

TENNESSEE

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2018

Date of Approval: Sep 18, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

The 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 accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, 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 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan 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
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing 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 single year, or a 3-year plan. 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.

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

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

- 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

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

According to the Tennessee Code Annotated (TCA) Title 65 Chapter 15, the Tennessee Highway Patrol is the sole and lead agency in the State of Tennessee responsible for enforcing laws related to size, weight, and safety regulations for commercial motor vehicles and the Federal Motor Carrier Safety Assistance Program and it does not fund any sub-grantees. The Highway 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 Tennessee Highway Patrol, in partnership with the Federal Motor Carrier Safety Administration conducts commercial motor vehicle targeted enforcement and public education and awareness programs geared toward both the industry and the general public to increase awareness of commercial motor vehicle safety issues and the operation of passenger vehicles around commercial motor vehicles.

There are eight Tennessee Highway Patrol Districts within the state. Each district is commanded by a District Captain. All districts are under the command of the Tennessee Highway Patrol Administrative Office located in Nashville Tennessee. The command staff consists of Majors, Lieutenant Colonels, and a Colonel. Within the state there are eight commercial vehicle weigh station facilities. Each of the fixed facilities is under the command of a Lieutenant who reports to the Captain of that district. All of the Agency's commercial motor vehicle activities are coordinated by the Commercial Vehicle Enforcement Administration Unit. Within the Commercial Vehicle Enforcement Administration Unit is a Lieutenant who coordinates passenger transportation safety and a Sergeant who coordinates hazardous materials activities. There are also two Sergeants who handle the following duties which include, but are not limited to coordination of commissioned and industry education, interpretation of regulations for drivers, motor carriers and field personnel. All three Sergeants report to the Commercial Vehicle Enforcement Lieutenant who oversees all CVE grant and enforcement programs and he reports directly to the CVE and Special Program's Captain. The Captain then reports to the Major and Lt. Colonel of the Highway Patrol Command Staff.

Along with the CVE commissioned personnel, there are several administrative support personnel who include an Administrative Secretary, an Accounting technician, an Accountant, a Grants manager and a Statistical analyst. There are also 8 Troopers, 1 Sergeant, and 1 Administrative Secretary who make up the Tennessee New Entrant Program.

As of July 2017, the Tennessee Highway Patrol had 63 troopers assigned to the fixed inspection facilities and 664 in patrol and/or administrative positions. All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers in specialized Commercial Vehicle Enforcement Units and positions are required to maintain higher levels of certification. Troopers assigned to the road and administrative positions are responsible not only for their regular duties, but are also required to complete a minimum number of North American Standard inspections each year. The primary responsibilities of troopers assigned to the fixed facilities are commercial vehicle inspections and other commercial motor vehicles related enforcement.

All new troopers are required to pass the North American Standard Part A, and within six months, they must complete 32 North American Standard Level III inspections with a 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 troopers to gain certification in these specialized areas. The table below shows the number of certified Troopers at the end of CY 2016.

CY 2016 Certified Inspectors	
Type of Certification	Count
NAS Level I	378
NAS Level III	349
HAZMAT	148
NAS Level VI	49
Cargo Tank	140
Motor Coach/Passenger	49

Compliance Review	8
Safety Audit	9

Source: TDOSHS, TITAN Division, SafetyNet Database, 06/28/17

The State of Tennessee currently has 727 troopers trained on commercial vehicle inspections. With the exception of Commercial Vehicle Enforcement Administrative Personnel, all of these troopers work Motor Carrier Safety Assistance Program 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 Motor Carrier Safety Assistance Program. The calculation determines the percentage of Tennessee Highway Patrol activity in hours that is payable via Motor Carrier Safety Assistance Program. 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 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 Tennessee Integrated Traffic Analysis Network (TITAN).*
- 2) *Total CV Activity Hours - The sum of all hours designated as commercial vehicle activity by the Troopers when entering their activity into the TITAN Trooper Activity System.*
- 3) *Grant Overtime Activity Hours - The sum of all hours designated as grant funded activity by the Troopers when entering their activity into the TITAN Trooper Activity System.*
- 4) *Grant Overtime CV Hours - The sum of all hours designated as grant funded commercial vehicle activity by the Troopers when entering their activity into the TITAN Trooper Activity System.*
- 5) *MCSAP Payable CV Hours - This is the total amount of hours to be counted toward Commercial Vehicle activity after the time dedicated to commercial vehicle grant overtime is subtracted.*
- 6) *MCSAP Eligible Hours - The number of hours remaining after Grant Overtime Activity Hours are removed from Total Activity Hours and then used to determine the sum of MCSAP Eligible hours dedicated to commercial vehicle activity which is submitted for reimbursement.*

There are also (18) full 100% dedicated MCSAP/New Entrant Employees. There is also an accounting technician as well as the Captain of Special Programs, who spend a percentage of their time working on MCSAP eligible duties.

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 restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment
- Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance
- Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location
- 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.

- Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking
- Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.
- Activities to enforce federal registration (such as 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.
- Activities to enforce 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).

Breath testers are available for troopers at any one of the ninety-five (95) county sheriff offices throughout Tennessee.

All troopers receive training to detect drivers who are impaired by drugs.

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 (9) 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 specifically for commercial vehicles for this effort.

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

The THP has adopted the out-of-service criteria in our rules and regulations via state governing rules.

Communication dispatchers in each district are trained to check operating authority when requested and annual training is provided to each trooper during our commercial motor vehicle in-service.

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 and possibly attend remedial training.

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 area of enforcement. 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	727
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	727
Traffic Enforcement Activities	727
Investigations*	8
Public Education and Awareness	16
Data Collection and Reporting	727
* 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	
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	
Traffic Enforcement Activities	
Investigations*	
Public Education and Awareness	
Data Collection and Reporting	
* 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

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2012 - 2016

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 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 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 Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the 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.

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:

Large Truck Fatalities per 100 Million TN VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	112	0.1430	0.1420
01/01/2015	12/31/2015	119	0.1430	0.1580
01/01/2014	12/31/2014	113	0.1140	0.1560
01/01/2013	12/31/2013	119	0.1140	0.1670
01/01/2012	12/31/2012	108	0.1170	0.1520

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:

Large Truck Fatal Crashes per 100M TN VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	3	0	0.0040
01/01/2014	12/31/2014	2	0	0.0030
01/01/2013	12/31/2013	9	0	0.0130
01/01/2012	12/31/2012	4	0	0.0060

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:

Large Truck Fatal Crashes per 100M TN VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	2		0.0030
01/01/2015	12/31/2015	0		0
01/01/2014	12/31/2014	2		0.0030
01/01/2013	12/31/2013	1		0.0010
01/01/2012	12/31/2012	1		0.0010

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 - FARS Database 6/19/17 Baseline data is from 2011 which was 98 total fatalities with a rate per 100 TN VMT of 0.139 with a goal of 0.121. Motorcoach/Passenger carrier crash Fatalities: Source; Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 6/19/17 Baseline data is from 2012 as seen above. Hazardous Material (HM) Crash fatalities involving HM release/spill: Source; Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 7/5/17 Baseline data is from 2012 as seen in chart above.

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 YTD CY 2017.

2017 # of CMV related fatalities	54
2017 goal for rate of CMV fatalities per 100 million TN VMT	0.150
2017 actual rate of CMV fatalities per 100 TN VMT	0.145

Source is TDOSHS, TITAN Division - FARS Database, YTD 7/12/17

The following shows the TN Motorcoach/passenger carrier fatalities, goal, and outcome for YTD CY 2017

2017 # of Motorcoach/passenger carrier related fatalities	1
2017 goal for rate of Motorcoach/passenger carrier related fatalities	(No goal set due to small #)
2017 actual rate of Motorcoach/passenger carrier related fatalities	0.003

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

Source: TDOSHS, TITAN Division - SafetyNet Database YTD 7/12/17

The following shows the TN Hazardous Material (HM) Crash fatalities for YTD CY 2017

2017 # of Hazmat related fatalities	2
2017 goal for rate of Hazmat related fatalities per 100 million TN VMT	(No goal set due to small #)
2017 actual rate of Hazmat related fatalities	0.005

This rate is again for fatalities per 100 million TN VMT

Source: TDOSHS, TITAN Division - SafetyNet Database YTD 7/12/17

CMV FATAL CRASH REDUCTION:

The Tennessee Department of Safety and Homeland Security continues to maintain low rates of commercial motor vehicle related traffic incidents over the past 5 years. Traffic fatalities involving large trucks rose by an average of 10 per year between CY 2010 and CY 2013. Tennessee significantly reduced the fatality rate from 0.167 in CY 2013 to 0.156 in CY 2014. Between CY 2015 and CY 2016, there was another dramatic decrease in the rate of CMV related fatalities from 0.158 to 0.142 and TN met its goal of less than a rate of 0.143. The goal set for the eCVSP for FY 2017 is to be below a rate of 0.150 large truck fatalities per 100 M TN VMT. So far in CY 2017, TN has met that goal with a fatality rate of 0.145 per 100 million 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. Because of this, Tennessee has not identified specific fatality goals in the past, however, the emphasis on maintaining low fatalities via maintaining low crash rates continues.

HAZARDOUS MATERIAL FATALITY REDUCTION

Tennessee also continues to maintain a very low and almost non existent fatality rate related to hazardous material carrier crashes. Because of this, Tennessee has not identified specific fatality goals historically, however, does maintain 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 2018**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.

CMV overall Crash Reduction:

Tennessee faces unique challenges due to the geographical nature throughout the state. Tennessee is a popular pass-through state for many commercial vehicles due to the seven main interstates which run through the state. The challenge for Tennessee is to blanket both high crash corridor areas as well as the rural areas of Tennessee on state routes where a high percentage of fatalities now occur. Tennessee has put a great deal of emphasis on the high crash corridor areas which are located along I-40 and I-24 in the large cities of Nashville, Memphis, Knoxville, and Chattanooga. There are also many rural areas throughout the state and together it requires a tremendous amount of manpower to maintain. There are also geographical challenges due to the variety of landscape types which exist between the far west end of the state in Memphis to the far east end of the state in Fall Branch. It is because of these factors that Tennessee continues to focus on lowering commercial vehicle crashes throughout the state. Below is a table showing the percentage of large truck fatalities by road type.

Large Truck Fatal Crashes: Number of Fatalities by Road Type							
CY	CITY	COUNTY	INTERSTATE	STATE ROUTE	TOTAL	% Interstate	% State Route
2012	6	8	45	49	108	41.67%	45.37%
2013	3	3	52	61	119	43.70%	51.26%
2014	6	7	44	56	113	38.94%	49.56%
2015	7	4	43	65	119	36.13%	54.62%
2016	8	2	48	54	112	42.86%	48.21%
2017 YTD	2	2	19	25	48	39.58%	52.08%

Source: Tennessee Department of Safety and Homeland Security, TITAN Division - FARS Database 6/19/2017

2017 YTD = 6/19/2017

Tennessee has historically developed goals and activities designed to not only reduce fatalities within the state related to CMV crashes, but also to reduce the rate of CMV crashes themselves. While the state rate for CMV fatalities has declined, the rate of Tennessee Large truck crashes has steadily increased. The following chart shows the outline of the crash reduction goals and results. Baseline data is from 2011.

CY	Large Truck FMCSA and non-FMCSA Reportable Crashes	TN CMV (Bus & Truck) VMT Estimated Millions of Miles	Rate per 1 Million TN CMV VMT	Goal
2011	9,188	9,155	1.004	1.153
2012	8,957	9,207	0.973	1.087
2013	9,122	9,421	0.968	1.022

2014	9,849	9,724	1.013	1.022
2015	11,489	9,952	1.154	1.115
2016	12,290	10,229	1.201	1.108
2017 YTD	6,095	5,372	1.135	1.150

In 2011 the THP developed a goal for the reduction of commercial motor vehicle related crashes. The original goal was set for 1.153 crashes per 1 million TN VMT for large truck crashes both FMCSA and non FMCSA reportable crashes. The goal changed in 2013 to 1.022. Tennessee has been just short of that goal each calendar year until CY 2014 and then again since that year. It is believed that this increase can be attributed to many things. Fuel prices have lowered significantly since the year 2012 which leads to more vehicles on the road. This is indicated by the increase in the number of miles traveled each year since 2011. There are also more electronic devices in use every year and the incidents of distracted driving becomes more and more of a focus.

