

# **TENNESSEE**

## **Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017**

**Date of Approval: Jan 06, 2017**

**Final CVSP**

## Basic and Incentive Program Overview

*The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.*

### 1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

#### 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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.***

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. 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 issues. 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
- Education and outreach activities
- Driver/vehicle inspections
- Compliance Reviews, investigations and New Entrant Audits
- Data collection

## 2 - Basic and Incentive Program Structure

### Instructions:

*Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).*

**NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.**

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. The Tennessee Highway Patrol, in partnership with the Federal Motor Carrier Safety Administration conducts commercial motor vehicle targeted enforcement and education and outreach 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 assistant, an accounting technician, an accountant, a grants manager and a statistical analyst.

As of May 2016, the Tennessee Highway Patrol had 59 troopers assigned to fixed scales facilities and 679 were 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 2015.

CY 2015 CERTIFIED INSPECTORS	
Type of Certification	Count
NAS Level I	369
NAS Level III	369
HAZMAT	125
NAS Level VI	42
Cargo Tank	85
Motor Coach/Passenger	37
Compliance Review	9
Safety Audit	7

The State of Tennessee currently has 738 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. The formula follows:

*Total Activity Hours – Grant Overtime Activity Hours = MCSAP Eligible Hours*

*Total CV Activity Hours – Grant Overtime CV Hours = MCSAP Payable CV Hours*

*MCSAP Payable CV Hours / 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 eight (8) full time 100% dedicated MCSAP 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.*

### 3 - Basic and Incentive Minimum Requirements - Driver Activities

#### Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	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.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

#### Enter explanation of activities:

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 Crminal Enforcement (DICE) overtime directed specifically for commercial vehicles for this effort.

#### 4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities

##### Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	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.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

##### Enter explanation of activities:

Per the Tennessee Department of Safety and Homeland Security General Order 900, Section III, D, 11, "Members shall verify operating authority/insurance on each carrier inspected via ASPEN, CVIEW or the FMCSA Portal."

The Tennessee Highway Patrol 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.

## Basic and Incentive Program Effectiveness Summary - Past Performance

*The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.*

### 1 - State Fatality Reduction Trend Analysis: 2011 - 2015

#### Instructions:

*Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.*

- 1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
- 2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
- 3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
- 4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
- 5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

**Goal measurement as defined by your State:** Large Truck Fatal Crashes per 100M VMT

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	118	0.1430	0.1530
01/01/2014	12/31/2014	111	0.1140	0.1530
01/01/2013	12/31/2013	120	0.1140	0.1690
01/01/2012	12/31/2012	104	0.1170	0.1460
01/01/2011	12/31/2011	98	0.1210	0.1390

**Enter the source and capture date of the data listed in the table above:**

Tennessee Department of Safety and Homeland Security, TITAN Division - FARS 4/25/16 date of capture. VMT data is from FHWA 2016 CYTD shows 39 fatalities with a rate of 0.158 per 100M VMT. Tennessee established a large truck fatality goal in 2009 of 0.20 per 100M VMT. In 2010 Tennessee adopted the FMCSA goals. In 2012 as reported in the FMCSA Strategic Plan for 2012-2016, the goal of 0.117 per 100 million total VMT was set for 2012 large truck and bus fatalities. For the FY 2017 CVSP, Tennessee's goal is a rate of 0.150 or lower of large truck fatal crashes per 100M VMT. This new goal was determined based on an evaluation of the rate for Tennessee over the last 5 years.



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

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 2013. Since CY 2013 the total number of fatalities have leveled out.

The state goal of 0.20 or fewer set in 2009 was consistently achieved every year since the goal was originally established. FMCSA lowered its goal in the 2012 - 2016 Strategic Plan. Tennessee significantly reduced the fatality rate from 0.169 in CY 2013 to 0.153 in CY 2014 and maintained that same rate for CY 2015. The new goal set for the FY 2017 plan is to obtain a rate at or below 0.150 large truck fatal crashes per 100M VMT. This goal was determined based on an evaluation of the rate for Tennessee over the last 5 years.

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 five 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, however, many rural areas throughout the state and it would require an excessive amount of man power to cover this amount of territory. This would distract troopers from focusing on the more frequented high traffic corridors. It is believed that the fatality rate would be much higher if the high traffic corridors were abandoned for more coverage in the rural areas.

