

eCVSP

TENNESSEE

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

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

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

REMINDERS FOR FY 2025:

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

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

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

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

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

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

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

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

Part 1 Section 2 - Mission/Goal Statement**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 and to be a national leader in best practices that enhance public safety and customer service. 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. 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

Part 1 Section 3 - MCSAP Structure Explanation

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)? |

Pursuant 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 motor carrier safety regulations and is the only agency authorized to inspect commercial motor vehicles. Accordingly, THP is the lead agency for all purposes of administering the Federal Motor Carrier Safety Assistance Program in Tennessee and no sub-grantees are funded. THP utilizes strategic traffic enforcement initiatives, CMV inspections, and education/outreach programs to achieve its mission of securing the lives of those traveling on our roadways. THP ensures troopers across the State are certified to conduct all levels of the inspections, including passenger carriers, cargo tanks, and hazardous materials. THP requires each cadet to pass the North American Standard Part A Course and maintain a minimum Level III certification in order to be a Tennessee State Trooper. The MC+ Division requires all member troopers to be certified to conduct North American Standard I, and most are also certified to conduct General Hazardous Materials, and Cargo Tank inspections. The THP, in partnership with the Federal Motor Carrier Safety Administration, has a robust commercial vehicle enforcement program that utilizes targeted commercial motor vehicle enforcement based on current data analytics, CMV inspections, public education and outreach, and new entrant safety audits to reduce crashes involving CMV's on Tennessee roadways. The MC+ Division strongly believes that it can only achieve its goal of reducing injuries and fatalities resulting from CMV crashes by working with the trucking industry and the general public. As such, MC + incorporates a wide range of education and outreach initiatives geared to both the trucking industry and the general public to increase awareness of current commercial motor vehicle safety issues.

The Tennessee Highway Patrol is structured by Districts. There are a total of ten districts across the State with each district being commanded by a District Captain. Each of the ten districts are under the command of the THP command staff located at the Department of Safety and Homeland Security Headquarters in Nashville, Tennessee. The command staff consists of the Colonel, Lieutenant Colonels, and Majors. All commercial motor vehicle enforcement programs are administered and managed by the Motor Carrier Plus (MC+) Division. Due to the MC+ Division encompassing a large number of resources and troopers across the State, the 10th District was created in 2023 and encompasses all full time MCSAP personnel. The MC + Division/District 10 is overseen by the Administration office at THP headquarters. The MC+ Administration office, responsible for administering the MCSAP grant, includes the District 10 Captain, one full time MCSAP Lieutenant, four full time MCSAP Sergeants and one full time MCSAP trooper. Originally, within the state there are eight commercial vehicle weigh station facilities. The inspection and weigh station in Robertson County closed in 2021 for the widening of I-65 and a new scale facility will be built and is expected to be operational in December of 2025.

May 1, 2023, the Tennessee Highway Patrol restructured the 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 MC+ Administration troopers are now under the direct supervision of the MC+ Captain. The new structure of THP's commercial vehicle program has increased commercial vehicle enforcement activity, improved the quality of CMV inspections, increased and improved public education and outreach, and thus created a more comprehensive enforcement program with a unified goal. The MC+ Division is now more creative with the days and hours when the scale facilities are open, has implemented more CMV enforcement saturation initiatives, and capitalized on the assistance from the troopers in the field who will remain a minimum of Level III certified and has increased our overall footprint in the State. The division will require CMV traffic enforcement saturations each month and public education and outreach which will now include more industry training. All troopers assigned to a fixed scale facility are now full time MCSAP personnel and are no longer being 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 organizational 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.

District 10 MC+

| |
|----------------------|
| Command Staff |
| Colonel |
| Lt. Colonel |
| Major |
| Captain |

| | | | |
|------------|------------|------------|------------|
| Lieutenant | Lieutenant | Lieutenant | Lieutenant |
|------------|------------|------------|------------|

| Haywood | Robertson | Coffee | Giles | Knox | Greene | Administrative |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------------|
| Sergeant | Sergeant | Sergeant | Sergeant | Sergeant | Sergeant | Grant Manager-ASA V |
| Trooper | Trooper | Trooper | Trooper | Sergeant | Trooper | ASA V |
| Trooper | Trooper | Trooper | Trooper K-9 | Trooper | Trooper | Sergeant |
| Trooper | Trooper | Trooper | Trooper | Trooper | Trooper | Account Tech |
| Trooper | Trooper | Trooper | Trooper | Trooper | Trooper | Admin Secretary |
| Trooper | Trooper | Trooper | Trooper | Trooper | Trooper | Sergeant |
| Trooper | Trooper | Trooper | Trooper | Trooper | Trooper | ASA III - CVARS |
| Sergeant | | | Trooper | Trooper | | ASA II - CVARS |
| Trooper | | | Trooper | Trooper | | Trooper |
| Trooper | | | Trooper | Trooper | | Sergeant-HAZMAT |
| Trooper | | | Trooper | Trooper | | Sergeant-New Entrant |
| Trooper | | | Trooper | Trooper | | ASA II - New Entrant |
| Trooper | | | Trooper | Trooper | | Trooper-New Entrant |
| | | | | | | |

| |
|---------|
| Trooper |
| Trooper |

| |
|---------|
| Trooper |
|---------|

| |
|-----------------------------|
| Trooper-New Entrant |
| Trooper-New Entrant |
| Trooper-New Entrant |
| Sergeant-New Entrant |
| Trooper-New Entrant |
| Trooper-New Entrant |
| Trooper-New Entrant |
| Trooper-New Entrant |

Along with the MC+ commissioned officers, there are several administrative support personnel who are MCSAP full or partially funded. They include an Administrative Secretary, an Accounting technician, two Grants managers, a Statistical Analyst, an Administrative Assistant, and part time Fiscal Service Accounting personnel. Tennessee is requesting an additional Statistical Analyst position to allow our current Statistical Analyst to train her replacement before she retires completely from the State. This will allow us to make a smooth transition in the vital statistical area of which we rely on so much.

MC+ currently includes 77 commissioned officers. There are 51 troopers stationed at the inspection facilities and eight (8) troopers in the New Entrant section of MC+ and one administrative trooper. There are a total of eight Sergeants at the inspection facilities and two administrative Sergeants, as well as a Sergeant who handles Hazmat and another Sergeant who is over New Entrant. The Hazmat, New Entrant, and administrative Sergeants answer to the administrative Lieutenant. There are three Scale Lieutenants who answer to the MC+ Captain and supervise two Scale Facilities each. 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 has been created by the increased CMV activity under the new structure. MC+ added one Administrative Trooper who will assist with all CMV training and is an additional subject matter expert for the field troopers. MC + also includes the Commercial Vehicle Analysis Reporting System (CVARS), which consists of a Manager (Administrative Services Assistant III), and one CVARS Administrative Services Assistant II who reviews the crash data for accuracy and completeness.

Another change made via the restructuring to Motor Carrier Plus is that the MC+ Division has assumed 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 through the MCSAP FY 2024 grant so that our troopers can provide high quality investigations of Commercial Motor Vehicle (CMV) crashes when called upon. Previously, very few MC+ troopers were certified to conduct CMV Post Crash Investigations, but the MC+ Division is in the process of training all MC+ troopers to become Post Crash Certified as a minimum requirement for assignment to our division. CVSA has conducted one class 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.

All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers in MC+ 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.

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

| CY 2024 Certified Inspectors | |
|------------------------------|-------|
| Type of | Count |
| | |

| | |
|-------------------|-----|
| Certification | |
| NAS Level I | 444 |
| NAS Level III | 531 |
| Hazmat | 148 |
| Cargo Tank | 78 |
| Passenger Carrier | 30 |
| Compliance Review | 2 |
| Safety Audit | 9 |
| Level VI | 34 |

Source: TDOSHS, TITAN Division, SafetyNet Database, May 28, 2024

For the FY 2025 CVSP, the State of Tennessee has 975 troopers trained on commercial vehicle inspections as of June 2024. The 77 commissioned officers at the scale facilities and in the MC+ administrative offices will be between 85 and 100% MCSAP funded and are all a part of the MC+ Division. The remaining 898 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 of road troopers, a methodology has been developed to calculate the amount of salary which can be 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) Trooper Activity System.*
- 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.*

The MC + unit also has six (6) full time administrative civilians and three (3) part-time administrative civilians who are MCSAP paid employees. The unit is also asking permission to add a Statistical Analyst.

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 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 all troopers to detect indicators of controlled substance trafficking and human 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).

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 SAFESPECT, 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 MC+ Lieutenant and possibly attend remedial training.

Part 1 Section 4 - MCSAP Structure

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 | 975 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 975 |
| Traffic Enforcement Activities | 975 |
| Investigations* | 9 |
| Public Education and Awareness | 975 |
| Data Collection and Reporting | 975 |
| * 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 2025 - 2027 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

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 2019 - 2023

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 | | | |
| 01/01/2023 | 12/31/2023 | 165 | 0.2520 | 0.1940 |
| 01/01/2022 | 12/31/2022 | 162 | 0.2550 | 0.1940 |
| 01/01/2021 | 12/31/2021 | 187 | 0.1850 | 0.2230 |
| 01/01/2020 | 12/31/2020 | 195 | 0.1470 | 0.2550 |
| 01/01/2019 | 12/31/2019 | 156 | 0.1490 | 0.1880 |

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 | | | |
| 01/01/2023 | 12/31/2023 | 1 | 0 | 0.0010 |
| 01/01/2022 | 12/31/2022 | 1 | 0 | 0.0010 |
| 01/01/2021 | 12/31/2021 | 0 | 0 | 0 |
| 01/01/2020 | 12/31/2020 | 0 | 0 | 0 |
| 01/01/2019 | 12/31/2019 | 1 | 0 | 0.0010 |

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 | | | |
| 01/01/2023 | 12/31/2023 | 5 | 0 | 0.0740 |
| 01/01/2022 | 12/31/2022 | 6 | 0 | 0.0810 |
| 01/01/2021 | 12/31/2021 | 1 | 0 | 0.0770 |
| 01/01/2020 | 12/31/2020 | 8 | 0 | 0.08 |
| 01/01/2019 | 12/31/2019 | 1 | 0 | 0.0620 |

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, 18 April 2024. VMT estimated from FHWA. CY 2020 and prior VMT updated from <https://www.fhwa.dot.gov/policyinformation/> (accessed 4/18/2024). Baseline data for all data is from 2019.

Motorcoach/Passenger carrier crash Fatalities: Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 4/18/2024. Baseline data is from 2019. Hazardous Material (HM) Crash fatalities: Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 4/18/2024. Baseline data is from 2019 as seen in chart above. TN ALL VMT Est. 100M VMT are as follows: 2019 82,892 2020 76,392 2021 84,030 2022 83,655 2023 84,682 2024 Q-1 20,606 CY 2021-2024 VMT estimated from FHWA data. CY 2020 and prior VMT updated from <https://www.fhwa.dot.gov/policyinformation>.

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 half of CY 2024.

| | |
|---|-------|
| 2024 # of CMV related fatalities | 75 |
| 2024 goal for rate of CMV fatalities per 100 million TN VMT | 0.250 |
| 2024 actual rate of CMV fatalities per 100 TN VMT | 0.181 |

Source is TDOSHS, TITAN Division - FARS TITAN Database, 7/2/2024

The following shows the TN Motorcoach/passenger carrier fatalities, goal, and outcome for first quarter of CY 2024

| | |
|---|---|
| 2024 # of Motorcoach/passenger carrier related fatalities | 0 |
| 2024 goal for rate of Motorcoach/passenger carrier related fatalities | 0 |
| 2024 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 7/2/2024

The following shows the TN Hazardous Material (HM) crash with HM Cargo Release fatalities for first quarter of CY 2024

| | |
|---|-------|
| 2024 # of Hazmat related fatalities | 2 |
| 2024 goal for rate of Hazmat related fatalities | 0 |
| 2024 actual rate of Hazmat related fatalities | 0.082 |

This rate is again for fatalities per 100 million TN VMT

Source: TDOSHS, TITAN Division - SafetyNet Database 7/2/2024

CMV FATAL CRASH REDUCTION:

The Tennessee fatal crash rate for commercial motor vehicle related traffic incidents increased 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. Tennessee's fatal crash rate for CMV related traffic incidents have decreased each year since 2020. The goal set for the eCVSP for FY 2025 is to decrease the goal for 2023 of a rate of 0.252 by 1% for the next three years for 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 were on the road. These vehicles have now returned to the road. 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 2025 - 2027

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.

Despite being ranked as one of FMCSA's Top Ten States for CMV Related Fatalities, Tennessee is currently seeing a positive trend in our overall crash data and remains steadfast in the pursuit of our goal to reduce CMV related crashes through a robust and strategic enforcement program. Tennessee has traditionally been a "HUB" for commercial vehicle traffic, but research shows there is a wide range of factors contributing to our high number of CMV related fatalities in Tennessee.

One factor we have identified as having an impact on our higher crash rates in Tennessee is Tourism. Tennessee has quickly become a prime destination for people of all ages and lifestyles to vacation. Since 2020, Tourism has become the number two industry in Tennessee bringing a record setting \$28 million to the State in 2022 with no sign of slowing down. In 2022, Tennessee was the fastest growing state in the nation in travel spending since 2018 per data from the U.S. Travel and Tourism Economics. The Governor has publicly stated that his administration believes this surge in tourism is a top driver for further economic growth and job creation across the State. This growth has resulted in more non-commercial and commercial traffic on our roadways than ever before as commercial vehicles work hard to keep up with the product demands of this growing industry.

Meanwhile, Tennessee continues to remain at the top of the list for states people are moving to as it is ranked 5th in 2023 per the annual study conducted by U-Haul. Studies show that people are not only moving to Tennessee for the fun night life and natural beauty, but the added bonus of lower taxes, lower cost of living, and an expanding job market. The rapid growth in people moving to Tennessee could not have been predicted by TDOT as they continue to diligently work to build an infrastructure that is able to support the unprecedented growth. It is evident that the population growing faster than improvements to infrastructure can be made are contributing factors to our crash rates not necessarily dropping as fast as we would like despite our increase in enforcement efforts.

Another important factor having an effect on CMV related crashes in Tennessee is that it continues to be a state with a high volume of "pass through" traffic for commercial motor vehicles. This is a result of the States geographical position and a robust interstate system that is among one of the more well-maintained systems in the nation.

Lastly, Tennessee has undergone an enormous increase within the distribution and logistics industry over the last few years as more companies have identified Tennessee as the ideal place for their headquarters and/or fulfillment facilities. Tennessee's geographic location is at the heart of the U.S. so companies can count on easy access to markets around the world. Tennessee's eight interstate routes provide companies with immediate access to an interstate system that can reach a majority of the U.S. population within an eleven hour drive or less. This opportunity continues to attract more companies to come to Tennessee resulting in 15,200 businesses and over 249,000 people employed in the 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://tnced.com/industries/distribution-and-logistics/> (accessed 5/13/2024)

Tennessee also faces infrastructure challenges. 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.

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. Despite still being in the top 10, TN had a 13% decrease in the fatal crash rate involving large trucks from 2020 to 2021 and a 24% decrease in the fatal crash rate between 2020 and 2023.

With these factors in mind, the Tennessee Highway Patrol has recently made some positive changes to ensure we have the necessary resources and proper structure to ensure we can be effective in our efforts to make our roadways safer.