Enter the data source and capture date:

Data Source for chart of fatalities by road type: Tennessee Department of Safety and Homeland Security, TITAN, Division - FARS Database 6/19/17 2017 YTD = 6/19/17 Data Source for Large Truck Crashes in TN: TDOSHS, TITAN Division, TITAN database, 7/10/2017 CMV VMT estimated from FHWA data YTD = 7/10/17

Projected Goal for FY 2018

Enter Crash Reduction Goal:

The projected Goal for CMV related fatalities is to maintain a CMV fatality rate of 0.150 per 100 million TN VMT or below. The projected goal for CMV related crashes is to obtain a CMV crash rate of 1.15 per 100 million TN VMT or below.

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

Tennessee Highway Patrol (THP) currently has 727 commissioned troopers who are certified to conduct NAS inspections. Troopers perform commercial vehicle inspections and traffic enforcement activities along with their daily duties. In addition to their daily efforts, the THP supervisors approve overtime to conduct targeted enforcement based on data provided by the TDOSHS TITAN Division. The "CVE Dashboard" and CMV Predictive Analysis are tools supervisors use when creating 90 day enforcement plans. The CVE Dashboard provides monthly snapshots of large truck crash data for each district in the following areas:

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

The CMV Predictive Analysis geographic display is an interactive map identifying future areas having increased risk of CMV crashes. The map displays supplemental data including location of FMCSA reportable, rollover, Motorcoach, School Bus, and Hazmat crash locations. Additionally, crash location information can be displayed by crash type, including, fatal, injury, or property damage. Model predictions are based on historic crash data, weather forecast, bar locations, and significant events.

The 90 day enforcement plan guides supervisors in selecting areas and times for conducting enforcement. In addition to the regular 90 day enforcement plan, the Commercial Vehicle Enforcement Administration under the THP will facilitate the STAND overtime project. This project is for speeding trucks and negligent drivers. It emphasizes enforcement of hazardous moving violations committed by drivers of commercial motor vehicles and passenger vehicles creating hazardous conditions around commercial motor vehicles. At a minimum, troopers will also conduct a level three inspection at each commercial vehicle contact. It is estimated that at least 6,000 contact and 3,000

inspections will be completed during the Speeding Trucks and Negligent Drivers (STAND) campaign. This campaign is one of the several overtime activities used by THP to reduce CMV related crashes. Tennessee plans to increase the hours dedicated to this activity from approximately 3,000 overtime hours between June of 2016 to June of 2017 to 3,400 hours beginning July of 2017. The hope is that the extra amount of coverage will help to continue to reduce the number of fatalities, but also the rate of CMV crashes as well.

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. Once the National Training Center has published the ELD training that corresponds with the three implementation phases the state of Tennessee will allocate the appropriate resources to ensure inspectors and investigators receive the training.

The Tennessee Highway Patrol (THP) also conducts each of the following activities 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 and Vehicle Inspections
- Traffic Enforcement
- Compliance Investigations
- New Entrant Safety Audits
- Public Education and Awareness
- Effective Data Collection and Reporting

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 Highway Patrol requires specific performance measurements which are used with the STAND campaign and overtime activity. During this overtime activity, troopers will conduct the following average levels of activity:

- One level I inspection every 70 minutes OR
- One level III inspection every 35 minutes OR
- In combination, one inspection every 50 minutes

Trooper activity will be monitored by the District Data Coordinator for each district throughout the state and will report findings, as well as any corrective action taken to the CVE grants manager. The grants manager will monitor data collected through the Tennessee Integrated Traffic Analysis Network (TITAN), as well as report this data to FMCSA on a quarterly basis through the quarterly progress report.

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018.

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

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	15274	18476	17346	12300	11292
Level 2: Walk-Around	9116	8237	7714	6864	7190
Level 3: Driver-Only	21376	22733	27261	20017	17337
Level 4: Special Inspections	16	7	6	4	4
Level 5: Vehicle-Only	211	377	487	464	561
Level 6: Radioactive Materials	16	25	13	4	10
Total	46009	49855	52827	39653	36394

Narrative Overview for FY 2018

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

All of Tennessee's commercial motor vehicle (CMV) activity is coordinated by the Commercial Vehicle Enforcement (CVE) Administration Unit under the command of a Lieutenant who reports to the Captain of the Special Programs Division of the Tennessee Highway Patrol (THP). As of July 2017, THP had 63 troopers assigned to fixed scales facilities while 664 are in patrol and/or administrative positions. All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers assigned to the road and administrative positions are responsible not only for their regular duties, but are also required to complete a minimum number of North American Standard (NAS) inspections a year. Within the state, there are eight commercial vehicle inspection/weigh station facilities. Each of the fixed facilities is under the command of a Lieutenant who reports to the District Captain.

Tennessee has over 700 commissioned officers that are full time employees and work MCSAP activities on a part time basis. The hours that are worked on inspection activities have been calculated using the FY 2016 MOE percentage of CVE time worked which is 13.49%. Using the 13.49% and the 727 commissioned officers that do inspections each year, the annual number of total hours worked per year which is 1,920, the total FTE CVE equivalent for inspections equals to 98.

CY 2016 MOE	Total Hours Worked per Trooper Annually	Total MCSAP Eligible Hours
13.49%	1,920	188,298.82

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 07/18/2017

Commissioned Officers	FTE CVE Inspection Equivalent
727	98

Notes: 1) 1 FTE = 1920 hours. 2) Inspection FTE based on count of commissioned officers and CY 2016 MOE.

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 07/18/2017

Inspections completed will be reported on the quarterly reports to FMCSA and corrective action will be advised to District Captains if the minimum number and percentage distribution of inspections are not completed.

The following table shows both the roadside and fixed facility inspections.

Inspection Levels	2012		2013		2014		2015		2016	
	Roadside	Scale Facility	Roadside	Scale Facility	Roadside	Scale Facility	Roadside	Scale Facility	Roadside	Scale Facility
I	15,274	10,523	18,476	9,911	17,346	7,145	12,300	12,995	11,292	15,490
II	9,116	8,906	8,237	7,489	7,714	3,164	6,864	6,356	7,190	7,419
III	21,376	14,997	22,733	12,578	27,261	9,159	20,017	10,994	17,337	12,118
IV	16	9	7	7	6	1	4	0	4	2
V	211	1	377	1	487	1	464	5	561	23
VI	16	2	25	2	13	1	4	1	10	1
Total	46,009	34,438	49,855	29,988	52,827	19,471	39,653	30,351	36,394	35,053

2017 data runs from January 1 through July 19

Source: TDOSHS, TITAN Division - SafetyNet 7/19/17

Projected Goals for FY 2018

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018. For FY 2018, 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: 727

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23132	1158	350	24640	35.02%
Level 2: Walk-Around	11553	1751	271	13575	19.30%
Level 3: Driver-Only	31522	149	32	31703	45.06%
Level 4: Special Inspections	10			10	0.01%
Level 5: Vehicle-Only	201	7	200	408	0.58%
Level 6: Radioactive Materials	14	0	0	14	0.02%
Sub-Total Lead Agency	66432	3065	853	70350	

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 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2018:	

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: TENNESSEE HIGHWAY PATROL					
# certified personnel: 727					
Subrecipient Agencies: TENNESSEE DOES NOT HAVE ANY SUBRECIPIENTS					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23132	1158	350	24640	35.02%
Level 2: Walk-Around	11553	1751	271	13575	19.30%
Level 3: Driver-Only	31522	149	32	31703	45.06%
Level 4: Special Inspections	10			10	0.01%
Level 5: Vehicle-Only	201	7	200	408	0.58%
Level 6: Radioactive Materials	14	0	0	14	0.02%
Total ALL Agencies	66432	3065	853	70350	

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.

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 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 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
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	2012	2013	2014	2015	2016
Compliance Investigations	11	17	4	4	3
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	63	50	49	30	39
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	74	67	53	34	42
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018**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 2018

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018.

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	10
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	38
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	0	0
CSA On-Site Comprehensive	0	0
Total Investigations	0	48
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

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

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

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

There are currently eight (8) investigative personnel certified to conduct compliance investigations. Each person will meet all annual requirements of 6 per year to maintain their certification. The New Entrant Sergeant and Administrative Assistant are responsible for assigning all intrastate ISAs to the field staff. All interstate CR's 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.

All of the compliance review certified personnel work part-time on compliance reviews. The hours that are worked on carrier investigation activities have been calculated using data in the TITAN database and the hours are equivalent to 0.33 regular full-time employee.

Certified Compliance Review Personnel	FTE Carrier Investigation Activities
8	0.33

Note: 1 FTE = 1920 hours

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, TITAN Database, 07/18/2017

Below is a table showing totals for the past years Compliance Investigations

COMPLIANCE REVIEWS				
CY	2014	2015	2016	2017 YTD
SAT	31	41	29	20
Un SAT	4	3	5	0
COND	27	41	43	16
UnRated	133	168	194	103
Federal	141	219	209	116
State	54	34	62	23
TOTALS	390	506	542	278

Source: MCMIS/FMCSA portal as of 7/20/17.

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.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of 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).

Trend Analysis for 2012 - 2016**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		
01/01/2016	12/31/2016	5888	6275
01/01/2015	12/31/2015	7521	8056
01/01/2014	12/31/2014	8948	9595
01/01/2013	12/31/2013	8588	9193
01/01/2012	12/31/2012	8953	10001

☒ **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		
01/01/2016	12/31/2016	271378	417505
01/01/2015	12/31/2015	262954	404545
01/01/2014	12/31/2014	267867	412103
01/01/2013	12/31/2013	242652	373311
01/01/2012	12/31/2012	225927	347580

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

Data source: Please note that in the past, Tennessee has had no way to capture the number of CMV Traffic Enforcement Stops without an inspection. General Order, number 900/Section III/E-8 March 15, 2017 state that "A minimum Level III Inspection (Level I or Level II whenever practical) shall be conducted on each CMV stopped for any violation.

Narrative Overview for FY 2018**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, Tennessee Highway Patrol 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 the Motor Carrier Safety Assistance Program, 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. Tennessee Highway Patrol, in partnership with the Federal Motor Carrier Safety Administration, conducts commercial motor vehicles targeted enforcement and utilizes public relations and educational programs geared toward both the industry and the general public to increase awareness of commercial motor vehicle safety issues. There are eight THP Districts within the state. Each district is commanded by a District Captain. All districts are under the command of the THP Administrative office located in Nashville Tennessee. The command staff consists of Majors, Lieutenant Colonels, and a Colonel. Within the state there are eight commercial vehicle weigh station facilities. Each of the fixed facilities is under the command of a Lieutenant who reports to the district Captain. All of the Agency's commercial motor vehicle activities are coordinated by the Commercial Vehicle Enforcement Administration Unit. Within the Commercial Vehicle Enforcement Administration Unit is a Lieutenant who coordinates passenger transportation safety and a Sergeant who coordinates hazardous materials activities. 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 three Sergeants report to the Commercial Vehicle Enforcement Lieutenant who oversees all CVE grant and enforcement programs and he reports directly to the CVE and Special Program's Captain. 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 who include an administrative assistant, an accounting technician, an accountant, a grants manager and a statistical analyst. As of May 2017, the Tennessee Highway Patrol had 63 troopers assigned to fixed scales facilities and 674 in patrol and/or administrative positions. All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers in specialized Commercial Vehicle Enforcement Units and positions are required to maintain higher levels of certification. Troopers assigned to the road and administrative positions are responsible not only for their regular duties, but are also required to complete a minimum number of North American Standard inspections each year. The primary responsibilities of troopers assigned to the fixed facilities are commercial vehicle inspections and other commercial motor vehicle related enforcement. All new troopers are required to pass the North American Standard Part A, and within six months, they must complete 32 North American Standard Level III inspections with a Field Training Officer. 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 727 troopers trained on commercial vehicle inspections. With the exception of Commercial Vehicle Enforcement Administrative Personnel, all of these troopers work Motor Carrier Safety Assistance Program 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 Motor Carrier Safety Assistance Program. The calculation determines the percentage of Tennessee Highway Patrol activity in hours that is payable via Motor Carrier Safety Assistance Program. 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 minimum
 Grant Overtime CV Hours = MCSAP Payable CV Hours MCSAP Payable CV Hours divided by MCSAP Eligible Hours *
 100 = % of MCSAP Eligible Hours dedicated to CV Activities)

Definitions:

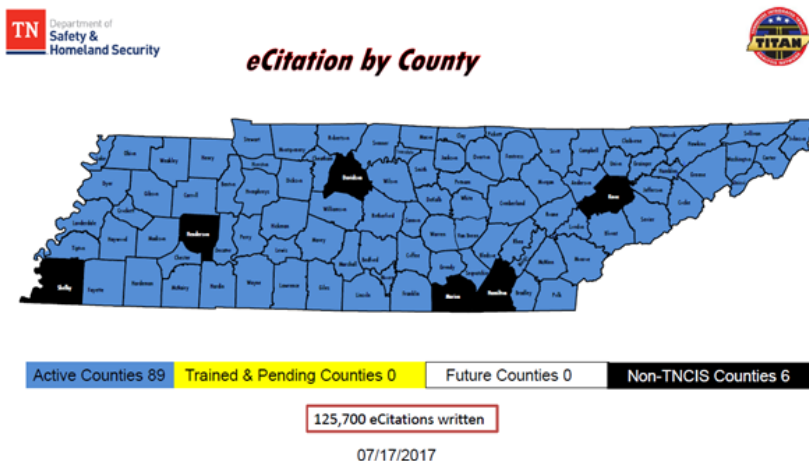
1. Total Activity Hours - the sum of all hours of activity reported by the troopers when entering their activity in TITAN.
2. Total CV Activity Hours - the sum of all hours designated as commercial vehicle activity by the troopers when entering their activity into the TITAN Trooper Activity System.
3.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

There are also 18 full time 100% dedicated MCSAP and New Entrant Employees as well as an accounting technician along with the Captain of Special Programs who spend a percentage of their time working on MCSAP eligible duties. The specific traffic enforcement program strategy as it related to this section is that Tennessee Highway Patrol supervisors will approve overtime under the Speeding Trucks and Negligent Drivers (STAND) program to conduct targeted enforcement based on data provided by the TDOSHS TITAN Division on the CVE dashboard.

