benefits Total	\$1,424,349.34	\$74,965.74	\$1,499,315.08	\$3,855,361.48
Travel Total	\$66,414.50	\$3,495.50	\$69,910.00	\$58,365.50
Equipment Total	\$25,650.00	\$1,350.00	\$27,000.00	\$473,909.02
Supplies Total	\$47,581.23	\$2,504.27	\$50,085.50	\$1,001,017.34
Contractual and Subaward Total	\$1,078,754.82	\$56,776.57	\$1,135,531.39	\$777,847.26
Other Costs Total	\$96,728.05	\$5,090.95	\$101,819.00	\$3,003,776.74
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$10,658,842.33	\$560,991.67	\$11,219,834.00	\$17,560,955.25
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$10,658,842.33	\$560,991.67	\$11,219,834.00	\$17,560,955.25

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

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

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

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

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Jeff Long
2. What is this person's title? Commissioner of TDOSHS
3. Who is your Governor's highway safety representative? Clyde Lewis
4. What is this person's title? Director

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

- ☐ Yes
- ☒ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Jeff Long, Commissioner of TDOSHS, on behalf of the State of TENNESSEE, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Jeff Long
2. What is the title of your certifying State official? Commissioner of TDOSHS
3. What are the phone # and email address of your State official? 615-251-5166 jeff.long@tn.gov

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

- ☐ Yes
- ☒ Yes, uploaded certification document
- ☐ No

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

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.
Variance for Farm exception (65-15-113). This was prior to 1986.

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No

FY 2024 Certification of MCSAP Conformance (State Certification-Tennessee)

I Jeff Long, Commissioner of the Tennessee Department of Safety and Homeland Security, on behalf of the State of Tennessee, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated Tennessee Highway Patrol as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and Tennessee Highway Patrol to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 7/20/23

Commissioner Signature



SIGN HERE

Annual Review of Laws, Regulations, Policies and Compatibility Certification FY 2024

I, **Jeff Long, Commissioner for the TN Department of Safety and Homeland Security** on behalf of the State of **Tennessee** have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, *compatible* means State laws, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

Variance for Farm exception (65-15-113). This was prior to 1986.

Signature of Certifying Official: _____



SIGN HERE

Title of Certifying Official: Commissioner for the TN Department of Safety and Homeland Security

Date of Certification: 7/20/23

The United States Department of Transportation

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The Tennessee Department of Safety and Homeland Security (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. Part 303 (FMCSA’s Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898, 3 C.F.R. 859 (1995), entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI,

to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice: <http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm>;

Additionally, Executive Order 13166, 3 C.F.R. 289 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the “*application of Title VI’s prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.*” When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S. DOT’s “*Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons,*” dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above general Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*“The **Tennessee Department of Safety and Homeland Security**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure*

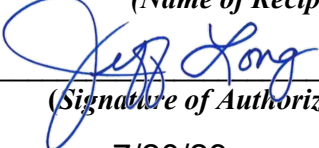
that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.”;

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, Tennessee Department of Safety and Homeland Security agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Tennessee Department of Safety and Homeland Security gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on [insert State], other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Tennessee Department of Safety and Homeland Security

(Name of Recipient)
by  /Commissioner

(Signature of Authorized Official)
DATED 7/20/23 _____

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the Tennessee Department of Safety and Homeland Security will accept title to the lands and maintain the project constructed thereon in accordance with the *Tennessee Code Annotated*, the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Tennessee Department of Safety and Homeland Security all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Tennessee Department of Safety and Homeland Security and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Tennessee Department of Safety and Homeland Security ,its successors and assigns.

The Tennessee Department of Safety and Homeland Security, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Tennessee Department of Safety and Homeland Security will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Tennessee Department of Safety and Homeland Security pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Tennessee Department of Safety and Homeland Security will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Tennessee Department of Safety and Homeland Security will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Tennessee Department of Safety and Homeland Security and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED
UNDER THE ACTIVITY, FACILITY OR PROGRAM**

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by Tennessee Department of Safety and Homeland Security pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Tennessee Department of Safety and Homeland Security will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Tennessee Department of Safety and Homeland Security will there upon revert to and vest in and become the absolute property of Tennessee Department of Safety and Homeland Security and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. § 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (102 Stat. 28.), (“....*which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.*”);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*), as implemented by 49 C.F.R. § 25.1 *et seq.*



STATE OF TENNESSEE
TENNESSEE CONSOLIDATED RETIREMENT SYSTEM
10th FLOOR ANDREW JACKSON BUILDING
502 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0201

DAVID H. LILLARD, JR.
STATE TREASURER

JAMIE WAYMAN
DIRECTOR

MEMORANDUM

TO: State Agencies

FROM: Sara Queirolo, Deputy Director of TCRS

DATE: April 26, 2023

SUBJECT: **Employer Contribution Rate Change – Hybrid Pension Plan**

The results of June 30, 2022 actuarial valuation for the TCRS hybrid pension plan have been adopted by the TCRS Board of Trustees. As a result of the valuation, new employer contribution rates have been established for the fiscal year beginning July 1, 2023. These rates will remain in effect until June 30, 2024, a period of one year.

Attached is a schedule of the contribution rates by retirement type. In summary, the rates are as follows:

Employee Category	Actuarially Determined Contribution Rate	Total Employer Rate
General Employee	2.57%	3.94%
Public Safety Bridge (Includes .90% Adjustment)	3.47%	4.84%
State Judges	8.19%	8.19%

By law, the employer is required to contribute the total employer rate (an average of 4% for all employee groups). However, only the amount shown as the actuarially determined contribution rate above will be collected through the payroll. The difference will be remitted to TCRS through a separate process.

The employer contribution rate is 5% for the defined contribution portion of the hybrid pension plan (401k). In addition, employees will contribute 5% to TCRS and will be auto-enrolled in the 401(k) plan at a 2% contribution.

If you have any questions, please contact the call center at (800) 922-7772.



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DAVID H. LILLARD, JR.
STATE TREASURER

JAMIE WAYMAN
DIRECTOR

MEMORANDUM

TO: State Agencies

FROM: Sara Queirolo, Deputy Director of TCRS

DATE: January 25, 2023

SUBJECT: Employer Contribution Rate Change – Closed Legacy Pension Plan

The results of June 30, 2022 actuarial valuation for the TCRS legacy pension plan have been adopted by the TCRS Board of Trustees. As a result of the valuation, new employer contribution rates have been established for the fiscal year beginning July 1, 2023. These rates will remain in effect until June 30, 2024, a period of one year.

Attached is a schedule of the contribution rates by retirement type. In summary, the rates are as follows:

General Employees	21.95%
Public Safety Officer	25.62%
State Judges and Attorneys General	24.62%

The employer contribution rates for the defined benefit portion of the hybrid retirement plan (TCRS) will be sent out after they are approved at the March 2023 TCRS Board of Trustees meeting.

If you have any questions, please contact RetireReadyTN at (800) 922-7772 and select Employer.