Large Truck Fatal Crashes: Number of Fatalities by Road Type						
CY	CITY	COUNTY	INTERSTATE	STATE ROUTE	TOTAL	% State Route
2011	4	9	25	59	97	60.82%
2012	6	8	45	49	108	45.37%
2013	3	3	52	61	119	51.26%
2014	6	7	44	56	113	49.56%
2015	7	4	43	64	119	54.62%
2016 YTD	2	1	14	22	39	56.41%

Data Source: Tennessee Department of Safety and Homeland Security, TITAN, Division - FARS Database 5/27/2016(YTD)

## 2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

### Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

**Goal measurement as defined by your State:** Large Truck Fatal Crashes per 100M VMT **NOTE.... this is per 100 M TN VMT**

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
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
01/01/2011	12/31/2011	0	0	0

### Enter the source and capture date of the data listed in the table above:

There have been 0 Motorcoach/Passenger fatalities in the CY of 2016 YTD Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 5/27/2016(YTD) The actual rate of fatal crashes for motorcoach/passenger buses in Tennessee is close to zero and suggests that Tennessee's efforts to prevent motorcoach/passenger related catastrophes have been successful. The large increase in number of motor coach fatalities in CY 2013 is due to a single out of state non business motor coach crash which resulted in 8 fatalities. The Department of Safety and Homeland Security will continue to enhance its motorcoach/passenger enforcement efforts by means described in section 3.3 of this document. Outcome measurement for Tennessee is defined by Motorcoach/Passenger fatal crashes per 100 million Tennessee vehicle miles traveled.

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

Tennessee still does not have a Motorcoach fatality issue per se. Therefore, Tennessee's main focus is on reducing the number of motorcoach/passenger carrier crashes overall.

Tennessee has not had a goal related to motorcoach/passenger fatality reduction because up until CY 2013 there had only been six (6) bus (motorcoach/passenger) fatalities over the previous six and a half years. The fatalities in CY 2013 are considered an anomaly due to a single crash where 8 people were killed. Therefore, the focus has remained on reducing crashes with motorcoach/passenger transportation as a whole.

The objectives for the Passenger Carrier program as stated in the FY 2016 CVSP were as follows:

- 1.) Maintain a crash rate per 100 million TN VMT of 0.059 or below. Tennessee succeeded in meeting that goal for CY 2015.
- 2.) Complete at least 500 hours of Strike Force overtime plus 400 hours of motor coach/passenger carrier road enforcement overtime. A total of 1,206 Motor coach overtime hours were completed in CY 2015.

3.) Complete Enhanced Investigation Techniques training. Tennessee sent two Safety Investigators to the Enhanced Investigation Technique training in 2015. The two Safety Investigators that attended the EIT training will in turn, train the other Safety Investigators across the state.

The total number of motorcoach/passenger crashes for Tennessee decreased by one between CY 2014 and CY 2015. The low rate continues to suggest the motorcoach/passenger enforcement efforts of the Tennessee Highway Patrol are working.

There was one Motorcoach training class during CY 2015 which added three motorcoach/passenger carrier inspectors.

MOTORCOACH CRASHES - TENNESSEE			
CY	Motor Coach Crashes	TN ALL VMT	Rate per 100 million TN VMT
2011	38	70,745	0.054
2012	48	71,129	0.067
2013	46	71,108	0.065
2014	45	72,504	0.062
2015	44	75,151	0.059
2016 YTD	16	24,685	0.065

Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet Database 5/27/2016 (YTD)

Motorcoach/Passenger Carrier Roadside Inspection - CY					
2011	2012	2013	2014	2015	2016 YTD
1,144	829	993	896	1,193	418

Sources: 2011 Data: FMCSA Motor Carrier Management Information System (MCMIS) 4/24/15 data snapshot. 2012-2016 Data: FMCSA Motor Carrier Management Information System (MCMIS) 4/29/2016 data snapshot.

**BELOW IS AN EXCERPT FROM THE FY 2016 eCVSP.... SECTION 3.3**

Tennessee still does not have a Motorcoach fatality issue per se. Therefore, Tennessee's main focus is on reducing the number of motorcoach/passenger carrier crashes overall.