Below are tables to be used for the MCSAP FY 2025, FY 2026, and FY 2027 updates for CMV, Passenger Carrier, and Hazmat Fatalities and goals.

| 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 |
| 2025 | | | | 0.248 |
| 2026 | | | | 0.245 |
| 2027 | | | | 0.243 |

| 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 |
| 2025 | | | | 0 |
| 2026 | | | | 0 |
| 2027 | | | | 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 |
| 2025 | | | | 0 |
| 2026 | | | | 0 |
| 2027 | | | | 0 |

Tennessee has reviewed and identified increased work zone crashes in comparison to other CMV crashes.

| Large Truck Work Zone Crashes as Percent of All Work Zone Crashes | | | | | | |
|---|--------|--------|--------|--------|--------|--------|
| CY | 2019 | 2020 | 2021 | 2022 | 2023 | 2024* |
| Large Truck Work Zone Crashes | 645 | 659 | 792 | 709 | 565 | 216 |
| All Work Zone Crashes | 4,143 | 3,562 | 3,789 | 3,307 | 2,839 | 1,202 |
| Percentage | 15.57% | 18.50% | 20.90% | 21.44% | 19.90% | 17.97% |

Tennessee Department of Safety & Homeland Security, TITAN Division, 07/05/2024 (TITAN database). *YTD 6/30/2024 **Any crash where fatality was not related to crash has been excluded from crash counts.

| Large Truck Crashes as Percent of All Crashes | | | | | | |
|---|---------|---------|---------|---------|---------|--------|
| CY | 2019 | 2020 | 2021 | 2022 | 2023 | 2024* |
| Large Truck Crashes | 13,611 | 12,247 | 13,962 | 14,130 | 12,860 | 6,339 |
| All Crashes | 204,923 | 175,331 | 193,073 | 185,784 | 177,892 | 83,892 |
| Percentage | 6.64% | 6.99% | 7.23% | 7.61% | 7.23% | 7.56% |

Tennessee Department of Safety & Homeland Security, TITAN Division, 07/05/2024 (TITAN database). *YTD 6/30/2024 **Any crash where fatality was not related to crash has been excluded from crash counts.

| 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 | 119 | 33 | 27.73% | 5 | 2 | 40.00% |
| 09/23/20 - 09/22/21 | 118 | 38 | 32.20% | 5 | 1 | 20.00% |
| 09/23/21 - 09/22/22 | 223 | 89 | 39.91% | 10 | 4 | 40.00% |
| 09/23/22 - 09/22/23 | 225 | 87 | 38.67% | 5 | 3 | 60.00% |
| 09/23/23 - 07/04/24 | 118 | 50 | 42.37% | 2 | 1 | 50.00% |

Source: Tennessee Department of Safety & Homeland Security, TITAN Unit, 07/05/2024 (TITAN database).

The above tables indicate that while the work zone project in Robertson County needs improvement, the program overall appears to be working. Troopers from the Robertson County Scales area will be given specific assignments to work the construction zone area in Robertson county both regular time and overtime.

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 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.

Enter the data source and capture date:

Data sources are listed under each chart.

Projected Goal for FY 2025 - 2027:

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 |
|-------------|------------------------------|
| 2025 | 1 |
| 2026 | 1 |
| 2027 | 1 |

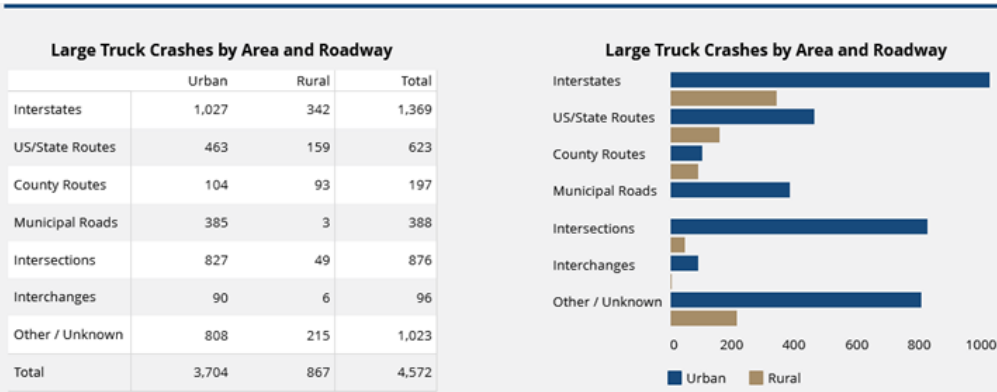
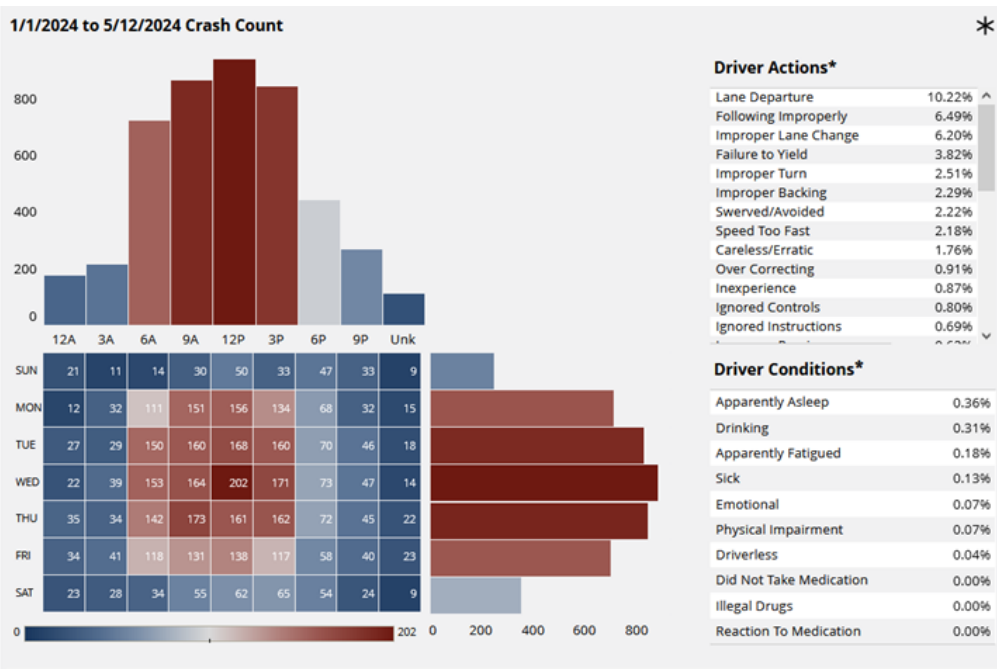
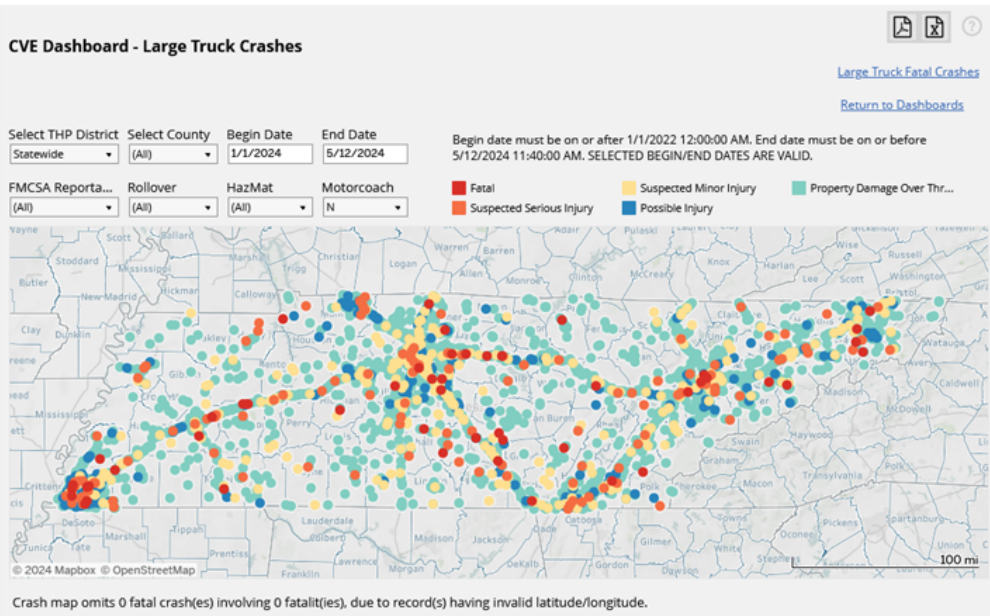
Tennessee has set a goal lower the TN Large Truck Fatality rate by 1% for each year over the next three years. This translates to the following goal rates: FY 2025 Rate of .192 for TN FMCSA Reportable Large Truck Fatalities per 100 million TN VMT FY 2026 Rate of .190 for TN FMCSA Reportable Large Truck Fatalities per 100 million TN VMT FY 2027 Rate of .188 for TN FMCSA Reportable Large Truck Fatalities per 100 million TN VMT

Program Activities for FY 2025 - 2027: 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.

In addition to the creation of the MC+ unit, Tennessee has also begun an extensive look at each large truck fatal crash within the state and has identified a high crash corridor, not just in the four metropolitan areas, but also in Rutherford County which is in the very middle of the state. The State is investigating possible causes of this high rate of fatalities and will be looking into possible solutions. Tennessee's goal is to continue the downward trend in Large Truck fatal crashes and fatalities and to lower the rate for large truck fatalities per 100M TN VMT by 1% each year over the next three years from the current goal. **FY 2025 TRP Response: The goal for FY 2025 will be to lower the large truck fatality rate to 0.192 per 100 million TN VMT. The goal for FY 2026 will be to lower the large truck fatality rate to 0.190 per 100 million TN VMT and the goal for FY 2027 will be to lower the large truck fatality rate to 0.188 per 100 million TN VMT.** THP currently has 975 commissioned troopers who are certified to conduct NAS inspections. Road troopers perform commercial vehicle inspections and traffic enforcement activities along with their daily duties. MC+ troopers work all of their time on commercial vehicle activities including inspections, enforcement saturation projects and education and outreach. MC+ troopers will conduct primarily Level I inspections and road troopers will conduct primarily Level III inspections. This will give the state a multi-level approach to both inspections and traffic enforcement. As of 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 "MC+ Dashboard" is a tool supervisors use when creating 90 day enforcement plans. The MC+ 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

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



NATIONAL HUMAN TRAFFICKING HOTLINE
 Call 1-888-373-7888 (TTY: 711) | *Text 233733

Suspect someone may be a victim of human trafficking? Call the **Tennessee Human Trafficking Hotline** at 1-855-55-TNHTH.

The 90 day enforcement plan guides supervisors in selecting areas and times for conducting enforcement. The MC+ 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.

| TN vs. National R.O.U.T.E.S. Facts | | | |
|---|-------------------|---|--------------------------|
| | Rural Population | Fatal Crashes Involving Large Trucks Occurring on Rural Roads | Truck VMT on Rural Roads |
| National | 19% ^{^^} | 54%* | 48% [^] |
| TN | 21% ^{**} | 39% ^{***} | 36% ^{^^} |
| ^{^^} Source: https://www.transportation.gov/rural/rural-transportation-statistics (CY 2020 data, accessed 7/05/2024) | | | |
| *Source: Large Truck and Bus Crash Facts 2021, USDOT, FMCSA, Analysis Division, November 2023 (CY 2021 data, accessed 7/05/2024) | | | |
| [^] Source: https://www.fhwa.dot.gov/policyinformation/statistics/2021/vm1.cfm (accessed (CY 2022 data, accessed 7/05/2024) | | | |
| ^{**} Source: https://www.ruralhealthinfo.org/states/tennessee (accessed 7/05/2024) | | | |
| ^{***} Source: TDOSHS, TITAN Division, 7/05/2024, TITAN-FARS database. (CY 2023 FARS Data) | | | |
| ^{^^} TN Truck VMT Source: TDOSHS, TITAN Division, 7/05/2024 (CY 2023 FHWA Travel Volume Trends data) | | | |

Tennessee added the following new activities.

- 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 added the 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

Below is a chart showing Tennessee's CMV Drug and Alcohol related crash statistics.

| CMV Drug and Alcohol Related Crash Statistics | | | | | | |
|--|-------|-------|-------|-------|-------|-------|
| Percentage Comparison | 2019 | 2020 | 2021 | 2022 | 2023 | 2024* |
| Crashes where any Driver Used Alcohol as Percentage of All Crashes | 3.02% | 3.62% | 3.34% | 3.47% | 3.68% | 4.05% |
| Crashes where CMV Driver used Alcohol/Drug as Percentage of All CMV | 0.67% | 0.64% | 0.49% | 0.57% | 0.53% | 0.44% |

| | | | | | | |
|---|-------|-------|-------|-------|-------|-------|
| Crashes | | | | | | |
| Crashes where CMV Driver used Alcohol/Drug as Percentage of All Crashes | 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 | 1.08% | 0.90% | 0.76% | 0.95% | 0.82% | 0.75% |

**Year to date 06/30/2024.
 Note: Crashes without drivers excluded. Alcohol/Drug use based on driver only.
 Source: Tennessee Department of Safety & Homeland Security, TITAN Unit, 07/11/2024 (TITAN database).*

Tennessee will continue to engage in activities to reduce CMV Drug and Alcohol related crashes. MC+ unit will continue to teach troopers how to check query central for prohibited drivers during CVE in-service each year. There are currently over 130 Highway Patrol Drug Recognition Experts (DRE).

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 2024, over 200 new trooper positions have been created. THP cadet schools are now occurring between four (4) and six (6) times per year.

Tennessee works very hard to create a safe environment around a crash site. The goal is not only to clear the roads as soon as possible to prevent secondary crashes, but also to keep vulnerable road users, such as all emergency personnel, safe. TN ensures that every trooper receives Traffic Incident Management (TIM) training prior to becoming a trooper. TN has a state of the art TIM training course at the Training Center where TDOT and other partners also come and train with trooper cadets on proper management of crash scenes to prevent secondary crashes. The facility features a section of interstate-like roadway ranging from two to six lanes with guardrails, a two-way interchange, and cable and steel barrier rails, as well as a section of two-lane highway and a full four-way intersection. The design provides an area to simulate a variety of crashes, allowing emergency responders to train on safe and efficient techniques for clearing major highway incidents.



This training site concept, which was one of the first of its kind in the nation, was 90% funded by the Federal Highway Safety improvement projects through the Tennessee Department of Transportation (TDOT).

The creation of the MC+ unit was a major change within the THP and has provided for more uniform goals and increased focus on commercial vehicle enforcement. This change has had the same or similar effect as when the New Entrant Troopers went under the direct supervision of MC+. Troopers assigned to the Scale facilities are able to put significantly more time towards dedicated commercial vehicle related activity rather than being pulled for special assignments or non CMV activity. The MC+ unit, in connection with the Tennessee Trucking Association (TTA) also conducts roadside industry education events. These events offer an opportunity to gain insights for company owners, safety officers, and maintenance teams seeking to enhance their knowledge and practices. The MC + unit has also increased its industry outreach and education by having events with 2 or more carriers for a day of training on laws, inspections, pre-trip inspections, etc.

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

Work Zone Enforcement overtime project, which is a coordinated effort between THP and TDOT, was approved in the FY 2022 grant and has been implemented and troopers working this overtime are 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. To further address the issue of work zone safety, THP added a new section to its annual in-service curriculum in 2024 where members from our partners at TDOT come meet with troopers to discuss new innovative ways we can work together to increase work zone safety. 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.

In an effort to address Tennessee's high number of fatalities compared to other states, TN began a new strategy in 2023 to investigate each CMV fatal crash in a fatal crash analysis meeting once a month. All administrative personnel, including the three Lieutenants from the Scale Facilities participate, as well as members from FMCSA. Current data analysis is being conducted to determine if there are patterns to be addressed. As of 5/20/24 the most common violation in CMV fatalities is failure to maintain proper lane, thus leading to the conclusion that most fatal crashes are caused by driver behavior and not mechanical reasons. This is especially true for the fatal crashes caused by the Non-CMV driver. The MC + unit has responded to this information by conducting more enforcement saturations than ever before. The MC+ Lieutenants will be conducting a minimum of two CMV saturations in high crash corridors and will focus more on the driver as opposed to the vehicle by focusing on Level II and III inspections. By directing the MC+ troopers to only conduct a Level I inspection during these saturations when necessary, we will increase the number of inspections conducted within the timeframe of the saturation and thus increase the number of drivers we are coming in contact with in these high crash areas. It is also for this reason that the MC + team is asking for funding in this grant to create and deploy a forced advertisement on social media platforms that shows the dangers of changing lanes in front of a commercial vehicle.