Tennessee has 727 commissioned officers on patrol/traffic enforcement who work MCSAP activities on a part time basis. The hours that are worked on CVE traffic enforcement have been calculated using data in the FY 2016 MOE percentage of CVE time worked which is 13.49%. Using the 13.49% and the 727 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 is equal to 98.

Tennessee began utilizing e-Citation in 2015 as a pilot to explore and determine the best practices for issuing and delivering citations written by THP in the state. During this time, the TITAN Unit began working in conjunction with the Administrative Office of the Courts for the autonomous introduction of the citation information into the appropriate county court clerk's systems, where the violations are scheduled to be adjudicated by the general sessions judge(s). These processes are now well established and working as designed to meet the requirements of the state and local court clerks.

In April of 2016, the TITAN Unit began expediting the implementation of the e-Citation statewide and within the first six months had 40 counties fully utilizing the new program. There are currently 89 counties out of a total of 95 counties statewide which have been trained and currently use this system. As of July 17, 2017, the paperless citation system has issued 125,700 citations. The larger counties such as Knox, Shelby, and Davidson utilize other software, however the TITAN Unit is diligently working with these counties. The current goal is to have 100% adoption of the e-Citation system by the end of 2017. The map below shows a geographical picture.



This program does not use MCSAP funds and is completely state funded. The commercial Vehicle citation system,

however, will benefit significantly from this program in several ways. It will allow enforcement personnel to have accurate and real time information regarding drivers and their license and registration status. The violation trend analysis table has historically been used to determine which violations to focus the enforcement efforts on, thus being more efficient than ever in regards to focused traffic enforcement. Below is the current violation trend analysis table. :

VIOLATION DESCRIPTION	VIOLATION CODE	2012	2013	2014	2015
Speeding	392.2S	3,659	4,845	5,373	4,845
Clamp or Rotator Type brake out of adjustment	393.47E	2,701	3,934	2,740	2,740
State Vehicle Registration or License Plate violations	392.2RG	2,790	2,663	2,469	2,469
Automatic airbrake adjustment system that fails to compensate for wear	393.53B	1,633	2,600	1,892	1,892
Excessive weight - 1 - 2500 lbs over on an axle/axle groups	392.2-SLLEWA1	3,283	2,391	1,859	1,859
Drivers record of duty status not current	395.8F1	1,988	2,122	1,779	1,779
Brakes out of service	396.3A1BOS	1,555	2,183	1,670	1,670
Inoperable Required Lamp	393.9	1,784	1,670	1,629	1,629
Dimension Violation (Width/Height/Length)	392.2DIM	3,178	3,063	1,621	1,621
Seat Belt	392.16	824	1,226	1,596	1,596

Source: TDOSHS, TITAN Division - SafetyNet 06/14/2016

The Tennessee Highway Patrol will use the following overtime activities to aid in its overall goal for safety improvement and traffic enforcement:

1. DICE - Drug Interdiction and Criminal Enforcement on commercial vehicles.

Approximately 2,750 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

MIS - Mobile Inspection Station

Approximately 415 overtime hours will be utilized

Purpose is to enforce hours of service and remove fatigued drivers

Areas of enforcement activity are pre-designated at rural or by-pass locations

At least one Level I inspection or two Level III inspections must be conducted for every hour worked.

At least 60% of the members working are to be Level I certified with one trooper operating the infrared pre-screening system.

STOP- Strategic Transportation Observation & Prevention for commercial vehicles

Approximately 1,255 hours of overtime will be utilized
 The focus is on cargo tanks, hazardous materials, inter-modal container chassis, rental trucks and other obvious violations.
 Provide sufficient coverage during checkpoints at weigh stations and known roads used as by-pass routes.
 Objective is to ensure that cargo is properly identified, packaged, secured, and the vehicle is mechanically safe
 At least two contacts for each hour worked and one NAS appropriate inspection is required

Inspection - Overtime used for inspections at fixed inspection station locations

Approximately 8,330 hours of overtime will be utilized
 Inspections will be conducted at either the fixed inspection station, a high crash area based on the latest CVE dashboard, or at one of three designated rest areas.
 At least one Level I inspection or two Level III inspections must be conducted for every hour worked.

Size and Weight - Overtime which involves conducting size and weight activities in the mountainous regions of east Tennessee, coupled with a NAS inspection

THP will conduct special checks to target over-weight vehicles that pose a higher risk to the motoring citizens that traverse the mountainous regions of Tennessee.

These checks and inspections will not occur at fixed inspection facilities

These checks and inspections will occur at rest areas and brake check areas within the region.

This activity is utilized to reduce the number of crashes that are caused by insufficient brake efficiency due to the overloading of commercial motor vehicles.

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. 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.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2018
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	5770
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	250000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2300

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
70350	48	700	71098	67690

Describe how the State will 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 results in the Quarterly reports

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

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.).

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, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Step 3	Yes

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

PRISM COMPLIANCE

Tennessee is committed to full MCSAP compliance. The Performance and Registration Information Systems Management Program (PRISM) has become part of the MCSAP program as mandated by the FAST ACT. Tennessee has been at PRISM Step 3 since 2002. Due to legislative reasons, Tennessee has been unable to surpass Step 3. Due to the requirement for PRISM Step 6 in the FAST ACT, the commercial vehicle enforcement division of the Highway Patrol has diligently been in close contact and meetings with the Tennessee Department of Revenue (TDOR) regarding the needed legislation and program changes. There have been several personnel changes within the TDOR recently which have opened an avenue for better and more open communication between the two departments and division. TDOR is now actively pursuing the steps needed to achieve the compliance requirement by the deadline of October of 2020.

Below are the descriptions for each Step under the PRISM Program

1. Step 0 = State is in process of implementing approved plan for PRISM
2. Step 1 = State is collectin/Validating USDOT Number of Motor Carrier Responsible for Safety (MCRS)
3. Step 2 = State is submitting the tartgeted vehicles to PRISM/SAFER
4. Step 3 = The State has the authority in place to deny registration for a federal out-of-service order and state is denying registration for that federal out-of-service order
5. Step 4 = The state has the authority in place to suspend carrier for Federal OOS and is suspending carriers for IH Imminent Hazard and Unsat/Unfit Safety Ratings

6. Step 5 = The state is denying and suspending for all Federal out-of-service orders except for failure to pay
7. Step 6 = The state is denying and suspending for ALL Federal out-of-service orders.
8. Step 7 = The state is uploading the 950 codes and confirming state suspension
9. Step 8 = The State has the authority in place to deny reincarnated carriers and denies suspected reincarnated carriers and reports suspected reincarnated carriers

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. Currently there are six types of e-screening equipment at the 8 inspection facilities throughout the state. The below grid shows exactly which types of e-screening equipment are at each inspection location.

Scale Facility Equipment								
Equipment	Knox-E	Knox-W	Coffee	Robertson	Haywood-E	Haywood-W	Greene	Giles
PrePass	X	X	X	X	X	X	X	X
Drivewyze	X	X	X	X	X	X	X	X
ALPR	X	X	X	X	X	X	X	X
USDOT Reader	X	X	X	X	X	X	X	X
Infrared Camera			X			X	X	X
WIMS	X	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	X
PBBT-Fixed			X				X	X
PBBT-Portable	X			X				
Inspections Shed			X				X	X
Inspection Pit			X				X	X

Notes: Greene County Infrared Camera is currently inoperative

Haywood County West bound Infrared Screening system needs to be replaced

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 along with the TN Dept. of Finance and Administration are in the final stages of completion of the contract for the O&M for this equipment.

License Plate Readers (LPR) and US DOT readers data storage will no longer be housed by the Tennessee Department of Safety and Homeland Security (TDOSHS) per the Strategic Technology Solutions Division of the Tennessee Department of Finance and Administration. Because of this, the server must be moved. The Commercial Vehicle Enforcement Administration plans to move this server to a cloud server hosted by the vendor of the LPR and DOT equipment in order to maintain consistency and promote efficiency between the equipment, maintenance and data collection.

Tennessee continues to increase its technology across the state. The Infrared Brake System at the Haywood County Scale facility will need to be replaced as soon as possible. The system was purchased from a different vendor than the other systems of the same type and maintaining this system through that vendor is not cost effective for the state. If that system becomes inoperable, Tennessee will have no way of maintaining it and it may potentially cause many commercial vehicles to be overlooked for inspections. Tennessee intends to submit an ITD/High Priority application and include in that application and project plan, a request for a new Infrared system at the Haywood county scale facility.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

PRISM COMPLIANCE

The following two events are needed in order for Tennessee to reach Step 6 PRISM Compliance.

- 1) Deployment of computer software and system which enables the state to deny and suspend registration for all federal out of service orders.
- 2) Legislation in Tennessee which gives the authority to deny and suspend all federal out of service orders.

The software system is currently with the development team under the Department of Revenue. It will be configured to function for Step 6 requirements. The system is scheduled to be deployed by the end of May 2018.

The Tennessee Department of Safety and Homeland Security has requested for several years that Tennessee adopt legislation to provide TDOSHS with the authority to deny and suspend registrations for out of service commercial carriers. Due to the FAST ACT requirements, the development team under the Department of Revenue has expressed the importance of getting this authority into legislation as soon as possible to both the FAST Project Director and the State TR3 Project Director who works closely with the Commissioner and Deputy Commissioner of the Tennessee Department of Revenue. A memorandum was submitted to the Commissioner of Revenue on June 12, 2017 explaining the important need for this change in legislature, as well as the proposed wording for the amended version of Tennessee Code Annotated (TCA), Title 55.

SAFETY AND PRE-SCREENING TECHNOLOGY AND EQUIPMENT

Tennessee intends to include the anticipated operations and maintenance costs for License Plate Readers (LPRs), Department of Transportation (DOT) Readers, Performance Brake Testers (PBBT), Infrared Cameras, Infrared Brake Screening Systems in the MCSAP FY 2018 grant proposal. Although Tennessee currently has funds available via the CVISN FY 2016 grant, those funds will no longer be obligated. Tennessee will use only the funding provided in the MCSAP FY 2017 for all Operations and Maintenance needs for the safety and pre-screening technology and equipment. MCSAP FY 2018 funds will be obligated once the line item is completely depleted or the performance period for the grant ends, whichever comes first. Currently, the state procurement division is in the final stages of completing the contract for operations, repairs and maintenance for this equipment. The chart below shows the availability and timeline anticipated as well as the planned order of obligating operation and maintenance funding for the screening technology.

TIMELINE FOR USE OF FUNDING FOR O&M COSTS WITH ITD AND PRISM			
GRANT	PERFORMANCE PERIOD	LINE ITEM AMOUNT	HOW/WHEN USED
CVISN FY 2016	9/2/2016 to 10/31/2018	\$646,000.00	All of these funds will be de-obligated at the end of grant

			performance
MCSAP FY 2017	10/1/2016 to 9/30/2018	\$452,589.00	Funds will be obligated from this grant as soon as the state has completed the contract and procurement process
MCSAP FY 2018	10/1/2017 to 9/30/2019	\$504,000.00	Funds will be obligated once the MCSAP FY 2017 has been fully obligated or beginning October 1, 2018, whichever comes first

Tennessee Department of Safety and Homeland Security (TDOSHS) plans to move the data storage for the LPR and DOT data to a cloud, hosted by the vendor of the equipment. This will promote consistency and efficiency between the equipment, maintenance and data collection.