The objectives for the Passenger Transportation safety program are: 1. Maintain a crash rate per 100 million TN VMT of 0.059 or below. Baseline data is from 2010 and seen in the chart above. 2. Tennessee Highway Patrol will conduct at least

### 3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

#### Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

**Goal measurement as defined by your State:** Large Truck Fatal Crashes per 100M VMT

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	2		0.0030
01/01/2014	12/31/2014	6		0.0080
01/01/2013	12/31/2013	9		0.0130
01/01/2012	12/31/2012	4		0.0060
01/01/2011	12/31/2011	2		0.0030

#### Enter the source and capture date of the data listed in the table above:

2016 YTD Hazmat fatalities are 2 with a rate of 0.008 Data Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 5/27/16(YTD) Measurement of outcome is the rate per 100 million Tennessee vehicle miles traveled.

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

Tennessee Department of Safety and Homeland Security continues to maintain a low percentage of hazmat related crashes. Tennessee's Hazmat related fatalities are virtually nonexistent. The percent of hazmat related crashes has remained below 3% of all commercial vehicle crashes. This has been and continues to be the goal for each year. Though this does not constitute a hazmat crash problem per se, the State realizes that even one hazmat involved crash has potentially catastrophic consequences and has maintained its robust and proactive hazardous materials and Level VI program.

HAZMAT VEHICLE CRASHES AS A PERCENTAGE OF ALL TN CMV CRASHES						
Year	2011	2012	2013	2014	2015	2016 YTD
# of Hazmat Crashes	76	62	81	46	71	26
# of all TN CMV crashes	3,073	3,508	3,383	3,394	3,680	1,570
% of Hazmat crashes compared to all TN CMV crashes	2.47%	1.77%	2.39%	1.36%	1.93%	1.66%

Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 5/27/16(YTD)

Tennessee has not identified to date a specific goal for hazmat related fatalities because the rate of fatalities per 100 million TN VMT is miniscule.

CY	# OF HAZMAT	TN ALL VMT	RATE PER 100 MILLION VMT
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	CRASHES	(Estimated Millions of Miles)	
2011	76	70,745	0.107
2012	62	71,129	0.087
2013	81	71,108	0.114
2014	46	72,504	0.063
2015	71	76,910	0.092
2016 YTD	26	24,685	0.105

Data Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 5/27/16(YTD)

Tennessee Highway Patrol, conducted the following classes during CY 2015 and CY 2016.

4 Hazmat one day refresher classes

1 General Hazardous Material Course in November of 2015

1 Cargo Tank Course in December of 2015

1 Other Bulk Packaging course in January of 2016.

Below is a chart showing the number of Hazmat inspections conducted each calendar year

HAZMAT INSPECTIONS					
2011	2012	2013	2014	2015	2016 YTD
2,803	3,033	2,971	2,918	2,605	1,191

Data Source: 2011 is from FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 4/24/15, including current year-to-date information for CY 2016. 2012 - 2016 Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 4/29/16, including current year-to-date information for CY 2016.

**4 - Traffic Enforcement Trend Analysis: 2011 - 2015****Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	04/24/2015	7382	7900
01/01/2014	12/31/2014	8808	9411
01/01/2013	12/31/2013	8454	9012
01/31/2012	12/31/2012	8953	10001
01/01/2011	12/31/2011	10020	11556

☐ Check if State does not conduct CMV traffic enforcement stops without an inspection.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		
01/01/2012	12/31/2012		
01/01/2011	12/31/2011		
01/01/2010	12/31/2010		

☐ Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	04/30/2015	262953	404544
01/01/2014	12/31/2014	267867	412103
01/01/2013	12/31/2013	242652	373311
01/01/2012	12/31/2012	225927	347580
01/01/2011	12/01/2011	197496	303840

**Enter the source and capture date of the data listed in the table above:**

Data source for first table: <https://ai.fmcsa.dot.gov/SafetyProgram/spRptRoadside.aspx?rpt=TEAS> (accessed 04/29/2016) Data source for second table: # from TITAN/STARS minus # from SafetyNet, YTD - 5/27/16 Data source for third table: Tennessee Department of