Tennessee is also taking a look specifically at serious CMV crashes and serious CMV crashes in work zones. The rate since 2019 of each is shown in the table below.

| 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 |
| 2019 | 21 | 82,892 | 0.025 |
| 2020 | 22 | 76,392 | 0.029 |
| 2021 | 31 | 82,596 | 0.038 |
| 2022 | 29 | 83,219 | 0.035 |
| 2023 | 19 | 84,682 | 0.022 |
| 2024 (1/1 to 6/30) | 14 | 41,540 | 0.034 |

Source: TN Dept. of Safety & Homeland Security, TITAN Division, 07/05/24 (TITAN database). *Serious Crashes are defined in TITAN using crashes identified as fatal or possible serious injury.

| Tennessee Large Truck Serious Crashes* | | | |
|--|--|--|------------------------------------|
| CY | Total Large Truck Fatal and Serious Injury Crashes | TN All VMT Estimated Millions of Miles | Actual Rate per 100 Million TN VMT |
| | | | |

| | | | |
|--------------------------|-----|--------|-------|
| 2019 | 480 | 82,892 | 0.579 |
| 2020 | 459 | 76,392 | 0.601 |
| 2021 | 542 | 82,596 | 0.656 |
| 2022 | 545 | 83,219 | 0.655 |
| 2023 | 457 | 84,682 | 0.540 |
| 2024 (1/1 to 6/30) | 230 | 41,540 | 0.554 |

*Source: TN Dept. of Safety & Homeland Security, TITAN Division, 07/05/24 (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.

Large truck crashes and fatalities along with Work Zone crash data will be collected and reported to FMCSA on a quarterly basis through the quarterly progress report.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2019 - 2023

| Inspection Types | 2019 | 2020 | 2021 | 2022 | 2023 |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|
| Level 1: Full | 31972 | 25289 | 31047 | 31505 | 36017 |
| Level 2: Walk-Around | 18835 | 12371 | 16389 | 18172 | 18755 |
| Level 3: Driver-Only | 27433 | 22823 | 25020 | 23918 | 27063 |
| Level 4: Special Inspections | 21 | 12 | 13 | 9 | 16 |
| Level 5: Vehicle-Only | 304 | 279 | 247 | 208 | 263 |
| Level 6: Radioactive Materials | 60 | 19 | 48 | 44 | 44 |
| Total | 78625 | 60793 | 72764 | 73856 | 82158 |

Narrative Overview for FY 2025 - 2027

Overview:

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

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

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 MC+ Administration Unit under the command of a Lieutenant who reports to the Captain of the MC+ Division of the THP. As of June 2024, THP had 62 troopers assigned to seven fixed vehicle inspection facilities while 913 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.

Tennessee has 975 full time commissioned officers who work MCSAP activities on a part-time basis. Out of those, 62 commissioned personnel are located at the fixed scale facilities throughout the state and are now full time MCSAP employees under the direction of the MC+ Captain. There are 15 commissioned personnel that work CMV administrative duties at the MC+ office in Nashville, TN. The remaining 898 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 MC+ division as of May 1, 2023. The hours that are worked on CVE activities have been calculated using the FY 2023 MOE percentage of CVE time worked which is 13.00%. **TRP Response FY 2025: The FY 2023 MOE percentage was completed on 10/26/23 and covers October 1, 2022 through September 30, 2023.** The FTE for these part time activities is derived by applying the 13.00% to the number of commissioned officers (975) and assumes 1,920 hours per year as one (1) FTE.

| | | |
|-------------|-------------|-------------|
| FY 2023 MOE | Total Hours | Total MCSAP |
|-------------|-------------|-------------|

| | Worked per Trooper Annually | Eligible Hours |
|--------|-----------------------------|----------------|
| 13.00% | 1,920 | 1,424,085.0 |

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 7/4/2024

| Commissioned Officers | FTE CVE Inspection Equivalent |
|-----------------------|-------------------------------|
| 975 | 96.4 |

Notes: 1) 1 FTE = 1920 hours. 2) Inspection FTE based on MCSAP Eligible Hours and FFY 2023 MOE.

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 7/8/2024

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 SAFESPECT, 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.

Tennessee is currently in the process of changing our CVIEW vendor. The new FMCSA inspection software, SafeSpect limited our ability to pull the data the way we had been able to prior to SafeSpect. The new vendor, Intelligent Imaging provides a CVIEW that comes with reporting tools that will replace what we had prior.

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. The FY 2025 inspection goals are higher than ever before.

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 reduction in personnel. THP has drastically increased 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 975 total certified troopers. The MC+ unit has allowed for an 11% increase in inspections between 2022 and 2023.

Most new Interdiction Plus troopers are 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 identifying possible signs and behaviors from the victims. TN also includes human trafficking detection training in its annual CVE in-service. The interdiction team of the Highway Patrol has taken more measures to combat human trafficking and has purchased, via state funds, several heat sensed X-ray machines and have filed charges for over 60 human trafficking cases. Other outreach activities include having the truckers against trafficking number on every inspection report. Pupil Transportation, which is state funded, has trained bus drivers on human trafficking signs and TDOT has added human trafficking awareness to their over dimensional permits.

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 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 | | | | | |
| | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024* |
| 398.3B | Driver Qualifications (Physical) for Transportation of Migrant Workers | 0 | 0 | 0 | 0 | 0 | 0 |
| 398.3B8 | No doctors certificate of qualification in possession - drivers of Migrant Workers | 0 | 0 | 0 | 0 | 0 | 0 |
| 398.8D1-MW | Migrant Workers - Failure to correct defect(s) on previous inspection report | 0 | 0 | 0 | 0 | 0 | 1 |
| 398.4 | Driving of vehicles - Transportation of Migrant Workers | 0 | 0 | 1 | 0 | 0 | 0 |
| 398.5 | Failure to maintain vehicle for safe operation - Transportation of Migrant Workers | 0 | 0 | 0 | 0 | 0 | 0 |
| 398.6 | Violation of Hours of Service regulations for Transportation of Migrant Workers | 2 | 1 | 0 | 3 | 0 | 0 |
| 398.7 | Inspection and Maintenance of motor vehicles used for Transportation of Migrant Workers | 0 | 0 | 0 | 1^ | 0 | 0 |
| Total | | 2 | 1 | 1 | 4 | 0 | 1 |

*Year to date 07/08/2024

^Inspection due to vehicle crash

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, 07/09/2024, SafetyNet database.

Tennessee has only had one inspection involving migrant workers over that last six years that was associated with a crash. There have only been ten (10) migrant transportation related violations over the last six years. Tennessee will continue to monitor these numbers for any possible increase in transportation of migrant worker violations associated with a crash.

Due to 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 2019 and CY 2020 was 25.96%. The Tennessee decrease for the same time frame was 14.36%. Between 2022 and 2023 TN had a 20.89% increase in Hazmat inspections. Tennessee has still committed to increase the number of Hazmat roadside inspections.

| HazMat Roadside Inspection | | |
|----------------------------|-------|----------|
| CY | TN | National |
| 2019 | 2,973 | 203,061 |
| 2020 | 2,546 | 150,350 |
| 2021 | 2,441 | 168,407 |
| 2022 | 2,298 | 171,313 |
| 2023 | 2,778 | 174,947 |
| 2024 | 1,528 | 74,125 |

Source: <https://ai.fmcsa.dot.gov/HazmatStat/hmRoadside.aspx?rpt=RIBL> (accessed 07/03/2024) Yr to date in 2024 June 30.

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. Approximately 1,530 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 110 hours for this overtime project.

INSPECTION STATION - An estimated 5,096 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. An estimated 541 hours are allotted for this overtime.

Overtime Activity Charts for 2019 - March 2024. All information comes from the Tennessee Department of Safety and Homeland Security, TITAN Division, database accessed 4/20/2024.

| DICE OT | CY 2020 | CY 2021 | CY 2022 | CY 2023 | CY 2024 Q-1 |
|-------------|---------|---------|---------|---------|-------------|
| Inspections | 1,524 | 1,753 | 1,841 | 1,194 | 126 |
| Contacts | 2,020 | 2,150 | 2,326 | 1,354 | 144 |
| Citations | 444 | 607 | 527 | 194 | 50 |
| Searches | 508 | 1,008 | 926 | 657 | 103 |
| Finds | 113 | 145 | 144 | 72 | 14 |

| S & W OT | CY 2020 | CY 2021 | CY 2022 | CY 2023 | Jan-Mar 2024 |
|----------|---------|---------|---------|---------|--------------|
| Contacts | 322 | 161 | 140 | 60 | 0 |

| | | | | | |
|----------|-------|-------|-------|-------|-----|
| Hrs wrkd | 1,873 | 2,708 | 2,618 | 1,708 | 176 |
|----------|-------|-------|-------|-------|-----|

| | | | | | |
|----------------|-----|-----|-----|----|---|
| Inspections | 135 | 46 | 72 | 54 | 0 |
| Trucks Weighed | ** | 54 | 52 | 41 | 0 |
| Driver OOS | 25 | 9 | 16 | 11 | 0 |
| Vehicle OOS | 57 | 19 | 31 | 21 | 0 |
| Hrs Worked | 381 | 196 | 167 | 81 | 0 |

| INSPECTION STATION OT | CY 2020 | CY 2021 | CY 2022 | CY 2023 | Jan-Mar 2024 |
|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Level I | 4,385 | 6,978 | 5,970 | 4,881 | 1,039 |
| Level II | 66 | 119 | 76 | 73 | 2 |
| Level III | 1,720 | 1,833 | 1,703 | 723 | 183 |
| Total Inspections | 6,171 | 8,930 | 7,749 | 5,677 | 1,224 |
| Contacts | 6,886 | 9,594 | 7,002 | 5,376 | 1,102 |
| Citations | 631 | 591 | 512 | 303 | 98 |
| OOS Drivers | 506 | 719 | 684 | 457 | 71 |
| OOS Vehicles | 813 | 1,392 | 1,371 | 1,240 | 201 |
| Hours Worked | 5,593 | 8,384 | 7,066 | 5,475 | 1,184 |

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

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: TENNESSEE HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 975

| Projected Goals for FY 2025 - Roadside Inspections | | | | | |
|--|--------------|-------------|------------|--------------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 35453 | 1088 | 209 | 36750 | 43.24% |
| Level 2: Walk-Around | 18197 | 534 | 94 | 18825 | 22.15% |
| Level 3: Driver-Only | 28014 | 919 | 167 | 29100 | 34.24% |
| Level 4: Special Inspections | 13 | 0 | 0 | 13 | 0.02% |
| Level 5: Vehicle-Only | 256 | 8 | 3 | 267 | 0.31% |
| Level 6: Radioactive Materials | 45 | 0 | 0 | 45 | 0.05% |
| Sub-Total Lead Agency | 81978 | 2549 | 473 | 85000 | |

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 2025 - Subrecipients | | | | | |
|---|------------|----------|-----------|----------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | | | | 0 | % |
| Level 2: Walk-Around | | | | 0 | % |
| Level 3: Driver-Only | | | | 0 | % |
| Level 4: Special Inspections | | | | 0 | % |
| Level 5: Vehicle-Only | | | | 0 | % |
| Level 6: Radioactive Materials | | 0 | | 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: | 0 |
| Enter the total number of inspections projected for FY 2025: | |

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

| Projected Goals for FY 2025 Summary for All Agencies | | | | | |
|---|--------------|-------------|------------|--------------|---------------------|
| MCSAP Lead Agency: TENNESSEE HIGHWAY PATROL | | | | | |
| # certified personnel: 975 | | | | | |
| Subrecipient Agencies: TENNESSEE DOES NOT HAVE ANY SUBRECIPIENTS | | | | | |
| # certified personnel: 0 | | | | | |
| Number of Non-Funded Agencies: 0 | | | | | |
| # certified personnel: 0 | | | | | |
| # projected inspections: | | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 35453 | 1088 | 209 | 36750 | 43.24% |
| Level 2: Walk-Around | 18197 | 534 | 94 | 18825 | 22.15% |
| Level 3: Driver-Only | 28014 | 919 | 167 | 29100 | 34.24% |
| Level 4: Special Inspections | 13 | 0 | 0 | 13 | 0.02% |
| Level 5: Vehicle-Only | 256 | 8 | 3 | 267 | 0.31% |
| Level 6: Radioactive Materials | 45 | 0 | 0 | 45 | 0.05% |
| Total MCSAP Lead Agency & Subrecipients | 81978 | 2549 | 473 | 85000 | |

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 2026 Roadside Inspections | Lead Agency | Subrecipients | Non-Funded | Total |
|--|-------------|---------------|------------|-------|
| Enter total number of projected inspections | 88000 | 0 | 0 | 88000 |
| Enter total number of certified personnel | 975 | 0 | 0 | 975 |
| Projected Goals for FY 2027 Roadside Inspections | | | | |
| Enter total number of projected inspections | 90000 | 0 | 0 | 90000 |
| Enter total number of certified personnel | 975 | 0 | 0 | 975 |

Part 2 Section 4 - Investigations

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 2019 - 2023

| Investigative Types - Interstate | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|-------------|-------------|-------------|-------------|-------------|
| 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 | 0 | 0 | 0 | 0 | 0 |
| Total Investigations | 0 | 0 | 0 | 0 | 0 |
| Total Security Contact Reviews | 0 | 0 | 0 | 0 | 0 |
| Total Terminal Investigations | 0 | 0 | 0 | 0 | 0 |

| Investigative Types - Intrastate | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|-------------|-------------|-------------|-------------|-------------|
| 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 | 18 | 18 | 11 | 21 | 10 |
| Total Investigations | 18 | 18 | 11 | 21 | 10 |
| Total Security Contact Reviews | 0 | 0 | 0 | 0 | 0 |
| Total Terminal Investigations | 0 | 0 | 1 | 0 | 0 |

Narrative Overview for FY 2025 - 2027

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 2025 - 2027

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

| Projected Goals for FY 2025 - 2027 - Investigations | | | | | | |
|---|------------|------------|------------|------------|------------|------------|
| Investigation Type | FY 2025 | | FY 2026 | | FY 2027 | |
| | 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 | 18 | 0 | 18 | 0 | 18 |
| Total Investigations | 0 | 18 | 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.

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 two (2) investigative personnel certified to conduct compliance investigations and one who will be trained to conduct them. 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.

One challenge in regards to compliance investigations is that Tennessee does not have the authority to fine a carrier due to a non compliance issue found in a compliance investigation. 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.

| | |
|---------------------------------------|--------------------------------------|
| Certified Compliance Review Personnel | FTE Carrier Investigation Activities |
| 2 | 0.26 |

Note: 1 FTE = 1920 hours 2) Carrier Investigation FTE based on number of Certified Compliance Investigation Review Personnel and FFY 2023 MOE. .

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, TITAN Database, 7/8/2024.

**Update for CY 2024, 2025, 2026, 2027:
COMPLIANCE REVIEWS per A&I / Gotham/Investigations**

| CY | 2024 | 2025 | 2026 | 2027 |
|---------------|------|------|------|------|
| Comprehensive | | | | |
| Focused | | | | |
| Off-site | | | | |
| Other | | | | |
| Terminal | | | | |
| TOTAL CRS | | | | |

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

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 2019 - 2023

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 | | |
| 01/01/2023 | 12/31/2023 | 22173 | 43468 |
| 01/01/2022 | 12/31/2022 | 18529 | 34957 |
| 01/01/2021 | 12/31/2021 | 15459 | 30315 |
| 01/01/2020 | 12/31/2020 | 12466 | 27187 |
| 01/01/2019 | 12/31/2019 | 16918 | 32857 |

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

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

| 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 | | |
| 01/01/2023 | 12/31/2023 | 535333 | 430011 |
| 01/01/2022 | 12/31/2022 | 343518 | 397994 |
| 01/01/2021 | 12/31/2021 | 253041 | 324990 |
| 01/01/2020 | 12/31/2020 | 183702 | 239931 |
| 01/01/2019 | 12/31/2019 | 268349 | 356641 |

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

TN Dept. of Safety & Homeland Security, TITAN Division, (CAD,Mark43,TITAN and SafetyNet databases).