According to the Motor Carrier Safety Assistance Program - Grant Comprehensive Policy (MCP) Version 3.0; Section 3.3, this is an eligible MCSAP expense. The MCP 3.0, Section 3.3, most common types of MCSAP expenses, item #4 state: "Expenses related to data acquisition storage and analysis that are specifically identifiable as program related to develop a data base to coordinate resources and improve efficiency;". It is believed to be more cost effective to allocate this expense through the formulary MCSAP grant. According to 49 CFR part 350.11 (d): Expenses related to data acquisition, storage, and analysis that are specifically identifiable as program related to develop a data base to coordinate resources and improve efficiency. This data storage is part of the ITD systems and networks operations and maintenance. Therefore, according to section 2.7 of the MCP, the MCSAP formula funds should be used for this project rather than the High Priority Program, even though the funds are also available through that grant. Since the ITD and High Priority Grant is a discretionary grant and has become more competitive in nature due to the FAST ACT grant consolidation, it is more reasonable and displays better stewardship of tax payer dollars to utilize MCSAP funds for this activity.

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

PRISM COMPLIANCE

The Tennessee Department of Revenue will complete the PRISM Implementation Status Quarterly Report Denials and Suspensions/Revocations to the Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Highway Patrol (THP), Commercial Vehicle Enforcement (CVE) Division on a quarterly basis. This information will then be submitted by the CVE Grants Manager to FMCSA each quarter along with the other active grant quarterly reports.

SAFETY AND PRE-SCREENING TECHNOLOGY AND EQUIPMENT

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

Every time a cost is obligated for O&M purposes, the CVE accountant will submit a voucher 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.

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.

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	22	25	30	35	45
CMV Safety Belt Education and Outreach	26	34	40	42	48
State Trucking Association Meetings	2	2	3	3	4
State-Sponsored Outreach Events	5	8	8	10	14
Local Educational Safety Events	38	39	37	42	45
Teen Safety Events	0	0	0	14	25

Narrative Overview for FY 2018

Performance Objective: *To 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 type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.

The Tennessee Integrated Traffic Analysis Network (TITAN) trooper activity system does not have the capability of collecting specific data for each type of educational outreach project. Tennessee does however, put a great emphasis on education and outreach and does conduct each of the types of events listed above. The TITAN activity system collects data entered by troopers regarding the attendance and contacts of each event. The Tennessee Highway Patrol will continue to increase highway safety through public educational programs via presentations to schools, civic organizations and industry. Currently there are a total of 16 state funded full time employees that are assigned solely to safety education throughout each of the eight districts in Tennessee. These 16 employees are responsible for all of the regular full time educational programs and activities throughout the state. Coordination of the safety education program is accomplished via a Sergeant and Lieutenant within each district. The Safety Education program is under the supervision of the Captain of Special Programs and Commercial Vehicle Enforcement.

The 16 full time employees are dedicated solely to the THP's public education and outreach activities. They are completely state funded. The regular time spent on Commercial Vehicle outreach activities is equivalent to 1 full time employee. Any specific outreach/educational activities that are MCSAP funded are overtime activities which are laid out in the proposed spending budget.

	2012	2013	2014	2015	2016	2017 YTD
Educational meetings		3,357	3,271	3,392	1,874	713
Attendance		599,068	396,310	268,703	299,610	42,277
Literature Given		363	279	13,719	24,195	14,116

Contacts Made		137,144	100,685	93,416	18,007	6,779
Hours Worked		751	638	545	467	121

Source: TDOSHS, TITAN Division, TITAN Database July 21, 2017
Baseline data is from 2013 as seen above.

Educational programs facilitated by THP include:

No-Zone - Educating the public to stay out of the blind spots of commercial vehicles.

Move Over - Educating public regarding the safety law which protects emergency personnel, tow truck drivers, and drivers with emergency flashers showing

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 6 interactive driving simulators. These simulators are taken to various events around the state. There are 8 different scenarios which are controlled by the facilitator which show virtual situations including;

- Following too closely
- Distracted Driving
- No Zone
- Drowsy Driving
- Wide right turns
- Move over law

Distracted Drivers - THP program designed to address and eradicate the number of crashes and near crashes which occur due to driver behavior which becomes distracted from the road, through several ways, including, but not limited to texting while driving. The new semi-truck purchased by the THP via the FY 2016 MCSAP grant is also used in a stand alone capacity for distracted driving enforcement.

Click It or Ticket Campaigns - Campaign to educate and enforce seat belt use.

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 on topics such as No Zone, Teens and Trucks, and Drive to Zero
Mobile Inspection Station is available for education and demonstration
Teens and trucks trailer is available for education and demonstration and drivers of permit age and above are allowed to gain experience on the Teens and Trucks Simulators

Governor's Highway Safety Office Campaign - "Drive to Zero"

Tennessee Highway Patrol has two (2) "special programs" personnel in each of the eight (8) districts. These two personnel typically include a Sergeant and a Lieutenant. Their main responsibilities are coordination of all public and safety educational events throughout their districts.

One of the more recent discoveries among local law enforcement agencies is the lack of knowledge and/or understanding of commercial vehicle laws. The Commercial Vehicle Enforcement Administration developed a comprehensive law guide to educate and help local law enforcement better understand traffic enforcement of CMV's. The law guide book was completed during 2016 and local law enforcement classes are now being conducted across the state of Tennessee. The following chart shows the classes that have been held during CY 2017.

Commercial Vehicle State Law education for Local Law Enforcement Agencies		
Date	Law Enforcement	Number in attendance
01/11/17	Nashville-Metro PD	> 50
02/10/17	Shelby County SF	> 50
03/27/17	Cookeville PD	10
05/10/17	Knoxville PD	> 50
05/19/17	Millington PD	30
05/23/17	Nashville-Metro PD	> 30

Projected Goals for FY 2018

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 2018
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	50
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	55
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	3
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	15
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	45
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	25

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

Tennessee will continue the ongoing multifaceted education program by conducting educational meetings and obtain at least 12,000 contacts throughout 2018.

The Commercial Vehicle Enforcement office of the Tennessee Highway Patrol, along with the Statistical Analyst, will work together to monitor the training of special program's personnel to continue to increase accurate reporting for each function and contacts made during these educational meetings

Tennessee plans to accomplish the following totals across the state which will be reported in the Quarterly Reports.

CY 2018	
Educational Meetings	1,500
Attendance	250,000
Literature Given	22,000

Contacts made	12,000
---------------	--------

Performance measurements will be obtained via the TITAN trooper reporting activity system and forwarded to FMCSA on a quarterly basis.

8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

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.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	Yes

Available data sources:

- [FMCSA website SSDQ information](#)

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 2018.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

March 31, 2017

Narrative Overview for FY 2018

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

Tennessee has historically rated in the good range for almost all categories within the Data Quality categories. In September of 2014, the Crash Timeliness rating fell into the (Yellow-Fair) category and remained at Fair until July of 2015 when it returned to Good. Crash Timeliness along with all other Data Q categories have remained at Good since that time.

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.

Any past issues regarding Tennessee's CMV Safety Data Quality have been resolved and all areas are monitored on a weekly basis. Tennessee has now been in the green in every category since July of 2015.

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

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a “Good” rating in any category not currently rated as “Good,” including measurable milestones.

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. An apparent decrease in the monthly volume of FMCSA reportable crashes led CVARS and TITAN personnel to suspect that some FMCSA reportable crashes were not being sent to CVARS (and thus not being entered into SAFER). The concern was first documented in October of 2014. Subsequent monitoring led to the identification of FMCSA reportable crashes in the TITAN database that had not been forwarded to CVARS. TDOSHS, TITAN Division, identified a problem with crash timeliness around the middle of September 2014 when the rating dropped to 82% (Yellow-Fair). A program communication error was identified between the Commercial Vehicle Analysis Reporting System (CVARS) and the Tennessee Integrated Traffic Analysis Network (TITAN). A corrective action was immediately taken to address the problem. The TITAN Division successfully identified and corrected problems in the internal electronic processing of FMCSA reportable crashes that affects this metric. All crash reports inadvertently omitted in 2014 were then submitted to FMCSA. The delayed reports caused the Tennessee Crash Timeliness Measure to fall to 70 in the second quarter of FY 2015. The rating returned to 90% (Green-Good) in July of 2015. The crash timeliness rating improvement has continued and was at 100% by the end of March of 2016. The TITAN Division continues to monitor the transfer of these crashes to prevent this problem in the future. All other categories have stayed consistently in the (Green-Good) range.

The CVE statistical analyst will continue to monitor and identify any discrepancies between SafetyNet and TITAN to ensure that the system continues to work, while immediately addressing any discrepancies found. If problems are detected, a corrective action will be implemented immediately.

The CVE Administrative Sergeants will complete questions and concerns by drivers and carriers regarding citation (known as Data Q's) within 16 days by utilizing overtime hours. This will be done by utilizing the Data Q overtime project

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

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

APR 2016 – MAR 2017	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	101%	101%	101%	101%	101%	102%	102%	102%	102%	102%	103%	103%
Inspection Record Completeness	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Crash Timeliness	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Inspection Timeliness	99%	99%	98%	99%	99%	98%	98%	98%	98%	98%	99%	99%
Crash Accuracy	99%	99%	99%	99%	99%	99%	99%	99%	100%	99%	99%	99%
Inspection Accuracy	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Inspection VIN Accuracy	97%	97%	97%	97%	98%	98%	98%	98%	98%	98%	98%	98%

Crash Consistency	111%	109%	110%	111%	113%	115%	115%	118%	119%	119%	119%	118%
-------------------	------	------	------	------	------	------	------	------	------	------	------	------

Source: *FMCSA State Data Quality Evaluation Reports as of March 31, 2017*

The CVE Administration Segeants will complete questions and concerns by drivers and carriers regarding citations within 16 days by utiiling overtime hours via the Data Q overtime project.

Tennessee's Safety Data Quality will be reported to FMCSA on a quarterly basis.

9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that 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 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 type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input 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 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	796	846	1051	847	1195
Intrastate	0	0	0	0	0
Total Audits	796	846	1051	847	1195

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 2018

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

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: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2018

For the purpose of completing the table below:

- **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.).

Projected Goals for FY 2018 - New Entrant Safety Audits		
	FY 2018	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	128	0
# of Safety Audits (Offsite)	572	0
# Group Audits	0	0
TOTAL Safety Audits	700	0
# of Non-Audit Resolutions	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

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

The New Entrant program has evolved over the years by increasing the goals for safety audits each year. In FY 2008 the goal was to complete the safety audits within the 90 days prior to their first 18 months of operation with some of them being in an overdue status. By FY 2009, the goals were adjusted to keep all safety audits within the 18 month regulations and to keep everyone off the overdue time list. The most recent goals have been to complete the safety audits prior to 90 days before the end of the first 12 months of operations. The recent decision by FMCSA to allow and train New Entrant personnel on off-site safety audits has allowed not only for this objective to be completed on a regular basis, but also for many more audits to be completed.

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

ACTIVITY	2012	2013	2014	2015	2016	2017 YTD
Carriers Added to the Program	1,266	1,335	1,308	1,326	407	242
Carriers Removed from the Program	545	571	816	680	634	200
Carriers exited due to change	209	120	106	136	150	52
Carriers exited due to inactivation	223	232	242	208	199	30
Carriers revoked due to NO-CA EA	6	13	16	12	0	0

Carriers revoked due to FAILED SA	2	58	31	39	26	18
Carriers Revoked due to No SHOW-S	10	9	12	9	9	9
Carriers revoked due to NO CONTACT	160	115	149	230	199	65
Carriers revoked due to SA-EXEMPT			360	46	51	26
Carriers revoked with CRs	6	23	231			0
Safety Audits Completed	796	658	659	626	896	337

Source: FMCSA MCMIS, 2017 YTD = June 30, 2017

Due to the success of the Off-site Safety Audit initiative, there has been no demand for Strike Forces or Group Audits within the Tennessee New Entrant Program. Almost all of the Safety Audits are now performed as off-site audits. The New Entrant Team does, however, continue to report the number of Level I and the number of Level V inspections which are conducted. Those numbers for CY 2016 and January - June of 2017 are below.