Safety and Homeland Security, TITAN Division - TITAN and STARS databases 5/27/16(YTD), Non-CMV Moving Citations and Warnings STARS - State Trooper Activity Reporting System Please NOTE..... Tennessee Highway Patrol DOES conduct commercial vehicle traffic stops without inspections. Tennessee does NOT, however, use MCSAP funds for this type of traffic enforcement. It is completely state funded. At the present time, we do not have the capability to track the "Number of CMV Traffic Enforcement Stops without Inspections. Tennessee Highway Patrol has developed and is currently deploying electronic citations which will capture the data needed to obtain the numbers requested by FMCSA. According to the current roll-out schedule, the electronic citation system should be 90% complete by the end of calendar year 2017. The current schedule includes 85 out of the 95 counties in Tennessee which will be online with e-citations by the end of calendar year 2017. The larger counties, however, such as Knox, Shelby, and Davidson counties utilize other software and development of compatible e-citation software will have to be developed at a later date.

## 5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

### Instructions:

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

#### Activity #1

##### **Activity: Describe Outreach and Education activity conducted:**

The Tennessee Highway Patrol hosts many educational meetings throughout the year and throughout the state. The current emphasis is on educating teen drivers regarding the dangers of driving around Commercial Vehicles. The "Teens and Trucks" simulator is now being utilized throughout the state and providing teen drivers an opportunity to experience a variety of virtual situations about sharing the road with Commercial Vehicles.

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

300 contacts per quarter and 1,200 contacts per year.

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

The frequency of these events and the efforts of the Special Education team in each of the 8 districts within Tennessee lead to many more contacts than the goal indicates. In CY 2015 the department exceeded the goal by making over 10,000 contacts in schools alone. In addition, the simulator was taken to many community events across the state. Source: Tennessee Department of Safety and Homeland Security, TITAN Division, TITAN Database (6/10/2016)

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

The biggest challenge has been our measurement procedures for contact. Prior to 2014 the TITAN program did not have the capability of accurately obtaining the number of contacts at any given function or activity. Once the capability became available, the next challenge has been to train all troopers to accurately record the number of contacts. As the Troopers become more accurate in their reporting, then the TITAN data much more closely reflects true and accurate numbers regarding contacts made.

#### Activity #2

##### **Activity: Describe Outreach and Education activity conducted:**

Safety Presentations which include: Move Over - Education of the law which requires drivers to move over or slow down when passing emergency vehicles on the roadway. Teens and Trucks - An innovative program which involves education of teen drivers and the dangers of driving around large trucks. The "first of its kind" simulator is used to allow teen drivers to experience virtual driving situations in and around large trucks, such as driving in the "no-zone", turning radius, following too closely and others. Distracted Drivers - Enforcement of any unsafe action that takes away from the responsible and proper operation of a motor vehicle. Click It or Ticket campaign - Enforcement of the seat belt law in order to reduce the number of fatalities due to unrestrained driver or passengers. Drive to Zero Fatalities - A data driven effort which focuses on several traffic safety enforcement goals, specifically, seat belt usage, impaired and distracted driving and hazardous moving violations.

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

300 contacts per quarter and 1,200 contacts per year TITAN REPORTED EVENT PARTICIPATION FY Year # of Events Event Attendance  
Contacts 2013 2,856 572,865 123,928 2014 3,123 374,019 101,232 2015 4,072 340,950 106,011 2016 (YTD) 1,160 71,610 18,161  
Source: Tennessee Department of Safety and Homeland Security, TITAN Division, TITAN Database 10 Jun 2016. YTD = 6/9/2016

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

The frequency of these events and the efforts of the Special Education team in each of the 8 districts within Tennessee lead to many more contacts than the goal indicates. In FY 2015 the department exceeded the goal by making over 106,011 contacts over all of Tennessee's outreach efforts.

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

The biggest challenge has been our measurement procedures for contact. Prior to 2014 the TITAN program did not have the capability of accurately obtaining the number of contacts at any given function or activity. Once the capability became available, the next challenge has been to train all troopers to accurately record the number of contacts. As the Troopers become more accurate in their reporting, then the TITAN data much more closely reflects true and accurate numbers regarding contacts made than ever before.