Narrative Overview for FY 2025 - 2027**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 ten THP Districts within the state. Each district is commanded by a District Captain. All districts are under the command of the THP Command Staff located in Nashville, Tennessee. The command staff consists of Majors, Lieutenant Colonels, and a Colonel. Within the state there are seven commercial vehicle inspection facilities. Each fixed facility is under the command of a Lieutenant who reports to the MC+ Captain. All road troopers conduct traffic enforcement and CMV inspections on a part time basis in addition to their other duties. All MC + troopers work CMV inspections and CMV traffic enforcement 85 to 100% of their time. Within the MC+ Unit is 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 MC+ Lieutenant who oversees all MCSAP grant and enforcement programs and he reports directly to the MC+ Captain. The MC+ division has recently hired a full-time Trooper position to add to the MC+ team. He will assist the two administrative Sergeants with their duties. 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. The Tennessee Highway Patrol had added one Administrative Trooper and one Administrative Services Assistant V. There are 898 commissioned officers in patrol which perform inspections. All troopers below the rank of Captain are, at a minimum, Level III certified. MC + troopers 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 975 troopers trained on commercial vehicle inspections. With the exception of MC+ 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 into TITAN, Trooper Activity System.
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 six (6) full-time MCSAP administrative employees, three (3) part-time MCSAP employees Tennessee has 898 commissioned officers on patrol/traffic enforcement who work MCSAP activities on a part-time basis. Tennessee is a probable cause state, so therefore all roadside traffic enforcement is due to a suspected violation. The hours that are worked on CVE traffic enforcement have been calculated using data in the FY 2023 MOE percentage of CVE time worked which is 13.00%. Using the 13.00% and the 975 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 96.4.

Tennessee now has 62 commissioned officers who work in the MC+ division of the Highway Patrol at the seven (7) inspection facilities. Out of the 975 commissioned officers, there are 62 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 conducts monthly CMV traffic enforcement saturations in locations identified as high traffic and high crash locations. The activity for the saturations completed between May 2023 and June 2024 are in the chart below.

| ENFORCEMENT SATURATION | | |
|--------------------------|----------------|---------------|
| MONTH | MAY - Dec 2023 | Jan- Jun 2024 |
| Level I | 229 | 357 |
| Level II | 384 | 495 |
| Level III | 225 | 238 |
| Total Inspections | 838 | 1,090 |
| OOS Drivers | 119 | 142 |
| OOS Vehicles | 229 | 253 |
| Contacts | 1299 | 1,033 |
| Citations | 172 | 142 |
| Warnings | 1150 | 915 |

The State of Tennessee and the Highway Patrol are committed to continue addressing dangerous driving behavior through ongoing and increased enforcement efforts. The increase in numbers of personnel mentioned earlier had led 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. The number of CMV stops with an inspection show a 19% increase from 2022 to 2023. The number of CMV citations and warnings issued increased by 24% between 2023 and 2024. Reorganizing and creating the MC+ unit has increased our overall CMV traffic enforcement. This change to our departmental structure also allows for a number of inspection facility troopers to operate as CVE Rover units that will patrol high CMV crash areas in order to conduct CMV only related enforcement efforts.

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 TN Highway Patrol support equitable enforcement practices. THP presents two courses during in-service where all troopers have to pass a test with a score of at least 80%. They are Implicit Bias, recognition, reduction and prevention, as well as Community policing in the 21st Century. 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) |

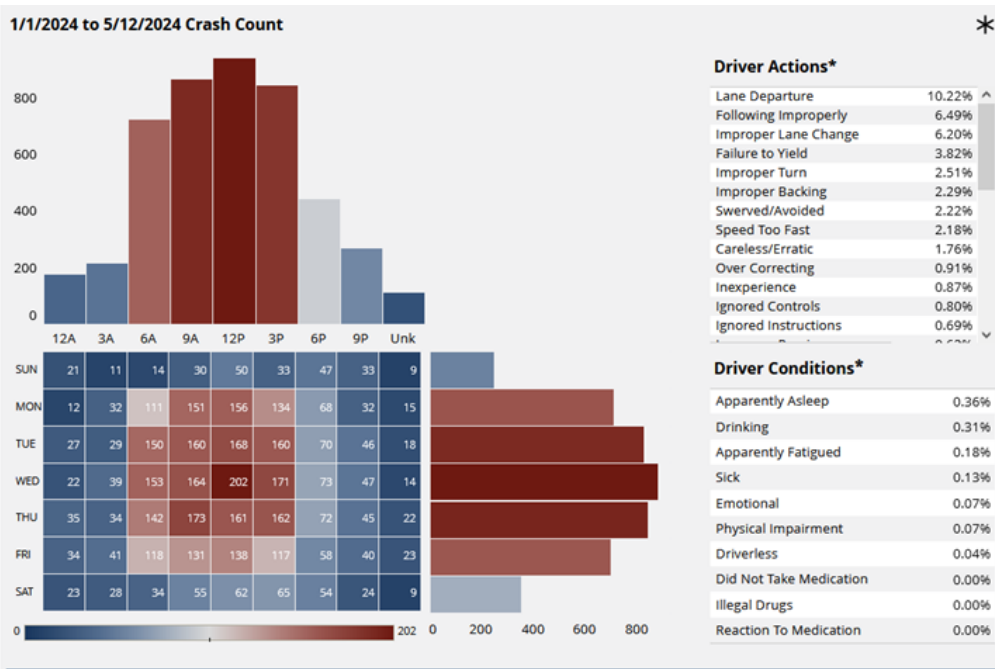
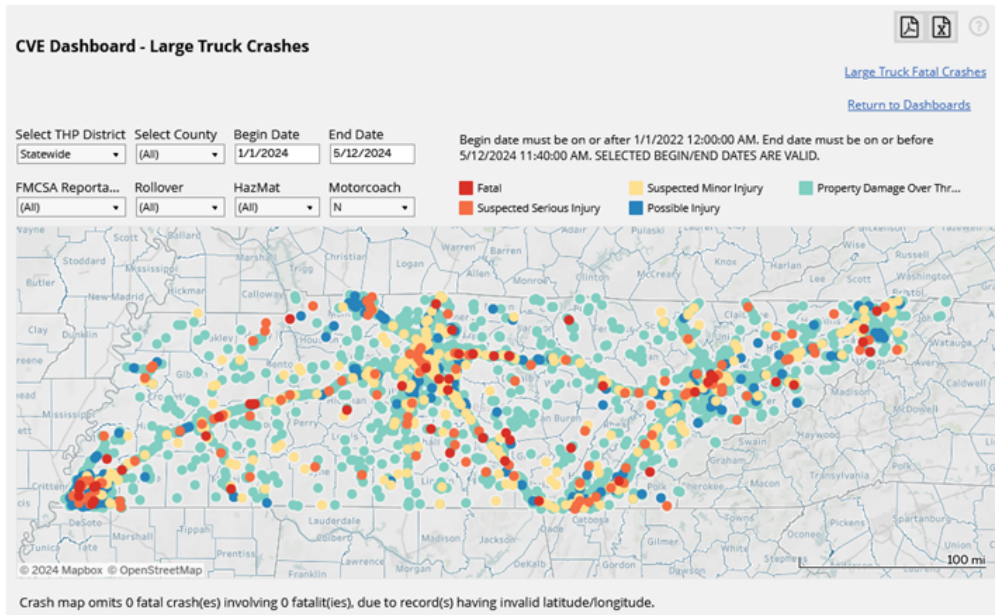
| | | | |
|-----|-----------|-----------|---|
| 506 | Profiling | 1/31/2022 | <p>It shall be the policy of the DOSHS to require Commissioned Members to patrol and perform assigned duties in a proactive manner, to actively enforce the motor vehicle and all other laws, while insisting that citizens will 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. 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 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> |
|-----|-----------|-----------|---|

FY 2025 TRP Response: Tennessee proposes to increase the number of traffic enforcement stops each year. The proposed number of CMV Traffic enforcement stops for FY 2025 is 22,400. The proposed number of CMV Traffic enforcement stops for FY 2026 is 22,600 and the proposed number of CMV Traffic enforcement stops for FY 2027 is 22,800. The proposed number of Non-CMV traffic enforcement stops for FY 2025 is 536,000. The proposed number of Non-CMV traffic enforcement stops for FY 2026 is 537,000 and the proposed number of Non-CMV traffic enforcement stops for FY 2027 is 538,000.

| CY | 2024 | 2025 | 2026 | 2027 |
|---|------|------|------|------|
| Number of Documented CMV Traffic Enforcement Stops with an Inspection | | | | |

| | | | | |
|--|--|--|--|--|
| Number of CMV Citations and Warnings Issued | | | | |
| Documented number of non-CMV traffic enforcement stops** | | | | |
| Number of non-CMV Citations and Warnings Issued | | | | |

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 nine enforcement districts (One district is administrative only). 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. 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 January 1, 2024 to May 12, 2024. Date obtained; 5/13//2024

THP's commitment to address driver behaviors has added new directives which include the following. Each district has increased the number of multi-jurisdictional distracted driving saturations to six (6) per month. Each district has also increased the number of multi-jurisdictional commercial motor vehicle saturations to three (3) per month and each district has increased presence to prevent hazardous driving by conducting a minimum of two (2) multi-jurisdictional Hazardous Moving / Speeding saturations per month. Tennessee also participates in the annual Safe Drive Campaign, a multi-state effort which focuses on enforcement within the high crash corridors and conducts enforcement on distracted driving, wreckless driving and impaired driving.

The violation trend analysis table is another enforcement tool and has historically been used to identify violations for targeted enforcement efforts. Below is the updated inspection violation trend analysis table.

| Driver | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | | | | |
|--|---------------|---------------|---------------|---------------|---------------|--------------|--------------|----------|----------|---------------|
| | | | | | | Jan-Mar | Apr-Jun | July-Sep | Oct-Dec | Total |
| Medical Certificate | 1,131 | 881 | 1,136 | 1,126 | 1,417 | 368 | 351 | 0 | 0 | 719 |
| False Log Book | 1,004 | 824 | 1,949 | 2,575 | 2,447 | 736 | 742 | 0 | 0 | 1,478 |
| No Log / Log Not Current | 1,906 | 1,511 | 2,698 | 2,972 | 3,001 | 658 | 631 | 0 | 0 | 1,289 |
| Hours of Service - 10/11 and 14/15 Rules | 430 | 418 | 745 | 755 | 1,260 | 485 | 468 | 0 | 0 | 953 |
| Hours of Service - 60/70 Hour Rule | 19 | 23 | 27 | 40 | 71 | 26 | 32 | 0 | 0 | 58 |
| All Other Hours-of-Service | 918 | 1,066 | 1,486 | 1,532 | 1,541 | 520 | 594 | 0 | 0 | 1,114 |
| Disqualified Drivers | 393 | 238 | 384 | 415 | 496 | 64 | 36 | 0 | 0 | 100 |
| Drugs | 306 | 217 | 218 | 290 | 273 | 68 | 55 | 0 | 0 | 123 |
| Alcohol | 165 | 97 | 124 | 123 | 129 | 23 | 23 | 0 | 0 | 46 |
| Traffic Enforcement | 6,754 | 4,616 | 5,644 | 5,865 | 7,649 | 2,947 | 3,030 | 0 | 0 | 5,977 |
| All Other Driver Violations | 5,247 | 3,788 | 5,314 | 6,180 | 7,309 | 1,261 | 1,056 | 0 | 0 | 2,317 |
| Size And Weight | 8,135 | 4,542 | 5,840 | 5,566 | 4,860 | 943 | 884 | 0 | 0 | 1,827 |
| State/Local Hours Of Service | 0 | 0 | 1 | 1 | 8 | 0 | 0 | 0 | 0 | 0 |
| Log Book Form And Manner | 1,105 | 781 | 641 | 671 | 920 | 256 | 251 | 0 | 0 | 507 |
| CDL Restrictions & Endorsements | 14 | 10 | 17 | 17 | 89 | 546 | 611 | 0 | 0 | 1,157 |
| Driver Qualifications | 47 | 54 | 66 | 66 | 109 | 251 | 271 | 0 | 0 | 522 |
| Driver Load Securement | 0 | 0 | 0 | 0 | 3 | 11 | 10 | 0 | 0 | 21 |
| Total Driver Violations | 27,574 | 19,066 | 26,290 | 28,194 | 31,582 | 9,163 | 9,045 | 0 | 0 | 18,208 |

| Vehicle | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | | | | |
|---------------------------|-------|-------|-------|-------|-------|---------|---------|----------|---------|-------|
| | | | | | | Jan-Mar | Apr-Jun | July-Sep | Oct-Dec | Total |
| Brakes, Out of Adjustment | 4,014 | 3,229 | 3,797 | 3,674 | 4,264 | 1,310 | 1,187 | 0 | 0 | 2,497 |
| Brakes, All Others | 7,950 | 5,594 | 6,784 | 7,630 | 9,010 | 2,196 | 1,940 | 0 | 0 | 4,136 |
| | | | | | | | | | | |

| | | | | | | | | | | |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------|----------|---------------|
| Coupling Devices | 180 | 125 | 210 | 151 | 183 | 42 | 34 | 0 | 0 | 76 |
| Fuel Systems | 137 | 92 | 127 | 165 | 206 | 48 | 58 | 0 | 0 | 106 |
| Frames | 276 | 197 | 147 | 205 | 244 | 80 | 76 | 0 | 0 | 156 |
| Lighting | 5,699 | 4,074 | 4,888 | 5,327 | 6,434 | 1,884 | 1,481 | 0 | 0 | 3,365 |
| Steering Mechanism | 213 | 126 | 125 | 118 | 131 | 35 | 24 | 0 | 0 | 59 |
| Suspension | 1,154 | 814 | 817 | 993 | 1,011 | 214 | 213 | 0 | 0 | 427 |
| Tires | 6,116 | 4,397 | 5,873 | 7,544 | 7,329 | 2,210 | 2,698 | 0 | 0 | 4,908 |
| Wheels, Studs, Clamps, Etc | 1,229 | 949 | 1,309 | 1,499 | 1,695 | 348 | 298 | 0 | 0 | 646 |
| Load Securement | 2,646 | 2,064 | 2,279 | 2,758 | 3,918 | 981 | 763 | 0 | 0 | 1,744 |
| Windshield | 868 | 540 | 779 | 1,121 | 1,195 | 310 | 351 | 0 | 0 | 661 |
| Exhaust Discharge | 67 | 24 | 29 | 23 | 50 | 12 | 11 | 0 | 0 | 23 |
| Emergency Equipment | 1,811 | 1,270 | 1,473 | 1,986 | 2,500 | 505 | 512 | 0 | 0 | 1,017 |
| Periodic Inspection | 614 | 530 | 535 | 861 | 910 | 233 | 225 | 0 | 0 | 458 |
| All Other Vehicle Defects | 6,175 | 3,928 | 4,296 | 4,886 | 5,985 | 557 | 288 | 0 | 0 | 845 |
| Total Vehicle Violations | 39,149 | 27,953 | 33,468 | 38,941 | 45,065 | 10,965 | 10,159 | 0 | 0 | 21,124 |

Source: Tennessee Department of Safety & Homeland Security, TITAN Unit, 07/03/2024 (SafetyNet database).