OTHER ACTIVITY	2016	2017 YTD
Group Audits	1	0
Strike Forces	4	0
Level I Inspections	382	239
Level IV Inspections w/ Safety Audit	84	32

Activity Plan: 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 9 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
- Complete at least 100 Driver/Vehicle inspections as part of Safety Audits

The New Entrant program in Tennessee has frequently conducted Strike Force activities throughout the past several years. During a Strike Force, a central location is designated and several new entrant companies are scheduled for audits over the course of two to three days. Since the implementation of off-site Safety Audits, there has been no need for Strike Force activity. Should the need arise in the future, however, the New Entrant Sergeant will schedule a Strike Force as soon as possible in order to maintain the objectives of a zero count of new entrant commercial carriers who are within 90 days of the 12 month deadline.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such

as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

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

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

Below is a table showing the anticipated number of Onsite and Offsite Safety Audits for CY 2018.

# of Onsite Safety Audits	128
# of Offsite Safety Audits	572
Total # of Anticipated Safety Audits	700

Part 3 - National Emphasis Areas and State Specific Objectives

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 the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

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 OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2018

Enter your State's OOS Catch Rate percentage if below 85 percent: 80%

Project Goals for FY 2018: Enter a description of the State's performance goals.

FMCSA has placed emphasis on taking carriers that are operating under an Out of Service Order off the roads as they pose such an enormous danger to the public. Per reports from FMCSA, Tennessee only identified 31.25% of these carriers when encountered and inspected in 2013. Tennessee began to take corrective action and put more focus on this issue and by CY 2015 had increased to 64.87%. The most recent report from FMCSA indicates that Tennessee has made significant progress and is currently within 5% of the 85% goal.

The comprehensive catch rate report received from FMCSA in 2016 showed the following:

	Time frame	Inspections	OOS ID-d	Percent ID-d
All OOS Types	FY 2013	48	15	31.25%
	FY 2014	51	17	33.33%
	CY 2015	37	24	64.87%
	December-15	4	4	100.00%
Imminent Hazard and Unsat = Unfit Only	FY 2013	7	2	28.57%
	FY 2014	3	0	0.00%
	CY 2015	4	3	75.00%
	December-15	1	1	100.00%

Data Source: MCMIS as of 1/22/2016 and Inspections on OOS Carriers History, distributed by

FMCSA

Baseline data for analysis is 2013 as shown in chart above.

The most recent report sent from FMCSA on July 19, 2017 shows the following:

Time frame = May 1, 2016 to December 31, 2016

Type of OOS = Imminent Hazard and Unsat = Unfit Only

Number of Inspections = 5

Number of OOS carriers identified = 4
Percent of OOS carriers identified = 80%

Source: *Inspections on OOS Carriers History*

Extensive training of each district in how to efficiently utilize the updated 3.0 version of ASPEN, Query central, and the Commercial Vehicle Information Exchange Window (CVIEW) to verify operating authority was completed during 2016.

The TDOSHS also has general order 900, Section III, D, 11 in place which states that "Members shall verify operating authority/insurance on each carrier."

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

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

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

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

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

The Commercial Vehicle Enforcement Sergeants will monitor the catch rate via reports from the Federal Motor Carrier Safety Administration (FMCSA).

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

If the catch rate does not meet the established 85% criteria established by the FMCSA, then the individual inspection will be identified and the trooper will be required to provide a corrective action plan and remedial training will be required at the discretion of the District Captain.

2 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, 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.

Narrative Overview for FY 2018

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

Tennessee Commercial Vehicle Administration recognized an increase in the number of motorcoach crashes from 2011 to 2012. The rate, however, of motorcoach/passenger carrier crashes per TN millions of vehicle miles traveled has virtually remained the same between 2012 and 2016. Tennessee has not had a Motorcoach fatality issue. The rate of Tennessee fatalities in a motorcoach/passenger carrier crash are virtually non-existent. The large number of fatalities during CY 2013 was due to a single crash involving an out of state non business church bus, tractor trailer, and an SUV in which the driver of all three vehicles and 5 passengers of the church were killed. Post-crash investigation of this fatal accident has revealed that the crash involving a Motorcoach can have an extremely devastating outcome and why Tennessee will continue to attempt to maintain a low rate of Motorcoach/passenger carrier crashes. Baseline data is from 2011. Rate of motor coach passenger carrier crashes in Tennessee per 100 million TN VMT was 0.054

MOTORCOACH CRASHES - TENNESSEE			
CY	Motor Coach Crashes	TN VMT	Rate (Crash per 100 Million TN VMT)
2012	47	71,129	0.066
2013	46	71,108	0.065
2014	45	72,504	0.062
2015	44	75,353	0.058
2016	42	79,029	0.053
2017 YTD	30	37,135	0.081
Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 6/19/2017			
2017 YTD = 6/19/2017			

The Motorcoach crash goal for the past year as to maintain a motorcoach/passenger carrier crash rate of ≤ 0.059 . The actual results are listed in the table above. As shown in the table, the motorcoach/passenger carrier crash rate has declined each year since 2012. Although the rate for the current year is higher, there are still several months in the motorcoach season and the overall rate is expected to go back down.

The objectives outlined in the FY 2017 eCVSP to meet this goal were to:

1. Complete 400 Motorcoach/Passenger carrier Strikeforce Overtime hours
2. Complete 400 hours regular motorcoach/passenger carrier overtime hours
3. Complete at least 750 motorcoach/passenger carrier inspections

Motorcoach/Passenger Carrier Roadside Inspection - CY

2012	2013	2014	2015	2016	2017 YTD
829	993	896	1,194	941	157

Source: FMCSA Motor Carrier Management Information System (MCMIS) 5/26/2017 data snapshot.

https://ai.fmcsa.dot.gov/ProgramReport/pcReport.aspx?rpt=reg_ROI (accessed 06/19/17)

YTD = 06/19/2017

Projected Goals for FY 2018: Enter performance goals.

The objectives for the Passenger Transportation safety program are:

1. Maintain a crash rate per 100 million TN VMT of 0.059 or below. If this crash rate is maintained for three consecutive years, Tennessee will evaluate the possibility of lowering this goal.
2. Conduct at least 350 hours of Motorcoach overtime hours
3. Conduct at least 300 motorcoach/passenger carrier inspections

Program Activities: Provide additional information regarding how these activities will be implemented.

To meet the above goals, THP plans to complete the following activities.

1. Utilize overtime hours to conduct point of destination and motorcoach strike forces throughout the state. THP will coordinate these activities with FMCSA to ensure we maximize all enforcement efforts.
2. Overtime hours will be distributed to each district according to designated high motorcoach crash corridors.
3. Tennessee will complete a minimum of 300 motorcoach inspections for CY 2018.
4. Conduct driver and vehicle inspections
5. Conduct traffic enforcement activities
6. Conduct carrier investigations
7. Conduct public education and awareness
8. Conduct effective data collection and reporting.

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

The Grants Program Manager will utilize the Tennessee Integrated Traffic Analysis Network reporting system to monitor all activities on a monthly basis and report the progress on a quarterly basis. The Commercial Vehicle Passenger Carrier Lieutenant will monitor use of overtime hours via reports from the Grants Manager and coordinate with each District Data coordinator to make necessary adjustments regarding overtime hours and efforts.

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 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 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 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 2012 - 16.2% The actual rate was 20.59% Goal in CY 2013 - 16.2% The actual rate was 23.41% Goal in CY 2014 - 16.2% The actual rate was 24.35% Goal in CY 2015 - > National average The actual rate was 24.70% Goal in CY 2016 - > National Average The actual rate was 25.13% Baseline data is CY 2011 which was goal of 16.2% with actual rate of 18.95%.

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. Since the deployment of increased inspection technology, there has been a steady increase in the vehicle out-of-service rate since 2001. Tennessee has been very successful at meeting the Vehicle OOS goal, and has exceeded the 16.2% goal since CY 2011. In the FY 2015 CVSP, the goal was updated to exceed the national vehicle out-of-service average. The ongoing efforts of the THP to increase technology and update fixed scale facilities should continue to show an increase in the Vehicle OOS rate. Currently, Tennessee is in need of three Infrared Brake Screening systems (IBSS). One will be located at the Haywood county inspection facility - East bound where there is not an IBSS. Another is needed at the Haywood county inspection facility - West bound, which has a system, which cannot be supported by the current repair and maintenance contract. The other system is located at the Greene County inspection facility and is completely inoperable. Tennessee intends to submit a plan in the FY 2018 ITD/HP grant for at least one new system.

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 and to maintain a percentage of crashes where the driver is listed as a contributing factor to fewer than 48.8%.

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

Driver OOS Rate Tennessee National CY Actual Goal Actual 2012 5.35% 6.2% 4.89% 2013 6.42% 6.2% 4.86% 2014 6.20% 6.2% 5.05% 2015 6.43% > National average 4.87% 2016 5.47% > National average 4.91% 2017 YTD 5.66% > National average 5.06% Source: FMCSA Analysis & Information Online Website: <https://ai.fmcsa.dot.gov>

/SafetyProgram/spRptRoadside.aspx?rpt=RDOOS (accessed 6/26/2017) YTD = 05/26/2017 Baseline data is from 2011 which was... TN Driver OOS rate of 5.90%, National Driver OOS rate of 4.98%, goal Driver OOS rate above 6.2% % of Large Truck (FMCSA Reportable and Non-reportable) Crashes with Contributing Factors Indicated for a Large Truck Driver CY Actual Goal 2011 49.3% 53.4% 2012 48.8% 52.7% 2013 49.3% 51.9% 2014 49.3% 2015 46.8% 2016 46.4% < 50.4% 2017 YTD 45.7% < 48.8% Source: Department of Safety and Homeland Security, TITAN Division, TITAN Database, 06/19/2017 YTD = 05/26/2017 Baseline data is from 2011 as seen in chart above.

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

Tennessee Highway Patrol introduced the Commercial Vehicle Enforcement dashboard in 2011 with the hopes to increase the driver out-of-service rates to 6.2% in order to decrease the instances where the driver becomes the major contributing factor in a crash. Tennessee was unable to meet the goal in CY2011 and CY 2012, however, the continued efforts paid off and Tennessee exceeded the goal in 2013 with a driver out-of-service rate of 6.42%. The goal was updated in the FY 2015 CVSP to maintain a Driver out-of-service rate 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 < 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 2012 2013 2014 2015 2016 2017 YTD TN CMV HM Crashes 62 81 46 71 70 23 All Large Truck Crashes 3,507 3,383 3,394 3,681 4,095 1,749 % Hazmat to All CMV Crashes 1.77% 2.39% 1.36% 1.93% 1.71% 1.32% Data Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 6/19/17 (YTD) Baseline data is from 2011 which was 76 crashes, # of all CMV crashes were 3,055, % of Hazmat crashes was 2.49%. The Sergeant of the Hazmat Commercial Vehicle Enforcement program conducted a Level VI training course in Knoxville TN in March of 2017. Nine commissioned officers completed this training. There were three Hazmat Strike forces conducted in 2016. They were in Cookeville, Fall Branch, and Jackson Tennessee.

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

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 has maintained a robust and proactive program because of this fact. Hazardous Materials (HM) Crashes Measurement Crashes Goal Outcome Begin Date End Date 1/1/2016 12/31/2016 70 n/a 0.089 1/1/2015 12/31/2015 71 n/a 0.094 1/1/2014 12/31/2014 46 n/a 0.063 1/1/2013 12/31/2013 81 n/a 0.114 1/1/2012 12/31/2012 62 n/a 0.087 Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 6/19/17 Hazmat Inspections - CY 2012 2013 2014 2015 2016 2017 YTD 3,033 2,971 2,918 2,605 3,071 1,011 Source: FMCSA Motor Carrier Management Information System (MCMIS) 5/26/2017 data snapshot. https://ai.fmcsa.dot.gov/ProgramReport/pcReport.aspx?rpt=reg_ROI YTD = 07/06/2017

4 - 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 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 2018. 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

Narrative Overview for FY 2018

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 2018:

Enter performance goal.

The Vehicle out-of-service rate for Tennessee for FY 2018 will be to continue to maintain a Vehicle Out-of-Service rate above the national average.

Program Activities: Describe the activities that will be implemented including level of effort.

Tennessee plans to purchase between one and three new IBSS systems. The Haywood County inspection facilities on both the east and west bound side as well as the Green County inspection facility are all in need of a new IBSS system. Tennessee will submit an ITD/High Priority FY 2018 grant application to accomplish this activity. These screening systems will allow for more efficient means of choosing trucks for inspection, as well as increase driver and vehicle out of service and in turn, improve safety on the roads overall. The Commercial Vehicle Enforcement Division (CVE) of the Tennessee Highway Patrol (THP) will allocate overtime hours for the Strategic Transportation Observation Prevention, (STOP) project. The overtime will be approved by supervisors and inspections conducted in the high crash areas will be identified by the most recent Commercial Vehicle Enforcement Dashboard. This project is an enforcement activity which focuses on commercial vehicles that are related to the following categories. Cargo tanks Trucks transporting hazardous materials Inter-modal container chassis Rental trucks All other trucks with obvious violations The objective for STOP is to provide sufficient coverage during checkpoints at weigh stations and known highways and roads used as by-pass routes so that every effort is made to stop, evaluate and inspect as many of the previously listed types of commercial vehicles as possible.