*Year to date 06/30/2024

STAND - Speeding Trucks and Negligent Drivers.

Approximately 1,610 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.

Stand Overtime Activity

| STAND OT | CY 2019 | CY 2020 | CY 2021 | CY 2022 | CY 2023 |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Level I Inspections | 243 | 110 | 159 | 240 | 106 |
| Level II Inspections | 901 | 641 | 774 | 647 | 575 |
| Level III Inspections | 1,795 | 1,436 | 1,667 | 1,227 | 667 |
| Total Inspections | 2,944 | 2,187 | 2,600 | 2,114 | 1,358 |
| CMV Citations | 1,087 | 645 | 797 | 571 | 242 |
| Non-CMV Citations | 1,195 | 806 | 1,035 | 717 | 370 |
| Total Citations | 2,282 | 1,451 | 1,832 | 1,288 | 612 |

| | | | | | | |
|--------------|--|-------|-------|-------|-------|-------|
| Contacts | | 6,151 | 3,106 | 5,257 | 4,127 | 2,410 |
| OOS Drivers | | 201 | 136 | 246 | 236 | 90 |
| OOS Vehicles | | 268 | 149 | 194 | 202 | 123 |
| Hours Worked | | 2,960 | 2,317 | 2,813 | 2,253 | 1,381 |

WORK ZONE - 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) works closely with THP to determine the locations for this enforcement. The requirements for this project are 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 684 hours will be allotted to the 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 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

| | | | Performance Goals | | |
|----------------------------------|----------------------------------|--|-------------------|---------|---------|
| Yes | No | Traffic Enforcement Activities | FY 2025 | FY 2026 | FY 2027 |
| <input checked="" type="radio"/> | <input type="radio"/> | CMV with Inspection | 22400 | 22600 | 22800 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV Non-Inspection | 0 | 0 | 0 |
| <input checked="" type="radio"/> | <input type="radio"/> | Non-CMV | 536000 | 537000 | 538000 |
| <input checked="" type="radio"/> | <input type="radio"/> | Comprehensive and high visibility in high risk locations and corridors (special enforcement details) | 2400 | 2425 | 2450 |

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, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective 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 2025 Planned Safety Activities | | | | | |
|-----------------------------------|----------------|---------------------------|--|---------------------------|----------------------------|
| Inspections | Investigations | New Entrant Safety Audits | CMV Non-Inspection Traffic Enforcement | Sum of FY 2025 Activities | Average 2014/15 Activities |
| 85000 | 18 | 1104 | 0 | 86122 | 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, citations, warnings, and MCSAP overtime activity to FMCSA in the Quarterly reports.

Part 2 Section 6 - Safety Technology

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

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

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

Innovative Technology Deployment (ITD)

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

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

The technology:

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

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

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

Performance and Registration Information Systems Management (PRISM)

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

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

Safety Technology Compliance Status

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

| Technology Program | Current Compliance Level | Include O & M Costs? |
|--------------------|--------------------------|----------------------|
| ITD | Core ITD Compliant | 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 2025 - 2027

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. Every inspection facility has at least one of these currently in operation. A seventh type of e-screening equipment which is a tire anomaly system was purchased through the ITD FY 2022 grant and has been installed at both the Giles and Greene County Inspection facilities. The below grid identifies the e-screening equipment utilized at each inspection location.

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 |

| | | | | | | | | |
|---------------------|--|--|---|--|--|--|---|---|
| Inspections Shed | | | X | | | | X | X |
| Inspection Pit | | | X | | | | X | X |
| Tire Anomaly System | | | | | | | X | X |

This chart is current as of 6/25/2024

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

TDOT began its largescale widening project on I-65 in Robertson County forcing the closure of the Robertson County northbound inspection facility on March 25, 2022. The project includes 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 northbound facility needed to be closed for safety reasons in March of 2022. At this time, the anticipated completion date is December 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 2025 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 2025 is \$65,000.

Program Activities for FY 2025 - 2027: 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.

Tennessee uses MCSAP funds for not only the LPR and US DOT reader data storage, but also for CVIEW Maintenance.

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 MC+ Lieutenant. The Administrative MC+ 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

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 2019 - 2023

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

| Public Education and Outreach Activities | 2019 | 2020 | 2021 | 2022 | 2023 |
|--|------|------|------|------|------|
| Carrier Safety Talks | | | | | |
| CMV Safety Belt Education and Outreach | | | | | |
| State Trucking Association Meetings | 3 | 4 | 3 | 3 | 3 |
| State-Sponsored Outreach Events | | 104 | | | |
| Local Educational Safety Events | 42 | 45 | | | 393 |
| Teen Safety Events | 14 | 25 | 25 | 25 | 25 |

Narrative Overview for FY 2025 - 2027

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 listed in the table above. FY 2025 TRP Response: The TITAN system shows that there were 421 educational meetings in CY 2023, but does not specify what type of meetings those were. Tennessee knows that there are three TTA (Tennessee Trucking Association Meetings a year and that there were at least 25 Teens and Trucks events in 2023. The other 393 educational events have been added to the table above as local educational safety events. Tennessee does however, put an emphasis on education and outreach and does conduct each of the types of events listed above. The reorganization of the MC+ unit has allowed for a multilevel approach to the unit's outreach and education. Activities include but are not limited to industry education days at each inspection facility. Outreach education at multiple carriers and universities, Teens and trucks activities and education regarding distracted driving behaviors. 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. FY 2025 TRP Response: Specific outreach/educational activities that are MCSAP funded and are overtime activities include NO ZONE Overtime and Teens and Trucks Overtime.

| | CY 2019 | CY 2020 | CY 2021 | CY 2022 | CY2023 |
|----------------------|---------|---------|---------|---------|--------|
| Educational meetings | 2,859 | 964 | 1,451 | 401 | 421 |
| Attendance | 162,012 | 42,030 | 60,901 | 44,009 | 44,771 |
| Literature Given | 2,255 | 949 | 697 | 422 | 137 |
| Contacts Made | 25,977 | 16,228 | 20,070 | 6,790 | 16,507 |
| Hours Worked | 748 | 265 | 686 | 198 | 102 |

Source: TN Dept. of Safety & Homeland Security, TITAN Division, TITAN Database

Other education and outreach programs within the Tennessee Highway Patrol include 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
5. 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.

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. 283 Overtime hours are allotted for this project. There are eleven (11) different scenarios which are controlled by the facilitator which show the following virtual situations:

- 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 - This is a 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.

The Hazmat Sergeant in partnership with the Tennessee gas haulers association conducts an annual Hazmat outreach event.

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 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. Each scale Lieutenant is 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 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. The chart below shows the activity for these events between April of 2023 and June of 2024.

| Industry Day at Scale Facilities | | |
|---|--------------|--------------|
| CY Quarter | Apr-Dec 2023 | Jan-Jun 2024 |
| # of inspections | 121 | 89 |
| OOS Vehicles | 36 | 6 |
| OOS Drivers | 6 | 34 |
| # of Industry members present | 271 | 264 |
| # of first-time members present | 134 | 105 |

| Industry Outreach and Education | | |
|--|--|--|
| Quarter | July-December 2023 | Jan-June 2024 |
| Number of Events | 8 | 6 |
| Number of Carriers | 10 | 9 |
| Topics discussed | Load securement, e-log books, scale facility operations, hands free law, No-Zone, DUI, Seat Belt use, speeding, Federal Bridge Law, Pre-trips, distractive | CMV inspection process, laws, violations, farm exemptions, record keeping, registration requirements, CDL requirements, Safety vigilance, post-crash |

| | | |
|-------------------------------|---|--|
| | driving, seat belt usage in CMVs | investigations, CSA, HOS, lane violations, Speeding, Fatigue, pre and post trip inspections. |
| Inspection Demonstrations | Pre-trip, Level I, Level III and Garbage collection trucks | CMV Inspections |
| # of Industry members present | 114 | 178 |

Another educational/outreach program that is conducted through the MC+ unit is facilitating outreach by sending our troopers to various industry partner locales to facilitate educational events. All requests for our troopers to go to a carrier's facility are routed through the MC+ administrative office. The administrative office ensures that the company agrees to open the educational event to other members of industry before a trooper is scheduled for the event and 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.

Tennessee, along with FMCSA and the Tennessee Trucking Association (TTA), created a new outreach program known as the Crash Prevention and Reduction Coalition (CPR) coalition in 2020. The first meeting was right before the nationwide shut down prompted by the COVID 19 pandemic. The coalition regrouped and held its second and third meeting in 2024. The purpose of the coalition is to bring together representatives from MC+, FMCSA, TN Trucking Association, and Industry leaders to discuss issues and challenges in reducing fatal crashes. The meetings in 2024 were held in Chattanooga with 110 attendees and in Memphis with 94 attendees where we were able to bring all stakeholders together to discuss a cohesive approach to reducing crashes involving CMVs.

Projected Goals for FY 2025 - 2027

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 2025 | FY 2026 | FY 2027 |
| <input checked="" type="radio"/> | <input type="radio"/> | Carrier Safety Talks | 10 | 10 | 10 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV Safety Belt Education and Outreach | | | |
| <input checked="" type="radio"/> | <input type="radio"/> | State Trucking Association Meetings | 10 | 10 | 10 |
| <input type="radio"/> | <input checked="" type="radio"/> | State-Sponsored Outreach Events | | | |
| <input checked="" type="radio"/> | <input type="radio"/> | Local Educational Safety Events | 395 | 400 | 405 |
| <input checked="" type="radio"/> | <input type="radio"/> | Teen Safety Events | 10 | 10 | 10 |

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.

MC+ will monitor educational activities and encourage accurate reporting in TITAN for each function and contacts made during these educational meetings and will report all activity in the Quarterly reports.

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

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/MC+

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

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

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 2025 - 2027.

| SSDQ Measure | Current SSDQ Rating | Goal for FY 2025 | Goal for FY 2026 | Goal for FY 2027 |
|--------------------------------|---------------------|------------------|------------------|------------------|
| 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 25, 2024

Narrative Overview for FY 2025 - 2027

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 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 2025 - 2027: 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.

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 SAFESPECT 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 MC+ Sergeants will respond to requests for data reviews (Data Q's) within 16 days and utilize overtime hours as volume dictates. The Data Q overtime project will be utilized as needed. Approximately 796 hours are allotted for the FY 2025 grant.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

THP utilizes the DataQ overtime grant program for MC+ Administrative personnel to provide the initial evaluation and response to all Data Q's. A commissioned trooper from the MC+ Administration office receives, evaluates, and provides the initial response for all Data Q's. If the requestor is not satisfied with the initial response and requests an appeal, the DataQ is transferred to the MC+ Administrative Lieutenant who conducts a second independent review of the facts and provides a second response in the DataQ system. The second review on appeal by the Administrative Lieutenant is part of his/her regular duties and is not conducted as a part of the DataQ overtime grant.

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 MC+ 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.

| April 23 – March 24 | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR |
|--------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 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% | 99% |
| Crash VIN Accuracy | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% |
| Inspection Timeliness | 99% | 98% | 98% | 97% | 97% | 98% | 97% | 97% | 97% | 97% | 97% | 97% |
| Crash Accuracy | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% |
| Inspection Accuracy | 100% | 100% | 100% | 100% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% |
| Inspection VIN Accuracy | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% |

| | | | | | | | | | | | | |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Crash Consistency | 114% | 114% | 113% | 111% | 111% | 108% | 106% | 105% | 104% | 103% | 100% | 97% |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|-----|

Source: FMCSA State Data Quality Evaluation Reports as of May 2, 2024.

| | | | |
|---------------|------|------|------|
| RATING RANGES | Poor | Fair | Good |
|---------------|------|------|------|

Part 2 Section 9 - New Entrant Safety Audits

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 2019 - 2023

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

| New Entrant Safety Audits | 2019 | 2020 | 2021 | 2022 | 2023 |
|---------------------------|------------|------------|------------|-------------|-------------|
| Interstate | 766 | 864 | 796 | 1694 | 1478 |
| Intrastate | 0 | 0 | 0 | 0 | 0 |
| Total Audits | 766 | 864 | 796 | 1694 | 1478 |

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 2025 - 2027

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

| 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 | 07/03/2024 |
| Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned) | 814 |
| Current Number of Past Dues | 1 |

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

have effective safety management programs.

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

Projected Goals for FY 2025 - 2027

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

| Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits | | | | | | |
|--|-------------|------------|-------------|------------|-------------|------------|
| Number of Safety Audits/Non-Audit Resolutions | FY 2025 | | FY 2026 | | FY 2027 | |
| | Interstate | Intrastate | Interstate | Intrastate | Interstate | Intrastate |
| # of Safety Audits (Onsite) | 144 | 0 | 156 | 0 | 168 | 0 |
| # of Safety Audits (Offsite) | 960 | 0 | 1044 | 0 | 1128 | 0 |
| # Group Audits | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL Safety Audits | 1104 | 0 | 1200 | 0 | 1296 | 0 |
| # of Non-Audit Resolutions | 1400 | 0 | 1450 | 0 | 1500 | 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 MC+ Division of the THP. MC+ will be adding another Sergeant to the New Entrant program to continue to analyze reports regarding any carriers which are within 90 days from the 12 month deadline and to ensure that none of these carriers make it to the overdue list. 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 12 month deadline.

Tennessee's goal is to maintain a zero count of new entrant commercial carriers over 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 two Sergeants who supervises all personnel for the New Entrant program.

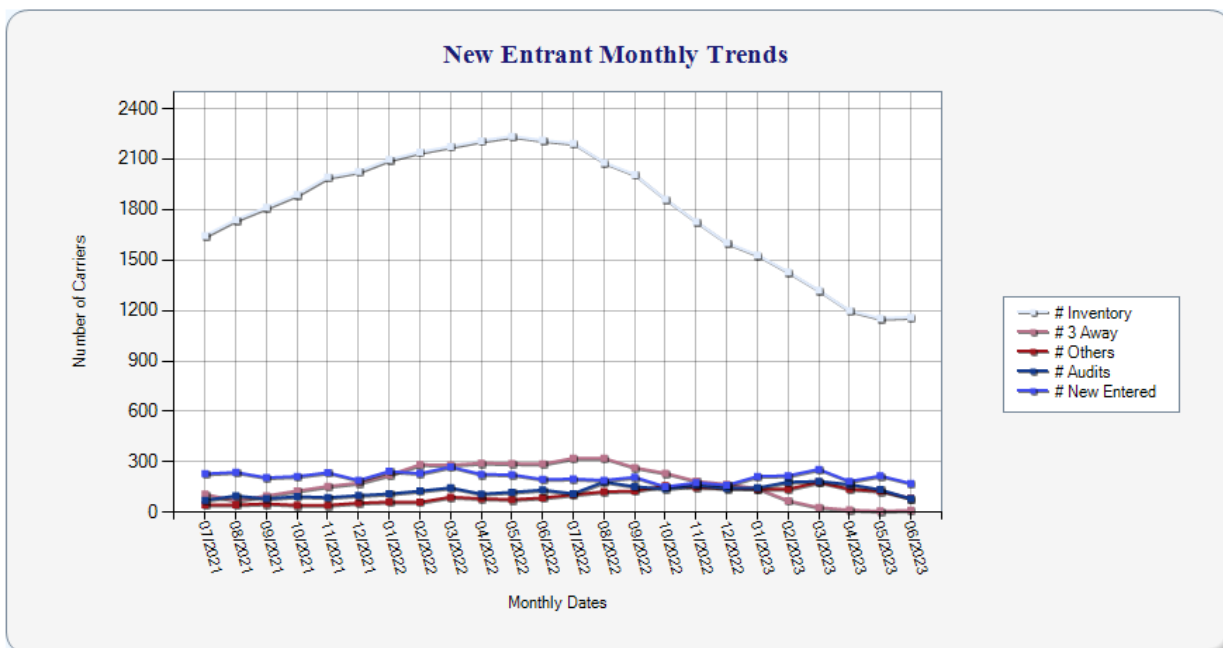
| NE ACTIVITY | FY 2019 | FY 2020 | FY 2021 | CY 2022 | CY 2023 |
|-------------------------------------|---------|---------|---------|---------|---------|
| Carriers Added to the Program | 522 | 613 | 2,659 | 2,710 | 2,289 |
| Carriers Removed from the Program | 482 | 618 | 836 | 1,588 | 4,136 |
| | | | | | |
| Carriers exited due to change | 126 | 202 | 267 | 419 | 1,070 |
| Carriers exited due to inactivation | 100 | 140 | 308 | 445 | 1,107 |
| Carriers revoked due to FAILED SA | 46 | 21 | 17 | 48 | 141 |
| | | | | | |

| | | | | | |
|------------------------------------|-----|-----|-----|-------|-------|
| Carriers revoked due to NO SHOW-S | 40 | 61 | 64 | 147 | 273 |
| Carriers revoked due to NO CONTACT | 156 | 137 | 133 | 377 | 1,039 |
| Carriers exited due to SA-EXEMPT | 27 | 56 | 47 | 6 | 43 |
| Compliance Reviews | 20 | 15 | 9 | 17 | 16 |
| Onsite Safety Audits Completed | 142 | 101 | 75 | 69 | 245 |
| Offsite Safety Audits Completed | 557 | 763 | 721 | 1,625 | 1,233 |

Tennessee struggled with completing safety audits during the time of COVID and the high inventory caused by the economic and social climate at the time. One activity used to combat this problem was adding 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 overdue list. The overtime has helped 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 also encourages each trooper to complete a minimum of 12 Safety Audits per month. It is because of these efforts that TN increased the number of safety audits between 2021 and 2022 by 103%. A second Sergeant will be hired for the TN New Entrant program to provide closer supervision to ensure that meeting the goal of 0 overdue is achieved consistently.

The number of carriers entering the New Entrant program has decreased as the economy made a downward turn. This number has begun to stabilize and there are an average of 158 carriers entering a month. The new goals for Safety audits are 1,100 for FY 2025 (assuming there are a total of 1,100 audits to be completed), with 0 on the overdue list.

The New Entrant Monthly trends as of 5/22/2024 is seen below.



Below shows the numbers for New Entrant for TN for 2024, 2025, 2026, and 2027.

| NE ACTIVITY | CY 2024 | CY 2025 | CY 2026 | CY 2027 |
|-------------------------------------|---------|---------|---------|---------|
| Carriers Added to the Program | | | | |
| Carriers Removed from the Program | | | | |
| | | | | |
| Carriers exited due to change | | | | |
| Carriers exited due to inactivation | | | | |
| Carriers revoked due to FAILED SA | | | | |
| Carriers revoked due to NO SHOW-S | | | | |
| Carriers revoked due to NO CONTACT | | | | |
| Carriers exited due to SA-EXEMPT | | | | |
| | | | | |
| Compliance Reviews | | | | |
| | | | | |
| Onsite Safety Audits Completed | | | | |
| Offsite Safety Audits Completed | | | | |

Activity Plan for FY 2025 - 2027: 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
- The New Entrant Sergeant will monitor all carriers that are on the 90-day list and ensure that each carrier has completed the New Entrant program prior to the 12 month deadline.

It is anticipated that each New Entrant trooper will complete at least eleven Safety Audits per month with an additional four Safety Audits per month by each of the New Entrant Sergeants, as well as adding overtime for Safety Audits as needed, allowing Tennessee to maintain the goal of 0 Safety Audits overdue.

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 Sergeants 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 Sergeants and the Administrative Assistant will utilize the information within the MCMIS and NEWS 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 2025 - 2027).

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

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

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

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

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

Check this box if:

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

Part 3 Section 3 - Passenger Carrier Enforcement**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 |
|--|

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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 2019 > National Average National Average was 20.64% TN was 26.39% Goal in CY 2020 > National Average National Average was 20.68% TN was 25.43% Goal in CY 2021 > National Average National Average was 21.39% TN was 25.69% Goal in CY 2022 > National Average National Average was 22.55% TN was 28.53% Goal in CY 2023 > National Average National Average was 22.60% TN was 28.46% Source: TN Dept. of Safety and Homeland Security, TITAN Division, 18 April 2024 (SafetyNet database). Vehicle out-of-service rate is based on inspection levels 1, 2, 5, and 6.

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 five Infrared Brake Screening Systems (IBSS) and two tire anomaly systems.

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 2019 6.33% > National average 5.09% 2020 6.01% > National average 5.23% 2021 8.52% > National average 6.14% 2022 9.76% > National average 6.86% 2023 9.04% > National average 6.39% Source: TN Dept. of Safety and Homeland Security, TITAN Division, 18 April 2024 (SafetyNet database). Driver OOS rate based on inspection levels 1, 2, 3, and 6.

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.

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 2019 2020 2021 2022 2023 TN CMV HM Crashes
 51 61 65 68 63 % Hazmat to All CMV Crashes 1.23% 1.46% 1.36% 1.38% 1.42% Data Source: Tennessee
 Department of Safety and Homeland Security, TITAN Division - SafetyNet 4/18/2024 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 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 has maintained a robust and proactive program because of this fact. Hazmat Inspections - CY 2019 2020 2021 2022 2023 2,973 2,546 2,441 2,298 2,778
 Source: TN Dept. of Safety and Homeland Security, TITAN Division, 7/8/2024 (SafetyNet database)

Part 3 Section 5 - State Specific Objectives – Future

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 2025 - 2027. 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 2025 - 2027

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 2025 - 2027:

Enter performance goal.

The Vehicle out-of-service rate for Tennessee for FY 2025 2026, and 2027 will be to continue to maintain a Vehicle Out-of-Service rate above the national average.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

Tennessee has purchased five (5) IBSS systems and two Tire Anomaly systems. These screening systems allow for more efficient means of choosing trucks for inspection. Under the new structure, we had the ability to implement programs that would hold our MC+troopers accountable for their productivity. We started a new program where we track all relative measures (Vehicle OOS rate, Driver OOS rate, Total Number of Inspections Completed) and post each trooper's progress at each scale facility so that everyone can see how they compare to their peers. We feel that this new ability to manage our personnel is proving to be a positive change as we continue to see more positive competition within the scale facilities that results in more productivity and safer roadways in the end.

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 2025 - 2027

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 2025 - 2027:**Enter performance goal.**

Maintain a Driver Out-of-Service rate above the national average for FY 2025, 2026, and 2027.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

All commercial activities and projects facilitated by the MC+ 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 The new program to hold MC+troopers accountable for their productivity which involves posting the OOS rates and Inspections completed is another positive activity, which as stated above, improves positive competition and results.

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 2025 - 2027**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 2025 - 2027:**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 2025, 2026, 2027.

Program Activities for FY 2025 - 2027: 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 2025, 2026, 2027.

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 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|--|-------------------|----------------|-------------------------|
| | 95% Federal Share | 5% State Share | Total Estimated Funding |
| Total | \$10,880,584.00 | \$572,662.00 | \$11,453,246.00 |

| Summary of MCSAP Funding Limitations | |
|---|----------------|
| Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount): | \$1,717,987.00 |
| 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): | \$1,717,987.00 |

| Personnel: Salary and Overtime Project Costs | | | | | | | |
|--|----------------|--------------------------|--------------|---------------------------------------|-----------------------|---------------------|-----------------------|
| Salary Project Costs | | | | | | | |
| Position(s) | # of Staff | % of Time on MCSAP Grant | Salary | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Sergeant - HYBRID | 2 | 80.0000 | \$116,620.80 | \$186,593.28 | \$177,263.62 | \$9,329.66 | \$0.00 |
| Trooper-Scales-Legacy | 26 | 80.0000 | \$109,344.00 | \$2,274,355.20 | \$2,160,637.44 | \$113,717.76 | \$0.00 |
| Trooper-Scales-Hybrid | 19 | 80.0000 | \$109,344.00 | \$1,662,028.80 | \$1,578,927.36 | \$83,101.44 | \$0.00 |
| CVE Dedicated Trooper-HYBRID | 1 | 100.0000 | \$109,344.00 | \$109,344.00 | \$103,876.80 | \$5,467.20 | \$0.00 |
| Admn Svs Asst III | 1 | 100.0000 | \$50,670.00 | \$50,670.00 | \$48,136.50 | \$2,533.50 | \$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 | \$45,504.00 | \$91,008.00 | \$86,457.60 | \$4,550.40 | \$0.00 |
| Lieutenant-Legacy | 3 | 80.0000 | \$130,944.00 | \$314,265.60 | \$298,552.32 | \$15,713.28 | \$0.00 |
| Sergeants-Legacy | 10 | 80.0000 | \$116,620.80 | \$932,966.40 | \$886,318.08 | \$46,648.32 | \$0.00 |
| Admn Svs Asst V | 2 | 100.0000 | \$61,380.00 | \$122,760.00 | \$116,622.00 | \$6,138.00 | \$0.00 |
| Administrative Secretary | 1 | 100.0000 | \$44,280.00 | \$44,280.00 | \$42,066.00 | \$2,214.00 | \$0.00 |
| Accounting Tech I | 1 | 50.0000 | \$47,448.00 | \$23,724.00 | \$22,537.80 | \$1,186.20 | \$0.00 |
| Captain | 1 | 80.0000 | \$160,070.40 | \$128,056.32 | \$121,653.50 | \$6,402.82 | \$0.00 |
| Statistical Analyst | 1 | 100.0000 | \$68,130.00 | \$68,130.00 | \$64,723.50 | \$3,406.50 | \$0.00 |
| Trooper New Entrant - LEGACY | 5 | 80.0000 | \$109,344.00 | \$437,376.00 | \$415,507.20 | \$21,868.80 | \$0.00 |
| Road Troopers-Legacy | 584 | 0.5380 | \$109,344.00 | \$343,550.10 | \$326,372.60 | \$17,177.50 | \$0.00 |
| Accountant III | 2 | 6.0000 | \$68,832.00 | \$8,259.84 | \$7,846.85 | \$412.99 | \$0.00 |
| Road Troopers - HYBRID | 314 | 0.5380 | \$109,344.00 | \$184,717.00 | \$175,481.16 | \$9,235.84 | \$0.00 |
| New Entrant Troopers - HYBRID | 3 | 80.0000 | \$109,344.00 | \$262,425.60 | \$249,304.32 | \$13,121.28 | \$0.00 |
| Lieutenant-Hybrid | 1 | 80.0000 | \$130,944.00 | \$104,755.20 | \$99,517.44 | \$5,237.76 | \$0.00 |
| Statistical Analyst | 1 | 50.0000 | \$68,130.00 | \$34,065.00 | \$32,361.75 | \$1,703.25 | \$0.00 |
| Subtotal: Salary | | | | \$7,383,330.34 | \$7,014,163.84 | \$369,166.50 | \$8,073,964.41 |
| Overtime Project Costs | | | | | | | |
| Work Zone | 1 | 100.0000 | \$68,400.00 | \$68,400.00 | \$64,980.00 | \$3,420.00 | \$0.00 |
| Planned MOE - Overtime | 1 | 0.0000 | \$380,800.41 | \$0.00 | \$0.00 | \$0.00 | \$316,713.50 |
| Trooper-STAND OT | 1 | 100.0000 | \$136,850.00 | \$136,850.00 | \$130,007.50 | \$6,842.50 | \$0.00 |
| Trooper-STOP OT | 1 | 100.0000 | \$40,034.00 | \$40,034.00 | \$38,032.30 | \$2,001.70 | \$0.00 |
| Trooper-SIZE and WEIGHT OT | 1 | 100.0000 | \$9,570.00 | \$9,570.00 | \$9,091.50 | \$478.50 | \$0.00 |
| Trooper - INSPECTION STATION OT | 1 | 100.0000 | \$448,448.00 | \$448,448.00 | \$426,025.60 | \$22,422.40 | \$0.00 |
| Trooper - TEENS and TRUCKS OT | 1 | 100.0000 | \$26,319.00 | \$26,319.00 | \$25,003.05 | \$1,315.95 | \$0.00 |
| Trooper - DICE OT | 1 | 100.0000 | \$131,580.00 | \$131,580.00 | \$125,001.00 | \$6,579.00 | \$0.00 |
| Trooper - HAZMAT OT | 1 | 100.0000 | \$78,960.00 | \$78,960.00 | \$75,012.00 | \$3,948.00 | \$0.00 |
| Sergeant - DATA Q OT | 1 | 100.0000 | \$68,456.00 | \$68,456.00 | \$65,033.20 | \$3,422.80 | \$0.00 |
| Trooper - NEW ENTRANT | 1 | 100.0000 | \$57,939.00 | \$57,939.00 | \$55,042.05 | \$2,896.95 | \$0.00 |
| Subtotal: Overtime | | | | \$1,066,556.00 | \$1,013,228.20 | \$53,327.80 | \$316,713.50 |
| TOTAL: Personnel | | | | \$8,449,886.34 | \$8,027,392.04 | \$422,494.30 | \$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.

TN will be claiming salaries and communications for all 62 MC+ commissioned officers currently stationed at the fixed inspection facilities, as well as the 15 MC+ administrative officers and the administrative civilian personnel. The positions have been added to the list of Salaries and Fringe benefits using the estimated percentage of MCSAP time spent. The remaining 898 road troopers will continue to conduct CMV inspections and enforcement as they have in the past on a part time basis and will be reimbursed via the same formula described below. The anticipated percentage reimbursed for the road troopers has decreased. 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 MC+ 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. **FY2025 UPDATE: Money for the LPR Data Storage for the for Social Media video have been taken out of the budget and the money has been re-appropriated to Salaries and Fringe. Tennessee will be applying for a HP-CVE grant for this project.** The total amount being requested for salaries for all MC+ personnel is estimated to be \$7,383,330.34. 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) Trooper Activity System.*
- 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.*

The following Overtime Activities will be utilized to enhance the overall goals of the MC+ unit. The number of hours planned for overtime is 12,025. The cost for each project is based on the average cost per hour used in FY 2023. Specific overtime activities planned are as follows:

| OVERTIME ACTIVITIES AND ESTIMATED COST FY 2025 | | | |
|---|---------------------|--------------|--------------|
| Type of Overtime | Estimated # of hrs. | Avg Cost/hr. | Total Amount |
| DATA Q | 796 | \$86.00 | \$68,456.00 |
| DICE | 1,530 | \$86.00 | \$131,580.00 |
| HAZMAT | 752 | \$105.00 | \$78,960.00 |
| | | | |

| | | | |
|--------------------|---------------|----------|-----------------------|
| NEW ENTRANT | 623 | \$93.00 | \$57,939.00 |
| SIZE AND WEIGHT | 110 | \$87.00 | \$9,570.00 |
| TEENS AND TRUCKS | 283 | \$93.00 | \$26,319.00 |
| INSPECTION STATION | 5,096 | \$88.00 | \$448,448.00 |
| STAND | 1,610 | \$85.00 | \$136,850.00 |
| STOP | 541 | \$74.00 | \$40,034.00 |
| WORK ZONE | 684 | \$100.00 | \$68,400.00 |
| TOTAL | 12,025 | | \$1,066,556.00 |

Average cost per hour for overtime is based upon the average amount paid per hour for FY 2023 overtime vouchered. The difference in hourly amounts 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 Scale Lieutenants throughout the state depending on the individual overtime project. Hours worked are monitored on a monthly basis by the MC+ administrative team and the Scale Lieutenants.

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 inspection will be conducted for each CMV transporting hazardous material that requires placards.

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 the 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. MC+ 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.

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 has recently updated all software within the simulators. The hours are coordinated between the MC+ 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 number of carriers entering the program and help motor carriers receive a safety audit prior to the last 90 days of the 12 month deadline. The sergeant of the New Entrant program assigns these hours to troopers who show the highest productivity within the program. There are fewer hours requested for the FY 2025 grant since the inventory has gone down to a manageable number.