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.

During the STOP overtime project, troopers will conduct a minimum of two Level III inspections for one Level I inspection for each hour during the overtime. The TITAN division will monitor the overall inspection activity quarterly using SafetyNet data. Tennessee will use SafetyNet data to monitor and report the Vehicle out-of-service rate on a quarterly basis. The CVE Statistical Analyst will obtain the data to assure that it remains at or above the national average, and the grants manager will report to FMCSA.

State Objective #2

Enter the title of your State-Identified Objective.

Traffic enforcement

Narrative Overview for FY 2018**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. Tennessee data shows that historically, the percent of commercial vehicle crashes in which the large truck driver received some sort of violation is around 50%. Tennessee's efforts to remove unsafe drivers is an effort to lower this percentage.

Projected Goals for FY 2018:**Enter performance goal.**

Maintain a Driver Out-of-Service rate above the national average. Maintain a percentage of crashes where the driver is listed as a contributing factor to fewer than 48.8%.

Program Activities: Describe the activities that will be implemented including level of effort.

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

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

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

State Objective #3

Enter the title of your State-Identified Objective.

Hazardous Materials Crash Reduction

Narrative Overview for FY 2018**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. Hazmat Vehicle Crashes as a Percentage of All TN CMV Crashes 2012 2013 2014 2015 2016 2017 YTD TN CMV HM Crashes 62 81 46 71 70 23 All Large Truck Crashes 3,507 3,383 3,394 3,681 4,095 1,749 % Hazmat to All Large Truck Crashes 1.77% 2.39% 1.36% 1.93% 1.71% 1.32% Data Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 6/19/17 (YTD)

Projected Goals for FY 2018:**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.

Program Activities: Describe the activities that will be implemented including level of effort.

To meet this goal, the state intends to conduct the following activities: Conduct at least three intrastate/interstate hazmat bulk/non-bulk inspection strike force at various locations across the state of Tennessee. Emphasis on commercial motor vehicle will be added around holiday periods such as Fourth of July, Labor Day, and Memorial Day in all THP Districts. The purpose being to check for fireworks or other undeclared explosives. Conduct at least 1 hazmat training course which will include general hazmat, cargo and other bulk. Distribute updates related to hazardous materials to all troopers throughout the state. Offer at least one refresher training course. Conduct at least 2,500 Hazmat inspections in 2018.

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 via FMCSA's website. The Sergeant will report other activities to the Grants Manager who will then include this information to FMCSA quarterly.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
 - 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 data forms are displayed by budget category. 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. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 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** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **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 an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. 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 insure that Total Project Costs equal Federal share for each line in order to proceed.

- **Expansion of 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.

The system will confirm that:

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,575,553.00	\$1,160,392.00	\$7,735,945.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$1,160,392.00
MOE Baseline:	\$4,917,012.50

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: Do not include any personally identifiable information in the eCVSP.

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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, 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 written justification (15% of MCSAP award amount):	\$1,160,392.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Lieutenant	1	100.0000	\$74,880.00	\$74,880.00	\$74,880.00	\$0.00
Sergeants	4	100.0000	\$69,120.00	\$276,480.00	\$276,480.00	\$0.00
Accountant	1	100.0000	\$46,800.00	\$46,800.00	\$46,800.00	\$0.00
Grants Manager	1	100.0000	\$47,500.00	\$47,500.00	\$47,500.00	\$0.00
Administrative Secretary	2	100.0000	\$33,300.00	\$66,600.00	\$66,600.00	\$0.00
Accounting Tech I	1	50.0000	\$35,100.00	\$17,550.00	\$17,550.00	\$0.00
Captain	1	65.0000	\$97,920.00	\$63,648.00	\$63,648.00	\$0.00
Statistical Analyst	1	100.0000	\$63,360.00	\$63,360.00	\$63,360.00	\$0.00
Trooper	8	100.0000	\$60,096.00	\$480,768.00	\$480,768.00	\$0.00
Trooper	714	8.1700	\$60,096.00	\$3,505,628.04	\$2,345,236.04	\$1,160,392.00
Subtotal: Salary				\$4,643,214.04	\$3,482,822.04	\$1,160,392.00
Overtime Project Costs						
Trooper-STAND OT	1	100.0000	\$170,000.00	\$170,000.00	\$170,000.00	\$0.00
Trooper-NO ZONE OT	1	100.0000	\$38,505.00	\$38,505.00	\$38,505.00	\$0.00
Trooper-STOP OT	1	100.0000	\$64,515.00	\$64,515.00	\$64,515.00	\$0.00
Trooper-SIZE and WEIGHT OT	1	100.0000	\$25,000.00	\$25,000.00	\$25,000.00	\$0.00
Trooper - INSPECTION STATION OT	1	100.0000	\$425,085.00	\$425,085.00	\$425,085.00	\$0.00
Trooper - MOTOR COACH OT	1	100.0000	\$24,750.00	\$24,750.00	\$24,750.00	\$0.00
Trooper - TEENS and TRUCKS OT	1	100.0000	\$20,235.00	\$20,235.00	\$20,235.00	\$0.00
Trooper - DICE OT	1	100.0000	\$140,250.00	\$140,250.00	\$140,250.00	\$0.00
Trooper - HAZMAT OT	1	100.0000	\$24,745.00	\$24,745.00	\$24,745.00	\$0.00
Trooper - MOBILE INSPECTION STATION	1	100.0000	\$22,354.00	\$22,354.00	\$22,354.00	\$0.00
Sergeant - DATA Q OT	1	100.0000	\$28,210.00	\$28,210.00	\$28,210.00	\$0.00
Subtotal: Overtime				\$983,649.00	\$983,649.00	\$0.00
TOTAL: Personnel				\$5,626,863.04	\$4,466,471.04	\$1,160,392.00
Accounting Method:	Accrual					
Planned MOE: Personnel	\$7,489,334.44					

Enter detailed explanation of how you came up with the personnel costs.

The State of Tennessee currently has 727 commissioned troopers trained on commercial vehicle inspections. With the exception of Commercial Vehicle Enforcement Administrative Personnel, all of these commissioned troopers work MCSAP activities on a part-time basis. Because of this large number, a methodology has been developed to calculate the amount of salary which is paid from MCSAP CV hours. The calculation determines the percentage of the THP activity in hours that is payable via MCSAP. The 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 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 total amount being requested for salaries for commissioned road personnel doing MCSAP activities on a part time basis is estimated to be \$2,291,208.52. The formula is as follows:

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

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

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

1) *Total Activity Hours is defined as the sum of all hours of activity reported by the troopers when entering their activity into the Tennessee Integrated Traffic Analysis Network (TITAN).*

2) *Total CV Activity Hours is defined as the sum of all hours designated as commercial vehicle activity by the troopers when entering their activity into the TITAN Trooper Activity System.*

3) *Grant Overtime Activity Hours is defined as the sum of all hours designated as grant funded activity by the troopers when entering their activity into the TITAN Trooper Activity System.*

4) *Grant Overtime CV Hours is defined as the sum of all hours designated as grant funded commercial vehicle activity by the Troopers when entering their activity into the TITAN trooper activity system.*

5) *MCSAP Payable CV Hours is defined as the total amount of hours to be counted toward Commercial Vehicle activity which is submitted for reimbursement.*

There are also 17 full time MCSAP/New Entrant employees as well as an accounting tech and the Captain of Special Programs who spends a percentage of their time working on MCSAP eligible duties. The other individual positions are CVE administrative support staff that work to oversee, develop, manage, and implement all aspects of the MCSAP grant components for FMCSA.

Specific overtime activities planned are as follows:

OVERTIME ACTIVITIES AND ESTIMATED COST			
Type of Overtime	Estimated # of hours	Avg. Cost/Hour	Total Amount
STAND	3,400	\$50.00	\$170,000.00
NO ZONE	590	\$51.00	\$ 30,090.00
STOP	1,255	\$51.00	\$ 64,005.00
SIZE & WEIGHT	425	\$50.00	\$ 21,250.00
INSPECTION STATION	8,333	\$51.00	\$424,983.00
MOTOR COACH	450	\$55.00	\$ 24,750.00
TEENS AND TRUCKS	350	\$57.00	\$ 19,950.00
DICE	2,750	\$51.00	\$140,250.00
HAZMAT	470	\$52.50	\$ 24,675.00
MIS	415	\$52.60	\$ 21,289.00
DATA Q	455	\$62.00	\$ 28,210.00
TOTALS	18,893		\$969,992.00

Average cost per hour is based upon the average amount paid per hour for FY 2016 overtime vouchered. The difference in amounts generally is due to whether troopers, or sergeants, or a mixture of both work the actual overtime hours. These hours will be distributed throughout the state depending on the individual activity and geographical make-up within that district. The District Data Coordinator also works with the Grants Manager and CVE Sergeants and Lieutenant to monitor hours worked and ensure that activity meets specified guidelines.

3 - Fringe Benefits

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 approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided. For more information on this item see [2 CFR §200.431](#).

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 have an 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\(b\)](#).

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

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies
- Costs are equitably allocated to all related activities, including Federal awards
- Accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- 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.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Lieutenant	26.0500	\$74,880.00	\$19,506.24	\$19,506.24	\$0.00
Accountant	22.6800	\$46,800.00	\$10,614.24	\$10,614.24	\$0.00
Grants Manager	22.6800	\$47,500.00	\$10,773.00	\$10,773.00	\$0.00
Administrative Secretaries	22.6800	\$66,600.00	\$15,104.88	\$15,104.88	\$0.00
Accounting Tech I	22.6800	\$17,550.00	\$3,980.34	\$3,980.34	\$0.00
Captain	26.0500	\$63,648.00	\$16,580.30	\$16,580.30	\$0.00
Statistical Analyst	22.6800	\$63,360.00	\$14,370.04	\$14,370.04	\$0.00
Sergeants	26.0500	\$276,480.00	\$72,023.04	\$72,023.04	\$0.00
Troopers	26.0500	\$480,768.00	\$125,240.06	\$125,240.06	\$0.00
Troopers	26.0500	\$3,497,046.33	\$910,980.56	\$910,980.56	\$0.00
TOTAL: Fringe Benefits			\$1,199,172.70	\$1,199,172.70	\$0.00
Planned MOE: Fringe Benefits	\$1,947,226.59				

Enter detailed explanation of how you came up with the fringe benefits costs.

Fringe benefits listed are determined by the State of Tennessee, Department of Consolidated Retirement Board of Trustees. The rates under Tennessee's fiscal year are as follows:

General Employees	15.03%
Public Safety Officers	18.40%
FICA	7.65%

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

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, 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, 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 §200.474](#).

Total Project Costs should be determined by State users, and input in the table below.

Travel Project Costs					
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share	State Share
CVSA - Fall Conference	4	4	\$8,556.00	\$8,556.00	\$0.00
CVSA - Spring Conference	4	4	\$8,556.00	\$8,556.00	\$0.00
FMCSA CVSP Workshop	7	4	\$10,346.00	\$10,346.00	\$0.00
ITD-PRISM Workshop	6	4	\$9,894.00	\$9,894.00	\$0.00
Hazmat Administrative Duties	1	20	\$7,200.00	\$7,200.00	\$0.00
New Entrant Administrative Duties	1	20	\$7,200.00	\$7,200.00	\$0.00
IACP Conference	4	4	\$6,760.00	\$6,760.00	\$0.00
TTA Conference	4	5	\$6,440.00	\$6,440.00	\$0.00
COHMED	4	5	\$9,840.00	\$9,840.00	\$0.00
Educational Outreach	4	10	\$5,660.00	\$5,660.00	\$0.00
Training	8	6	\$21,752.00	\$21,752.00	\$0.00
TOTAL: Travel			\$102,204.00	\$102,204.00	\$0.00
Planned MOE: Travel	\$239,115.00				

Enter detailed explanation of how you came up with the travel costs.

Estimated cost for travel is based on the following:

- Per diem cost of the following estimates:

In State Travel of \$55 per day

Out of State travel at \$52 per actual travel day and \$68 per other non travel day.

- Hotel costs are based on an estimated average of \$250.00 per night
- 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 includes 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. Approximately 24 troopers are involved in the two day event and may travel from across the state to participate in the various educational activities, which include, but are not limited to the following;

Inspectors Challenge includes the following types of education

1. Education on all of the following

- Pre-trip inspections and common industry errors
- Record of Duty Status (RODS)
- Electric Logging Device (ELD) retrieval training
- Safety Audits
- Hazmat Regulations

f. Hours of Service

2. Troopers are available specifically to answer industry questions
3. Brochures are distributed
4. Mobile Inspection Station is available for education and demonstration
5. Teens and Trucks Trailer is available for education and demonstration

There are two separate Tennessee Trucking Association conference events each year. There are never more than two administrative commercial vehicle enforcement staff sent to the annual conference. There are two or three administrative commercial vehicle enforcement staff sent to the fall conference, depending on the conference topics and current needs of the industry. Partnership between the Tennessee Commercial Vehicle Enforcement Administration and the Tennessee Trucking Association is considered a vital need in order to better educate, serve, and protect not only the trucking industry, but the general public.

IACP stands for the International Association of Chiefs of Police. Each year four employees are sent to participate in their annual conference. These four employees include the Tennessee Highway Patrol Lt. Colonel, Major; Captain over Commercial Vehicle Enforcement (CVE) and the CVE administrative Lieutenant. Over the years, the IACP has evolved in their development of more programs and strategies in commercial vehicle enforcement. It is because of this increased emphasis on the enforcement of commercial vehicles that we send the heads of CVE to this conference. Tennessee will prorate the expenses submitted for reimbursement based upon the time the attendees participate in CMV specific meetings as a percent of the overall conference time.

The Hazmat Sergeant and the New Entrant Sergeant are stationed in East Tennessee and are expected to travel to the CVE administrative office in Nashville, Tennessee approximately once a month for administrative meetings and duties. The other travel time planned is for travel across the state of Tennessee for training and enforcement. The total cost for each sergeant's travel is anticipated to be \$7,200.00.

Training figures are estimates based on previous year expenses. It is anticipated to include Electronic Logging Device (ELD) training to check records of duty status (RODS) data. It will also cover any New Entrant training and any other unforeseen training needs. In addition, the Commercial Vehicle Enforcement Administration of the Tennessee Highway Patrol has plans to send some of the state's top CMV producers to areas of the state where inspections and OOS rates are lower to give hands on training of intensive CMV enforcement.

BELOW IS THE TABLE FOR PLANNED TRAVEL

TOTAL TRAVEL FOR MCSAP AND NEW ENTRANT							
Event	# of People	# of Days	Fees	Transportation Cost	Hotel Cost	Per Diem Cost	Total Trip Cost
CVSA-Fall	4	4	\$1,800	\$1,796	\$4,000	\$960	\$8,556
CVSA-Spring	4	4	\$1,800	\$1,796	\$4,000	\$960	\$8,556
FMCSA CVSP Workshop	7	4	\$0	\$1,666	\$7,000	\$1,680	\$10,346
ITD-PRISM Workshop	6	4	\$0	\$2,694	\$5,760	\$1,440	\$9,894
Hazmat Admin Meetings	1	2	20/yr	\$0	\$5,000	\$2,200	\$7,200
New Entrant Admin	1	2	20/yr	\$0	\$5,000	\$2,200	\$7,200

Meetings							
IACP	4	4	\$0	\$1,800	\$4,000	\$960	\$6,760
TTA Conference	4	5	\$0	\$200	\$5,000	\$1,240	\$6,440
COHMED	4	5	\$1,800	\$1,800	\$5,000	\$1,240	\$9,840
Education and Outreach	4	10	\$0	\$0	\$5,000	\$660	\$5,660
Training	8	5	\$3,672	\$3,600	\$10,000	\$2,480	\$19,752
							\$100,204

5 - Equipment

Equipment is tangible 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 threshold is below \$5,000, check the box below and provide the equipment threshold amount. See §§[200.12](#) Capital assets, [200.20](#) Computing devices, [200.48](#) General purpose equipment, [200.58](#) Information technology systems, [200.89](#) Special purpose equipment, and [200.94](#) Supplies.

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.

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
TOTAL: Equipment				\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.						
Planned MOE: Equipment	\$476,349.54					

Enter detailed explanation of how you came up with the equipment costs.

Tennessee does not plan to purchase any equipment using MCSAP funds for FY 2018.

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

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. 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. See also §§200.20 Computing devices and 200.33 Equipment. 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.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Educational Materials	25	Items	\$301.00	\$7,525.00	\$7,525.00	\$0.00
Tools for Inspections	12	Months	\$2,083.00	\$24,996.00	\$24,996.00	\$0.00
General Office Supplies and Computers	12	Months	\$2,100.00	\$25,200.00	\$25,200.00	\$0.00
TOTAL: Supplies				\$57,721.00	\$57,721.00	\$0.00
Planned MOE: Supplies	\$351,910.03					

Enter detailed explanation of how you came up with the supplies costs.

General office supplies include paper, pens, highlighters, notepads, toner, ink cartridges, note books, staples, tape, tape dispensers, paperclips, binders, folders, calendars, deskpads, chair mats, push pins, dry erase boards, markers, and other clerical items. They are needed for daily administrative functions. This will also be used for any needed printing and publications as well as any computers and or computer software needing to be replaced or upgraded, as well as scanners, fax machines, printers, and/or software needed and paper shredding services. The total amount requested for general office supplies is estimated at an average of \$2,083 per month based on current spending habits.

Supplies will also include any software needs such as annual Hazmat licensing and any software purchase needed for the electronic logging device (ELD) data transfer for record of duty status (RODS) evaluations

Tools for inspections include the following items:

- Chock Blocks
- Creepers
- Markers and Rulers
- Tie Down Gauges
- Protective Equipment
- Chamber mates
- All-in-one tools
- Etc.

The estimated cost is based on the average spending patterns over the last 5 years. The current estimated average spent per month is approximately \$2,083.00.

The following are anticipated educational materials to be purchased:

EDUCATIONAL MATERIALS

Item	# Ordered	Est. Cost / Unit	Totals
FMCSA 49 CFR Books	550	\$10.00	\$5,500.00
HAZMAT Book	50	\$15.00	\$750.00
TCA Books	14	\$50.00	\$700.00
CVSA - NAS OOS Criteria	23	\$25.00	\$575.00
TOTAL			\$7,525.00

The Educational Materials listed in the pre-set chart is an estimate of an average of \$25.00 per book. The actual anticipated distribution of types of materials, expected numbers ordered, and anticipated price per item is listed in the table/chart above.

The MOE amount of \$351,910.03 comes from costs associated with printing, copying, scanning, and image processing. It includes the cost of 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.

7 - Contractual and Subaward

This section includes both 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 §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) 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 §200.92](#), [2 CFR §200.330](#)).

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 §200.93](#)).

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.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

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.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
Intelligent Imaging	DUNS		Contract	\$518,305.00	\$518,305.00	\$0.00
Description of Services: Repair/Operations and Maintenance for LPR, DOT readers, IBSS and PBBT						
Unknown	DUNS		Contract	\$66,100.00	\$66,100.00	\$0.00
Description of Services: Repair and Maintenance for Teens and Trucks trailer and simulator						
Unknown	DUNS		Contract	\$70,000.00	\$70,000.00	\$0.00
Description of Services: LPR Data Storage in cloud						
TOTAL: Contractual and Subaward				\$654,405.00	\$654,405.00	\$0.00
Planned MOE: Contractual and Subaward	\$1,224,877.25					

Enter detailed explanation of how you came up with the contractual and subaward costs.

LPR and DOT data storage will no longer be housed by the Tennessee Department of Safety and Homeland Security (TDOSHS) per the Strategic Technology Solutions Division of the Tennessee Department of Finance and Administration. Because of this, the server must be moved. The Commercial Vehicle Enforcement Administration

plans to move this server to a cloud server hosted by the vendor of the LPR and DOT equipment in order to maintain consistency and promote efficiency between the equipment, maintenance and data collection. The estimated approximate cost of this storage per quote from potential vendor is \$17,325.00 per quarter. The original amount stated was an error.

According to the Motor Carrier Safety Assistance Program - Grant Comprehensive Policy (MCP) Version 3.0; Section 3.3, this is an eligible MCSAP expense. The MCP 3.0, Section 3.3, most common types of MCSAP expenses, item #4 states: "Expenses related to data acquisition, storage, and analysis that are specifically identifiable as program-related to develop a data base to coordinate resources and improve efficiency;". Since the License Plate Readers (LPR) and Department of Transportation are part of the PRISM program, it is believed to be more cost effective to allocate this expense through the formulary MCSAP grant. According 49 CFR part 350.11 (d): Expenses related to data acquisition, storage, and analysis that are specifically identifiable as program related to develop a data base to coordinate resources and improve efficiency. This data storage is part of the ITD systems and networks operations and maintainance. Therefore, according to section 2.7 of the MCP, the MCSAP formula funds should be used for this project rather than the High Priority Program, even though the funds are also available through that grant. Since the ITD and High Priority Grant is a discretionary grant and has become more competitive in nature due to the FAST ACT grant consolidation, it is more reasonable and displays better stewardship of tax payer dollars to utilize MCSAP funds for this activity.

The Teens and Trucks Simulator and trailer needs frequent updates and maintenance due to the extensive use and travel it has and will continue to undergo. These repairs will 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 also needs frequent attention due to the extensive use and travel across the state. The amount requested is based on the current maintenance contract which has an estimated cost of \$16,405.75 per quarter

The repair and maintenance for all commercial vehicle inspection related systems, including, but not limited to, PBBTs, CVIEW, IBSS, LPR, DOT Readers, are anticipated to cost approximately \$504,000 for the year. It is imperative this equipment be maintained due to the data it provides as well as the heightened ability to maintain out-of-service rates and keep unsafe drivers and/or their vehicles off the road. Below is a breakdown of the quoted and/or contracted amount for each type of maintenance needed.

ESTIMATED NEEDS FOR REPAIR AND MAINTENANCE OF INSPECTIONS INFORMATION SYSTEMS AND EQUIPMENT		
Object	Est. Annual Amount	Amount based on
E-screening Equipment	\$443,258.00	Agency Contract in final stages of approval
PBBT	\$17,484.00	Average based on last three years
CVIEW	\$43,258.00	Amount stated in contract July 2018 to June 2019
TOTAL NEEDED	\$504,000.00	

The MOE planned expenditures of \$1,224,877.25 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.

Tennessee will utilize the funding out of the CVISN FY 2016 grant first for the repair and maintenance of the commercial vehicle related inspection systems, including, but not limited to, LPR, DOT readers, PBBT machines and IBSS. All of the money budgeted from the CVISN FY 2016 will be obligated prior to the use of any of the funds allocated in the MCSAP FY 2017 or FY 2018 grant. Please see the chart below for detailed timeline showing how these funds will not be duplicated.

TIMELINE FOR USE OF FUNDING FOR O&M COSTS WITH ITD AND PRISM			
GRANT	PERFORMANCE PERIOD	LINE ITEM AMOUNT	HOW/WHEN USED
CVISN FY 2016	9/2/2016 to 10/31/2018	\$646,000.00	Until line item if fully obligated

MCSAP FY 2017	10/1/2016 to 9/30/2018	\$452,589.00	Only if line item in CVISN becomes fully obligated
MCSAP FY 2018	10/1/2017 to 9/30/2019	\$504,000.00	Only once both line items in the CVISN FY 2016 and the MCSAP FY 2017 have been fully obligated or beginning November 1, 2018, whichever comes first

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative.

Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. 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 ([2 CFR §200.68](#)).

- **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/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Fuel for Teens and Trucks Generator	12	Months	\$224.00	\$2,688.00	\$2,688.00	\$0.00
CVSA Dues	1	Annual	\$14,800.00	\$14,800.00	\$14,800.00	\$0.00
Wireless Communication and Postage	12	Months	\$1,716.00	\$20,592.00	\$20,592.00	\$0.00
CVSA Decals	4	Quarters	\$875.00	\$3,500.00	\$3,500.00	\$0.00
New Entrant Vehicle Maintenance	12	Months	\$4,500.00	\$54,000.00	\$54,000.00	\$0.00
TOTAL: Other Costs				\$95,580.00	\$95,580.00	\$0.00
Planned MOE: Other Costs	\$798,028.65					

Enter detailed explanation of how you came up with the other costs.

The Teens and Trucks educational trailer requires the use of a generator for the simulators to work in the locations of the demonstrations. The generator requires fuel in order to function. The estimated average cost for this fuel based on current expenses is \$224.00 per month. Tennessee is asking that this cost be covered under the MCSAP grant since the trailer and generator are used solely for MCSAP educational purposes.