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 administrative MC+ sergeants and the newly hired MC+ administrative trooper are currently the only officers 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-CMV's 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, distracted driving, following too closely, failure to maintain proper lane of travel, and CMVs with an obvious violation.

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 2025: The planned MOE for personnel is estimated to be at \$8,073,964.41.

FY 2025: The planned MOE for overtime is estimated to be at \$316,713.50.

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 |
| Troopers-Scales-Hybrid | 16.4800 | 80.0000 | \$1,662,028.80 | \$219,121.87 | \$208,165.78 | \$10,956.09 | \$0.00 |
| Sergeant - HYBRID | 16.4800 | 80.0000 | \$186,593.28 | \$24,600.45 | \$23,370.43 | \$1,230.02 | \$0.00 |
| New Entrant Troopers-Hybrid | 16.4800 | 80.0000 | \$262,425.60 | \$34,598.19 | \$32,868.28 | \$1,729.91 | \$0.00 |
| Road Troopers Hybrid | 16.4800 | 0.5380 | \$184,717.01 | \$163.77 | \$155.58 | \$8.19 | \$0.00 |
| Accountant III | 33.8700 | 6.0000 | \$8,259.84 | \$167.85 | \$159.46 | \$8.39 | \$0.00 |
| Admn Svs Asst III | 15.5800 | 100.0000 | \$50,670.00 | \$7,894.38 | \$7,499.66 | \$394.72 | \$0.00 |
| Troopers-New Entrant-legacy | 37.3700 | 80.0000 | \$437,376.00 | \$130,757.92 | \$124,220.02 | \$6,537.90 | \$0.00 |
| Troopers-road-Legacy | 37.3700 | 0.5380 | \$334,354.70 | \$672.22 | \$638.61 | \$33.61 | \$0.00 |
| Lieutenant-Legacy | 37.3700 | 80.0000 | \$314,265.60 | \$93,952.84 | \$89,255.20 | \$4,697.64 | \$0.00 |
| Sergeants-LEGACY | 37.3700 | 80.0000 | \$932,966.40 | \$278,919.63 | \$264,973.65 | \$13,945.98 | \$0.00 |
| Admn Svs Asst V | 33.8700 | 100.0000 | \$122,760.00 | \$41,578.81 | \$39,499.87 | \$2,078.94 | \$0.00 |
| Administrative Secretary | 33.8700 | 100.0000 | \$44,280.00 | \$14,997.63 | \$14,247.75 | \$749.88 | \$0.00 |
| Accounting Tech I | 33.8700 | 50.0000 | \$23,724.00 | \$4,017.65 | \$3,816.77 | \$200.88 | \$0.00 |
| Captain | 37.3700 | 80.0000 | \$128,056.32 | \$38,283.71 | \$36,369.52 | \$1,914.19 | \$0.00 |
| Statistical Analyst | 33.8700 | 100.0000 | \$68,130.00 | \$23,075.63 | \$21,921.85 | \$1,153.78 | \$0.00 |
| Planned MOE | 37.2700 | 0.0000 | \$10,629,615.33 | \$0.00 | \$0.00 | \$0.00 | \$3,855,361.48 |
| Admin Service Asst. II | 33.8700 | 100.0000 | \$91,008.00 | \$30,824.40 | \$29,283.18 | \$1,541.22 | \$0.00 |
| CVE Dedicated Trooper-HYBRID | 16.4800 | 100.0000 | \$109,344.00 | \$18,019.89 | \$17,118.90 | \$900.99 | \$0.00 |
| Lieutenant-Hybrid | 16.4800 | 80.0000 | \$104,755.20 | \$13,810.92 | \$13,120.37 | \$690.55 | \$0.00 |
| Trooper-Scales-Legacy | 37.3700 | 80.0000 | \$2,274,355.20 | \$679,941.23 | \$645,944.17 | \$33,997.06 | \$0.00 |
| Statistical Analyst | 15.5800 | 100.0000 | \$34,065.00 | \$5,307.32 | \$5,041.95 | \$265.37 | \$0.00 |
| TOTAL: Fringe Benefits | | | | \$1,660,706.31 | \$1,577,671.00 | \$83,035.31 | \$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 2025 rates under Tennessee's fiscal year as of July 2024 have been uploaded with this document and are as follows:

- General Employees Retirement - LEGACY 22.22%
- Public Safety Officers Retirement- LEGACY 25.72%
- FICA 6.20%
- Medicare FICA 1.45%
- General Employees Retirement- HYBRID 3.93%
- Public Safety Officers Retirement- HYBRID 4.83%

For calculation purposes 4% has been added to account for Insurance benefits.

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 584 troopers are the estimated number of part-time road troopers conducting inspections that are on the state's LEGACY Retirement plan

The 314 troopers are the estimated number of 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 | 10 | 8 | 100.0000 | \$14,800.00 | \$14,060.00 | \$740.00 | \$0.00 |
| Training-for unit | 6 | 7 | 100.0000 | \$15,720.00 | \$14,934.00 | \$786.00 | \$0.00 |
| Planned MOE - Travel | 1 | 0 | 0.0000 | \$0.00 | \$0.00 | \$0.00 | \$58,365.50 |
| CVSA - Fall Conference | 3 | 4 | 100.0000 | \$6,570.00 | \$6,241.50 | \$328.50 | \$0.00 |
| CVSA - Spring Conference | 3 | 4 | 100.0000 | \$6,570.00 | \$6,241.50 | \$328.50 | \$0.00 |
| ITD-PRISM and MCSAP Workshop | 4 | 4 | 100.0000 | \$6,760.00 | \$6,422.00 | \$338.00 | \$0.00 |
| TTA Conference-2 | 6 | 10 | 100.0000 | \$9,300.00 | \$8,835.00 | \$465.00 | \$0.00 |
| COHMED | 3 | 5 | 100.0000 | \$7,500.00 | \$7,125.00 | \$375.00 | \$0.00 |
| CVSA Trainer expenses | 1 | 15 | 100.0000 | \$5,600.00 | \$5,320.00 | \$280.00 | \$0.00 |
| TOTAL: Travel | | | | \$75,410.00 | \$71,639.50 | \$3,770.50 | \$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 education and outreach events that require travel, 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
 - a. Pre-trip inspections and common industry errors
 - b. Record of Duty Status (RODS)
 - c. Electronic Logging Device (ELD) retrieval training
 - d. Safety Audits
 - e. Hazmat Regulations
 - f. Hours of Service
2. Troopers are available specifically to answer industry questions
3. Brochure distribution
4. 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 Motor Carrier + 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, along with two others commissioned personnel travel to the COHMED conference every year.

Saturation Campaigns are conducted by MC+ personnel for specialized enforcement and may involve traveling to a separate part of the State to assist in a campaign.

Training for the unit includes, but is not limited to travel related to post crash training, New Entrant training, other unforeseen CMV or FMCSA conferences.

The Hazmat Sergeant facilitates many 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 | 10 | 8 | \$0 | \$0 | \$125 | \$480 | \$0 | \$0 | \$10,000 | \$4,800 | \$14,800 |
| Training- post crash, NE, in service, other CMV related conferences | 6 | 7 | \$450 | \$0 | \$250 | \$420 | \$2,700 | \$0 | \$10,500 | \$2,520 | \$15,720 |
| Instructor for CVSA training | 1 | 15 | \$500 | \$450 | \$250 | \$900 | \$500 | \$450 | \$3,750 | \$900 | \$5,600 |
| TTA Convention | 3 | 5 | \$0 | \$0 | \$250 | \$300 | \$0 | \$0 | \$3,750 | \$900 | \$4,650 |
| CVSA-Fall | 3 | 4 | \$500 | \$450 | \$250 | \$240 | \$1,500 | \$1,350 | \$3,000 | \$720 | \$6,570 |
| CVSA-Spring | 3 | 4 | \$500 | \$450 | \$250 | \$240 | \$1,500 | \$1,350 | \$3,000 | \$720 | \$6,570 |
| 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 | 3 | 5 | \$500 | \$450 | \$250 | \$300 | \$1,500 | \$1,350 | \$3,750 | \$900 | \$7,500 |
| Saturation Campaigns | 7 | 2 | \$0 | \$0 | \$125 | \$120 | \$0 | \$0 | \$1,750 | \$840 | \$2,590 |
| TOTAL TRAVEL | | | | | | | | | | | \$75,410 |

The total cost for all travel is anticipated to be approximately \$75,410.

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 |
| Post Crash Investigation Enclosed Trailers | 3 | \$7,000.00 | 100 | \$21,000.00 | \$19,950.00 | \$1,050.00 | \$0.00 |
| Planned MOE - Equipment | 1 | \$1,338,289.58 | 0 | \$0.00 | \$0.00 | \$0.00 | \$473,909.02 |
| TOTAL: Equipment | | | | \$21,000.00 | \$19,950.00 | \$1,050.00 | \$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.

MC+ is requesting funding for three enclosed trailers which will be needed to secure and transport the equipment which will be needed to conduct CMV post-crash investigations. TN is asking for \$7,000 per trailer. **TRP Response FY 2025: The trailers will be stored at one of the Inspection facilities across the state. One will be stored in West TN, one in Middle TN, and one in East TN. They will be utilized state wide. The following are the items to be stored in each trailer:**

- Impact Wrench Set
- Sockets metric
- Sockets SAE
- Drive Socket Set SAE & Metric
- Battery and charger kit with M18 redlithium, with li-ion charger
- M18 Redlithium, li-ion battery with 2 batteries included, 5 AH, XC, 2 pack batteries
- Air Compressor Hose
- Compressed Air Regulator
- 4 piece pliers Set
- 8 piece screwdriver set
- Combination wrench set
- Couple plug kit
- Glad Hand Service (blue)
- Glad Hand Service (red)
- Hose Cutter
- Dial Caliper
- Reciprocating Saw
- Reciprocating Saw Blade
- Magnetic Retrieval tool

Inspection Mirror
Adjustable wrench set
Pry bar set
Folding rule
Outside firm-Joint Caliper
3-way round air manifold with industrial 6-ball brass couplers
tire pressure gauge
Assortment of air line fittings
Brake Cage bolt and air spring brakes replace
Snubber hose
High-Clearance bottle jacks
Outrigger pad
Jack Stand
Portable Generator
Portable air compressor

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. It also includes APX8500 All Band MP mobile radios. 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

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 | \$7,390.00 | 100.0000 | \$7,390.00 | \$7,020.50 | \$369.50 | \$0.00 |
| Planned MOE - Supplies | 1 Year | \$1,001,017.34 | 0.0000 | \$0.00 | \$0.00 | \$0.00 | \$1,001,017.34 |
| Tools for Inspections and post crash investigations | 1 each | \$42,590.00 | 100.0000 | \$42,590.00 | \$40,460.50 | \$2,129.50 | \$0.00 |
| Supplies - tangible | 4 areas | \$3,947.50 | 100.0000 | \$15,790.00 | \$15,000.50 | \$789.50 | \$0.00 |
| Electronic related hardware | 4 quarter | \$2,000.00 | 100.0000 | \$8,000.00 | \$7,600.00 | \$400.00 | \$0.00 |
| TOTAL: Supplies | | | | \$73,770.00 | \$70,081.50 | \$3,688.50 | \$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, batteries, highlighters, notepads, toner, ink cartridges, note books, staples, tape, tape dispensers, paperclips, binders, folders, calendars, desk pads, chair mats, push pins, dry erase boards, markers, and other clerical items. They are needed for daily administrative functions.

The estimated amount needed for **supplies** has increased from previous years due to including the Inspection Site Facilities. The estimated amount needed is an average of \$3,947.50 per quarter.

Electronic related hardware is broken down to \$2,000 per quarter for a total of \$8,000.

Below is the estimated cost table for **Tools for Inspections** and post crash investigations based on planned expenses.

TOOLS FOR INSPECTIONS and post crash investigations

| 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 | 60 | \$25.00 | \$1,500.00 |

| | | | |
|----------------------------|------------|----------------|--------------------|
| cutters/wrench | | | |
| sets/screw drivers, safety | | | |
| gear, pocket rulers etc | | | |
| Wheel Chocks | 60 | \$91.00 | \$5,460.00 |
| Other Post crash tools | 80 | \$196.00 | \$15,680.00 |
| Portable Generator | 3 | \$1,500.00 | \$4,500.00 |
| Portable air compressor | 3 | \$650.00 | \$1,950.00 |
| TOTAL | 536 | \$79.46 | \$42,590.00 |

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

| EDUCATIONAL MATERIALS | | | |
|-----------------------|-----------|------------------|-------------------|
| Item | # Ordered | Est. Cost / Unit | cost |
| FMCSA 49 CFR Books | 32 | \$35.00 | \$1,120.00 |
| HAZMAT Book | 20 | \$50.00 | \$1,000.00 |
| TCA Books | 12 | \$85.00 | \$1,020.00 |
| Fact sheet handout | 850 | \$5.00 | \$4,250.00 |
| TOTAL | | | \$7,390.00 |

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

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 |
| O and M for third party inspection software | EXNDHLFLU986 | Contract | 100.0000 | \$61,275.00 | \$58,211.25 | \$3,063.75 | \$0.00 |
| Description of Services: O and M for INSPECT-New Inspection Software | | | | | | | |
| CVIEW | EXNDHLFLU986 | Contract | 100.0000 | \$60,000.00 | \$57,000.00 | \$3,000.00 | \$0.00 |
| Description of Services: CVIEW - Services provided through Intelligent Imaging | | | | | | | |
| 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 | \$121,052.00 | \$114,999.40 | \$6,052.60 | \$0.00 |
| Description of Services: Simulation Technology for O and M of simulator and Clarke power Services for O and M of Trailer | | | | | | | |
| 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 | \$22,484.00 | \$21,359.80 | \$1,124.20 | \$0.00 |
| Description of Services: Host and maintain the SafetyNet server | | | | | | | |
| TOTAL: Contractual and Subaward | | | | \$1,074,811.00 | \$1,021,070.45 | \$53,740.55 | \$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 housed on 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.

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 \$30,263 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, Tire Anomaly System 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 estimated cost is approximately \$1,874.00 per month. Tennessee is requesting \$22,484.00 to cover reports submitted by the STS department.

Tennessee is currently using SAFESPECT for its inspection software, but may change the inspection software to an FMCSA approved third party software. The exact vendor for the software is unknown at this time. Tennessee is looking at different options. 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 \$61,275.00

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 | \$1,052.50 | 100.0000 | \$4,210.00 | \$3,999.50 | \$210.50 | \$0.00 |
| Vehicle Maintenance for New Entrant | 12 Months | \$1,900.00 | 100.0000 | \$22,800.00 | \$21,660.00 | \$1,140.00 | \$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 | \$91.00 | 100.0000 | \$1,092.00 | \$1,037.40 | \$54.60 | \$0.00 |
| Non-Tangible Items such as software | 4 areas | \$1,315.00 | 100.0000 | \$5,260.00 | \$4,997.00 | \$263.00 | \$0.00 |
| TOTAL: Other Costs | | | | \$97,662.00 | \$92,778.90 | \$4,883.10 | \$3,003,776.74 |

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

CVSA dues are \$14,800.00 per year.

TN will claim wireless communication costs for all of the MC+ commissioned personnel. 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.

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. The anticipated cost for the decals for each quarter is \$1,052.50 for a total amount requested of \$4,210.00.

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 \$1,900.00 per month for a total request of \$22,800.00.

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 \$91.00 per month.

Non-Tangible Administrative Items will include primarily any software needs such as Hazmat annual renewal licensing, and Post crash software renewals and any other software needs. This would also cover any other MCSAP eligible non tangible expense items. The anticipated cost for non tangible Administrative items is \$1,315.00 per quarter.