CVSA dues are increasing to \$12,300.00 for the next year.

Wireless Devices, communications and postage includes all MCSAP eligible items including cell phones, smart phones, iPads, and air cards for laptop computers. The amount of \$20,388.00 requested is based on an average amount anticipated of \$1,699.00 per month. This covers all MCSAP as well as New Entrant 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 each quarter is \$875.00.

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 normal New Entrant activities. A calculation of these percentages and times are included in the monthly report completed by the Administrative Assistant for the New Entrant Program and the percentages are included in the vouchers submitted by the program Accountant. The average anticipated cost for vehicle maintenance is \$4,375.00 per month. This is a total of \$52,500.00 for a year.

The MOE planned expenditures 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.

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,575,553.00	\$1,160,392.00	\$7,735,945.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,160,392.00
MOE Baseline:	\$4,917,012.50

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Lieutenant	\$74,880.00	\$0.00	\$74,880.00
Sergeants	\$276,480.00	\$0.00	\$276,480.00
Accountant	\$46,800.00	\$0.00	\$46,800.00
Grants Manager	\$47,500.00	\$0.00	\$47,500.00
Administrative Secretary	\$66,600.00	\$0.00	\$66,600.00
Accounting Tech I	\$17,550.00	\$0.00	\$17,550.00
Captain	\$63,648.00	\$0.00	\$63,648.00
Statistical Analyst	\$63,360.00	\$0.00	\$63,360.00
Trooper	\$480,768.00	\$0.00	\$480,768.00
Trooper	\$2,345,236.04	\$1,160,392.00	\$3,505,628.04
Salary Subtotal	\$3,482,822.04	\$1,160,392.00	\$4,643,214.04
Trooper-STAND OT	\$170,000.00	\$0.00	\$170,000.00
Trooper-NO ZONE OT	\$38,505.00	\$0.00	\$38,505.00
Trooper-STOP OT	\$64,515.00	\$0.00	\$64,515.00
Trooper-SIZE and WEIGHT OT	\$25,000.00	\$0.00	\$25,000.00
Trooper - INSPECTION STATION OT	\$425,085.00	\$0.00	\$425,085.00
Trooper - MOTOR COACH OT	\$24,750.00	\$0.00	\$24,750.00
Trooper - TEENS and TRUCKS OT	\$20,235.00	\$0.00	\$20,235.00
Trooper - DICE OT	\$140,250.00	\$0.00	\$140,250.00
Trooper - HAZMAT OT	\$24,745.00	\$0.00	\$24,745.00
Trooper - MOBILE INSPECTION STATION	\$22,354.00	\$0.00	\$22,354.00
Sergeant - DATA Q OT	\$28,210.00	\$0.00	\$28,210.00
Overtime subtotal	\$983,649.00	\$0.00	\$983,649.00
Personnel total	\$4,466,471.04	\$1,160,392.00	\$5,626,863.04
Planned MOE	\$7,489,334.44		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Lieutenant	\$19,506.24	\$0.00	\$19,506.24
Accountant	\$10,614.24	\$0.00	\$10,614.24
Grants Manager	\$10,773.00	\$0.00	\$10,773.00
Administrative Secretaries	\$15,104.88	\$0.00	\$15,104.88
Accounting Tech I	\$3,980.34	\$0.00	\$3,980.34
Captain	\$16,580.30	\$0.00	\$16,580.30
Statistical Analyst	\$14,370.04	\$0.00	\$14,370.04
Sergeants	\$72,023.04	\$0.00	\$72,023.04
Troopers	\$125,240.06	\$0.00	\$125,240.06
Troopers	\$910,980.56	\$0.00	\$910,980.56
Fringe Benefits total	\$1,199,172.70	\$0.00	\$1,199,172.70
Planned MOE	\$1,947,226.59		

Travel			
	Federal Share	State Share	Total Project Costs
CVSA - Fall Conference	\$8,556.00	\$0.00	\$8,556.00
CVSA - Spring Conference	\$8,556.00	\$0.00	\$8,556.00
FMCSA CVSP Workshop	\$10,346.00	\$0.00	\$10,346.00
ITD-PRISM Workshop	\$9,894.00	\$0.00	\$9,894.00
Hazmat Administrative Duties	\$7,200.00	\$0.00	\$7,200.00
New Entrant Administrative Duties	\$7,200.00	\$0.00	\$7,200.00
IACP Conference	\$6,760.00	\$0.00	\$6,760.00
TTA Conference	\$6,440.00	\$0.00	\$6,440.00
COHMED	\$9,840.00	\$0.00	\$9,840.00
Educational Outreach	\$5,660.00	\$0.00	\$5,660.00
Training	\$21,752.00	\$0.00	\$21,752.00
Travel total	\$102,204.00	\$0.00	\$102,204.00
Planned MOE	\$239,115.00		

Equipment			
	Federal Share	State Share	Total Project Costs
Equipment total	\$0.00	\$0.00	\$0.00
Planned MOE	\$476,349.54		

Supplies			
	Federal Share	State Share	Total Project Costs
Educational Materials	\$7,525.00	\$0.00	\$7,525.00
Tools for Inspections	\$24,996.00	\$0.00	\$24,996.00
General Office Supplies and Computers	\$25,200.00	\$0.00	\$25,200.00
Supplies total	\$57,721.00	\$0.00	\$57,721.00
Planned MOE	\$351,910.03		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Intelligent Imaging	\$518,305.00	\$0.00	\$518,305.00
Unknown	\$66,100.00	\$0.00	\$66,100.00
Unknown	\$70,000.00	\$0.00	\$70,000.00
Contractual and Subaward total	\$654,405.00	\$0.00	\$654,405.00
Planned MOE	\$1,224,877.25		

Other Costs			
	Federal Share	State Share	Total Project Costs
Fuel for Teens and Trucks Generator	\$2,688.00	\$0.00	\$2,688.00
CVSA Dues	\$14,800.00	\$0.00	\$14,800.00
Wireless Communication and Postage	\$20,592.00	\$0.00	\$20,592.00
CVSA Decals	\$3,500.00	\$0.00	\$3,500.00
New Entrant Vehicle Maintenance	\$54,000.00	\$0.00	\$54,000.00
Other Costs total	\$95,580.00	\$0.00	\$95,580.00
Planned MOE	\$798,028.65		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$6,575,553.74	\$1,160,392.00	\$7,735,945.74
Total Costs Budgeted	\$6,575,553.74	\$1,160,392.00	\$7,735,945.74
Total Planned MOE	\$12,526,841.50		

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.

- 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			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,575,553.00	\$1,160,392.00	\$7,735,945.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,160,392.00
MOE Baseline:	\$4,917,012.50

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$3,482,822.04	\$1,160,392.00	\$4,643,214.04	NA
Overtime Subtotal	\$983,649.00	\$0.00	\$983,649.00	NA
Personnel Total	\$4,466,471.04	\$1,160,392.00	\$5,626,863.04	\$7,489,334.44
Fringe Benefits Total	\$1,199,172.70	\$0.00	\$1,199,172.70	\$1,947,226.59
Travel Total	\$102,204.00	\$0.00	\$102,204.00	\$239,115.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$476,349.54
Supplies Total	\$57,721.00	\$0.00	\$57,721.00	\$351,910.03
Contractual and Subaward Total	\$654,405.00	\$0.00	\$654,405.00	\$1,224,877.25
Other Costs Total	\$95,580.00	\$0.00	\$95,580.00	\$798,028.65
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$6,575,553.74	\$1,160,392.00	\$7,735,945.74	\$12,526,841.50
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,575,553.74	\$1,160,392.00	\$7,735,945.74	\$12,526,841.50

Part 5 - Certifications and Documents

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

1 - 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? David W. Purkey
2. What is this person's title? Commissioner of Safety and Homeland Security
3. Who is your Governor's highway safety representative? Victor Donoho
4. What is this person's title? Director of Tennessee Highway Safety Office

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

- ☒ Yes
- ☐ No

State Certification declaration:

I, David W. Purkey, Commissioner 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, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

2 - 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? David W. Purkey
2. What is the title of your certifying State official? Commissioner of Safety and Homeland Security
3. What are the phone # and email address of your State official? 615-251-5166 david.purkey@tn.gov

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

- ☒ Yes
- ☐ No

I, David W. Purkey, certify that the State 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 (T.C.A. 65-15-111). This was prior to 1986. The State will ensure that the CVSP continues to follow the goals and missions outlined in this plan for the State of Tennessee and strive to meet all requirements mandated through 49 CFR 350.213.

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB1353 / HB0801	07/01/2017	T.C.A. 55-7-205(e)	In accordance with the FAST Act requirements, milk trucks exceeding 80,000 lbs. are now eligible for overweight permits in Tennessee. Tennessee Code Annotated, Section 55-7-205(e), has been amended by designating the current language as subdivision (1) and by adding the following language as subdivision (2): (2) For purposes of this subsection (e), a vehicle transporting fluid milk products shall be considered a non-divisible load that cannot be reasonably dismantled or conveniently transported otherwise.
SB1353 / HB0801	07/01/2017	T.C.A. 55-50-102(12) (B)(i)	Tennessee Code Annotated, Section 55-50-102(12) (B)(i), has been amended by deleting the subdivision and substituting instead the following language: (i) Vehicles that are controlled and operated by a farmer or nursery worker that are used to transport either agricultural products, farm machinery, or farm supplies to or from a farm or nursery, and are not used in the operations of a common or contract motor carrier; (The 150-mile restriction was removed)
SB1353 / HB0801	07/01/2017	T.C.A. 55-50-405(f)	Tennessee Code Annotated, Section 55-50-405, has been amended by deleting subsection (f). (This subsection was the penalty for violating the 150-mile restriction)

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

☐ Yes ☒ No

Certification of MCSAP Conformance (State Certification) – FY 2018

I David W. Purkey, 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, do hereby certify as follows:

1. The State has 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.
2. The State has designated Tennessee Highway Patrol as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the Commercial Vehicle Administration to perform defined functions under the CVSP. The Lead State Agency has 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.
3. 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.
4. 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, and 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.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.

12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.

13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished Vic Donoho.

14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

15. 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.

16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a 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.

18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.

19. 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.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. 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).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 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.

23. 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.

24. The State will fully participate 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.

25. 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.

26. 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 CFR 350.319 and 350.329

Date 7/25/17

Signature David Whaley



**STATE CERTIFICATION
REGULATORY COMPATIBILITY REVIEW
2018**

I, David W. Purkey, Commissioner of Safety and Homeland Security, on behalf of the State of Tennessee as required by Per (49 CFR 355) do hereby certify that an annual review was conducted by the Commercial Vehicle Administration with the following findings:

The Tennessee Department of Safety and Homeland Security, Commercial Motor Vehicle Division has met the regulatory compatibility requirements of the Commercial Vehicle Safety Plan (CVSP). Currently Tennessee has the below variance:

- Variance for Farm exception (65-15-111). This was prior to 1986
The State will ensure that the CVSP continues to follow the goals and missions outlined in this plan for the State of Tennessee and strive to meet all requirements mandated through 49 CFR 350.213.

The State of Tennessee has adopted the following updated laws which impact Commercial Motor Vehicle Safety:

- Bill Number - SB1353/HB0801 Effective July 1, 2017 T.C.A. Code 55-7-205(e) which states the following;
 - In accordance with the FAST Act Requirements, milk trucks exceeding 80,000 lbs. are now eligible for overweight permits in Tennessee.
 - Tennessee Code Annotated, Section 55-7-205(e), has been amended by designating the current language as subdivision (1) and by adding the following language as subdivision (2): (2) For purposes of this subsection (e), a vehicle transporting fluid milk products shall be considered a non-divisible load that cannot be reasonably dismantled or conveniently transported otherwise.
- Bill Number – SB1353/HB0801 Effective July 1, 2017 T.C.A. Code 55-50-102(12)(B)(i) which states the following;
 - Tennessee Code Annotated, Section 55-50-102 (12) (B) (i), has been amended by deleting the subdivision and substituting instead

the following language: (i) Vehicles that are controlled and operated by a farmer or nursery worker that are used to transport either agricultural products, farm machinery, or farm supplies to or from a farm or nursery, and are not used in the operations of a common or contract motor carrier; (The 150-mile restriction was removed)

- Bill Number – SB1353/HB0801 Effective July 1, 2017 T.C.A. Code 55-50-405(f) which states the following;
 - Tennessee Code Annotated, Section 55-50-405, has been amended by deleting subsection (f). (This subsection was the penalty for violating the 150-mile restriction)

Signature: _____

Date: July 21, 2017