~~Tennessee is asking for funds to make a video showing a crash between a non-cmv and a cmv where the non-CMV crosses in front of the CMV too closely and causes a fatal collision. The intention is to make this a forced video ad on social media platforms such as tik tok and you tube to show the dangers of cutting in front of a CMV without enough~~

room for the GMV to stop. The estimated cost of this video is \$5,265.00. FY 2025 TRP response and update: Tennessee has realized that the cost of paid advertising on social media platforms will cost significantly more than the original budgeted amount. We have removed this item from the budget and the CVSP and will apply for a separate High Priority Grant for this project. That money has been re-allocated to Salaries and Fringe.

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 | \$10,880,584.00 | \$572,662.00 | \$11,453,246.00 |

| Summary of MCSAP Funding Limitations | |
|---|----------------|
| Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount): | \$1,717,987.00 |
| MOE Baseline: | \$4,757,428.50 |

| Estimated Expenditures | | | | |
|-------------------------------|-----------------------|---------------------|---------------------------------------|-----------------------|
| Personnel | | | | |
| | Federal Share | State Share | Total Project Costs (Federal + Share) | MOE |
| Sergeant - HYBRID | \$177,263.62 | \$9,329.66 | \$186,593.28 | \$0.00 |
| Trooper-Scales-Legacy | \$2,160,637.44 | \$113,717.76 | \$2,274,355.20 | \$0.00 |
| Trooper-Scales-Hybrid | \$1,578,927.36 | \$83,101.44 | \$1,662,028.80 | \$0.00 |
| CVE Dedicated Trooper-HYBRID | \$103,876.80 | \$5,467.20 | \$109,344.00 | \$0.00 |
| Admn Svs Asst III | \$48,136.50 | \$2,533.50 | \$50,670.00 | \$0.00 |
| Planned MOE: Personnel | \$0.00 | \$0.00 | \$0.00 | \$8,073,964.41 |
| Admin Service Asst. II | \$86,457.60 | \$4,550.40 | \$91,008.00 | \$0.00 |
| Lieutenant-Legacy | \$298,552.32 | \$15,713.28 | \$314,265.60 | \$0.00 |
| Sergeants-Legacy | \$886,318.08 | \$46,648.32 | \$932,966.40 | \$0.00 |
| Admn Svs Asst V | \$116,622.00 | \$6,138.00 | \$122,760.00 | \$0.00 |
| Administrative Secretary | \$42,066.00 | \$2,214.00 | \$44,280.00 | \$0.00 |
| Accounting Tech I | \$22,537.80 | \$1,186.20 | \$23,724.00 | \$0.00 |
| Captain | \$121,653.50 | \$6,402.82 | \$128,056.32 | \$0.00 |
| Statistical Analyst | \$64,723.50 | \$3,406.50 | \$68,130.00 | \$0.00 |
| Trooper New Entrant -LEGACY | \$415,507.20 | \$21,868.80 | \$437,376.00 | \$0.00 |
| Road Troopers-Legacy | \$326,372.60 | \$17,177.50 | \$343,550.10 | \$0.00 |
| Accountant III | \$7,846.85 | \$412.99 | \$8,259.84 | \$0.00 |
| Road Troopers - HYBRID | \$175,481.16 | \$9,235.84 | \$184,717.00 | \$0.00 |
| New Entrant Troopers - HYBRID | \$249,304.32 | \$13,121.28 | \$262,425.60 | \$0.00 |
| Lieutenant-Hybrid | \$99,517.44 | \$5,237.76 | \$104,755.20 | \$0.00 |
| Statistical Analyst | \$32,361.75 | \$1,703.25 | \$34,065.00 | \$0.00 |
| Salary Subtotal | \$7,014,163.84 | \$369,166.50 | \$7,383,330.34 | \$8,073,964.41 |

| | | | | |
|---------------------------------|-----------------------|---------------------|-----------------------|-----------------------|
| Work Zone | \$64,980.00 | \$3,420.00 | \$68,400.00 | \$0.00 |
| Planned MOE - Overtime | \$0.00 | \$0.00 | \$0.00 | \$316,713.50 |
| Trooper-STAND OT | \$130,007.50 | \$6,842.50 | \$136,850.00 | \$0.00 |
| Trooper-STOP OT | \$38,032.30 | \$2,001.70 | \$40,034.00 | \$0.00 |
| Trooper-SIZE and WEIGHT OT | \$9,091.50 | \$478.50 | \$9,570.00 | \$0.00 |
| Trooper - INSPECTION STATION OT | \$426,025.60 | \$22,422.40 | \$448,448.00 | \$0.00 |
| Trooper - TEENS and TRUCKS OT | \$25,003.05 | \$1,315.95 | \$26,319.00 | \$0.00 |
| Trooper - DICE OT | \$125,001.00 | \$6,579.00 | \$131,580.00 | \$0.00 |
| Trooper - HAZMAT OT | \$75,012.00 | \$3,948.00 | \$78,960.00 | \$0.00 |
| Sergeant - DATA Q OT | \$65,033.20 | \$3,422.80 | \$68,456.00 | \$0.00 |
| Trooper - NEW ENTRANT | \$55,042.05 | \$2,896.95 | \$57,939.00 | \$0.00 |
| Overtime subtotal | \$1,013,228.20 | \$53,327.80 | \$1,066,556.00 | \$316,713.50 |
| Personnel total | \$8,027,392.04 | \$422,494.30 | \$8,449,886.34 | \$8,390,677.91 |

| Fringe Benefits | | | | |
|-------------------------------|-----------------------|--------------------|--|-----------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Troopers-Scales-Hybrid | \$208,165.78 | \$10,956.09 | \$219,121.87 | \$0.00 |
| Sergeant - HYBRID | \$23,370.43 | \$1,230.02 | \$24,600.45 | \$0.00 |
| New Entrant Troopers- Hybrid | \$32,868.28 | \$1,729.91 | \$34,598.19 | \$0.00 |
| Road Troopers Hybrid | \$155.58 | \$8.19 | \$163.77 | \$0.00 |
| Accountant III | \$159.46 | \$8.39 | \$167.85 | \$0.00 |
| Admn Svs Asst III | \$7,499.66 | \$394.72 | \$7,894.38 | \$0.00 |
| Troopers-New Entrant-legacy | \$124,220.02 | \$6,537.90 | \$130,757.92 | \$0.00 |
| Troopers-road-Legacy | \$638.61 | \$33.61 | \$672.22 | \$0.00 |
| Lieutenant-Legacy | \$89,255.20 | \$4,697.64 | \$93,952.84 | \$0.00 |
| Sergeants-LEGACY | \$264,973.65 | \$13,945.98 | \$278,919.63 | \$0.00 |
| Admn Svs Asst V | \$39,499.87 | \$2,078.94 | \$41,578.81 | \$0.00 |
| Administrative Secretary | \$14,247.75 | \$749.88 | \$14,997.63 | \$0.00 |
| Accounting Tech I | \$3,816.77 | \$200.88 | \$4,017.65 | \$0.00 |
| Captain | \$36,369.52 | \$1,914.19 | \$38,283.71 | \$0.00 |
| Statistical Analyst | \$21,921.85 | \$1,153.78 | \$23,075.63 | \$0.00 |
| Planned MOE | \$0.00 | \$0.00 | \$0.00 | \$3,855,361.48 |
| Admin Service Asst. II | \$29,283.18 | \$1,541.22 | \$30,824.40 | \$0.00 |
| CVE Dedicated Trooper- HYBRID | \$17,118.90 | \$900.99 | \$18,019.89 | \$0.00 |
| Lieutenant-Hybrid | \$13,120.37 | \$690.55 | \$13,810.92 | \$0.00 |
| Trooper-Scales-Legacy | \$645,944.17 | \$33,997.06 | \$679,941.23 | \$0.00 |
| Statistical Analyst | \$5,041.95 | \$265.37 | \$5,307.32 | \$0.00 |
| Fringe Benefits total | \$1,577,671.00 | \$83,035.31 | \$1,660,706.31 | \$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 | \$14,060.00 | \$740.00 | \$14,800.00 | \$0.00 |
| Training-for unit | \$14,934.00 | \$786.00 | \$15,720.00 | \$0.00 |
| Planned MOE - Travel | \$0.00 | \$0.00 | \$0.00 | \$58,365.50 |
| CVSA - Fall Conference | \$6,241.50 | \$328.50 | \$6,570.00 | \$0.00 |
| CVSA - Spring Conference | \$6,241.50 | \$328.50 | \$6,570.00 | \$0.00 |
| ITD-PRISM and MCSAP Workshop | \$6,422.00 | \$338.00 | \$6,760.00 | \$0.00 |
| TTA Conference-2 | \$8,835.00 | \$465.00 | \$9,300.00 | \$0.00 |
| COHMED | \$7,125.00 | \$375.00 | \$7,500.00 | \$0.00 |
| CVSA Trainer expenses | \$5,320.00 | \$280.00 | \$5,600.00 | \$0.00 |
| Travel total | \$71,639.50 | \$3,770.50 | \$75,410.00 | \$58,365.50 |

| Equipment | | | | |
|--|--------------------|-------------------|---------------------------------------|---------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Post Crash Investigation Enclosed Trailers | \$19,950.00 | \$1,050.00 | \$21,000.00 | \$0.00 |
| Planned MOE - Equipment | \$0.00 | \$0.00 | \$0.00 | \$473,909.02 |
| Equipment total | \$19,950.00 | \$1,050.00 | \$21,000.00 | \$473,909.02 |

| Supplies | | | | |
|---|--------------------|-------------------|---------------------------------------|-----------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Educational Materials | \$7,020.50 | \$369.50 | \$7,390.00 | \$0.00 |
| Planned MOE - Supplies | \$0.00 | \$0.00 | \$0.00 | \$1,001,017.34 |
| Tools for Inspections and post crash investigations | \$40,460.50 | \$2,129.50 | \$42,590.00 | \$0.00 |
| Supplies - tangible | \$15,000.50 | \$789.50 | \$15,790.00 | \$0.00 |
| Electronic related hardware | \$7,600.00 | \$400.00 | \$8,000.00 | \$0.00 |
| Supplies total | \$70,081.50 | \$3,688.50 | \$73,770.00 | \$1,001,017.34 |

| Contractual and Subaward | | | | |
|---|-----------------------|--------------------|---------------------------------------|---------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| O and M for third party inspection software | \$58,211.25 | \$3,063.75 | \$61,275.00 | \$0.00 |
| CVIEW | \$57,000.00 | \$3,000.00 | \$60,000.00 | \$0.00 |
| O&M inspection screening equipment | \$769,500.00 | \$40,500.00 | \$810,000.00 | \$0.00 |
| O&M for Teens and Trucks | \$114,999.40 | \$6,052.60 | \$121,052.00 | \$0.00 |
| Planned MOE - Contractual | \$0.00 | \$0.00 | \$0.00 | \$777,847.26 |
| STS - Strategic Technology Solutions | \$21,359.80 | \$1,124.20 | \$22,484.00 | \$0.00 |
| Contractual and Subaward total | \$1,021,070.45 | \$53,740.55 | \$1,074,811.00 | \$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 | \$3,999.50 | \$210.50 | \$4,210.00 | \$0.00 |
| Vehicle Maintenance for New Entrant | \$21,660.00 | \$1,140.00 | \$22,800.00 | \$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 | \$1,037.40 | \$54.60 | \$1,092.00 | \$0.00 |
| Non-Tangible Items such as software | \$4,997.00 | \$263.00 | \$5,260.00 | \$0.00 |
| Other Costs total | \$92,778.90 | \$4,883.10 | \$97,662.00 | \$3,003,776.74 |

| Total Costs | | | | |
|----------------------------------|------------------------|---------------------|--|------------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Subtotal for Direct Costs | \$10,880,583.39 | \$572,662.26 | \$11,453,245.65 | \$17,560,955.25 |
| Total Costs Budgeted | \$10,880,583.39 | \$572,662.26 | \$11,453,245.65 | \$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 | \$10,880,584.00 | \$572,662.00 | \$11,453,246.00 |

| Summary of MCSAP Funding Limitations | |
|---|----------------|
| Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount): | \$1,717,987.00 |
| MOE Baseline: | \$4,757,428.50 |

| Estimated Expenditures | | | | |
|--------------------------------|------------------------|---------------------|---------------------------------------|------------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | Planned MOE Costs |
| ;;;Salary Subtotal | \$7,014,163.84 | \$369,166.50 | \$7,383,330.34 | \$8,073,964.41 |
| ;;;Overtime Subtotal | \$1,013,228.20 | \$53,327.80 | \$1,066,556.00 | \$316,713.50 |
| Personnel Total | \$8,027,392.04 | \$422,494.30 | \$8,449,886.34 | \$8,390,677.91 |
| Fringe Benefits Total | \$1,577,671.00 | \$83,035.31 | \$1,660,706.31 | \$3,855,361.48 |
| Travel Total | \$71,639.50 | \$3,770.50 | \$75,410.00 | \$58,365.50 |
| Equipment Total | \$19,950.00 | \$1,050.00 | \$21,000.00 | \$473,909.02 |
| Supplies Total | \$70,081.50 | \$3,688.50 | \$73,770.00 | \$1,001,017.34 |
| Contractual and Subaward Total | \$1,021,070.45 | \$53,740.55 | \$1,074,811.00 | \$777,847.26 |
| Other Costs Total | \$92,778.90 | \$4,883.10 | \$97,662.00 | \$3,003,776.74 |
| | 95% Federal Share | 5% State Share | Total Project Costs (Federal + State) | Planned MOE Costs |
| Subtotal for Direct Costs | \$10,880,583.39 | \$572,662.26 | \$11,453,245.65 | \$17,560,955.25 |
| Indirect Costs | \$0.00 | \$0.00 | \$0.00 | NA |
| Total Costs Budgeted | \$10,880,583.39 | \$572,662.26 | \$11,453,245.65 | \$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
3. Who is your Governor's highway safety representative? Clyde "Buddy" 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, 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
3. What are the phone # and email address of your State official? 866-903-7357 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

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

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

Yes No

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

Yes No



STATE OF TENNESSEE
TENNESSEE CONSOLIDATED RETIREMENT SYSTEM
15th 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: January 18, 2024

SUBJECT: **Employer Contribution Rate Change – Closed Legacy Pension Plan**

The results of June 30, 2023 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, 2024. These rates will remain in effect until June 30, 2025, 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 | 22.22% |
| Public Safety Officer | 25.72% |
| State Judges and Attorneys General | 27.65% |

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 2024 TCRS Board of Trustees meeting.

If you have any questions, please contact RetireReadyTN at (800) 922-7772 and select Employer.



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 16, 2024

SUBJECT: **Employer Contribution Rate Change – Hybrid Pension Plan**

The results of June 30, 2023 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, 2024. These rates will remain in effect until June 30, 2025, 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 | 2.73% | 3.93% |
| Public Safety Bridge (Includes .90% Adjustment) | 3.63% | 4.83% |
| State Judges | 7.90% | 7.90% |

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.

Annual Review of Laws, Regulations, Policies and Compatibility Certification FY 2025

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.

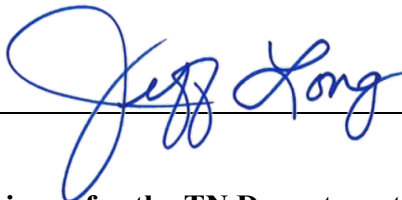
For the purpose of this certification, *compatible* means State laws, regulations, standards, and orders on CMV safety that:

- (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: _____



Title of Certifying Official: Commissioner for the TN Department of Safety and Homeland Security

Date of Certification: August 12, 2024

FY 2025 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 August 12, 2024

Signature _____



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*

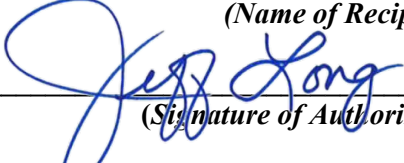
that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in 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 August 12, 2024

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.*