## 6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

### Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

#### Activity #1

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

CMV Crash Reduction: STAND - speeding trucks and negligent drivers. The STAND program emphasizes law enforcement of hazardous moving violations committed by drivers of commercial motor vehicles and passenger vehicles creating hazardous conditions around commercial motor vehicles. The Department focused on high crash corridors established by crash data utilizing the CVE Dashboard. Special emphasis was placed on the following violations: Speeding Reckless Driving Following Too Closely Improper Lane Change Other hazardous moving violations Troopers conducted enforcement in areas and at times which were identified on the most recent CVE Dashboard, which provides monthly snapshots of large truck crash data for each district using the following fields: Day of Week Time of Day Functional Route Land Use (Urban/Rural) Driver Factors Large Truck Related Fatalities Number of NAS Inspections Performed

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

1. To reduce the number of large truck crashes to 1.108 per 100 million Commercial Vehicle Miles Traveled (CVMT) in CY 2015. 2. Reduce the percentage of crashes where contributing factors were indicated for the large truck driver by 2.3% over a three-year period.

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

CY CRASHES Est. VMT GOAL ACTUAL RATE 2011 9,188 9,155 1.153 1.004 2012 8,957 9,207 1.145 0.973 2013 9,122 9,421 1.138 0.968 2014 9,851 9,724 1.130 1.013 2015 11,484 9,952 1.123 1.154 2016 YTD 4,786 3,195 1.115 1.498 Data source: Tennessee Department of Safety & Homeland Security, TITAN Division, TITAN database. These include both RMCSA and Non-FMCSA Reportable Crashes for Large Trucks 2016 = YTD 5/30/2016

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

Last year's CVSP goal for Tennessee was a rate of 1.108 large truck crashes (both FMCSA reportable and non-FMCSA reportable) per one million commercial vehicle miles traveled (Million CVMT). Tennessee was able to meet this goal in CY 2014, but was unsuccessful in CY 2015. The crash rate in Tennessee has increased every year since 2013 with a significant increase noted in 2015. 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. There are also more electronic devices in use every year and the incidents of distracted driving becomes more and more of a focus. Tennessee via the FY 2015 grant, is currently in the final stages of the purchase process to procure a new Semi-truck, which will be used for both Teens and Trucks education across the state, as well as distracted driving enforcement. In the FY 2015 Commercial Vehicle Safety Plan, the Tennessee Department of Safety and Homeland Security projected that the state can reduce the percentage of large truck crashes where contributing factors are indicated for the truck driver by 2.3% over a three-year period. Tennessee has succeeded at this for the past three years and is on target to do so again in CY 2016. The following is a chart showing the goal versus the actual numbers: % of Large Truck Crashes with Contributing Factors Indicated for a Large Truck Driver CY GOAL ACTUAL % 2011 53.4% 49.3% 2012 52.7% 48.8% 2013 51.1% 49.3% 2014 50.3% 49.3% 2015 49.6% 46.8% 2016 YTD 48.8% 45.8% Source: Department of Safety and Homeland Security, TITAN Division, TITAN Database, 5/31/2016

#### Activity #2

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

CMV Safety Improvement Per the FY 2016 CVSP, Tennessee's Safety improvement goal was to maintain a Vehicle Out-of-Service Rate which is above the national average. The primary activity planned was to purchase and install another Smart Infrared Roadside Inspection System (SIRIS) at the Coffee County inspection facility. The system has been installed and is currently being utilized.

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

Per 2016 CVSP, the state has a goal to maintain a Vehicle OOS rate above the national average. Also the 2016 CVSP says that we are to complete at least 81,500 total inspections in CY 2015 and maintain a Driver out-of-service rate above the national average.

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

Tennessee has been very successful at meeting the VOOS goal and has maintained a vehicle out-of-service rate significantly above the national average for the past three years. Tennessee has also increased its VOOS rate each year, while the national average has remained virtually the same. Vehicle OOS RATE FY TN TN Goal National 2011 18.95% 16.2% Unknown 2012 20.59% 16.2% Unknown 2013 23.47% 16.2% 19.99% 2014 23.60% 16.2% 20.24% 2015 24.83% Above National Average 20.28% 2016 YTD 24.41% Above National Average 20.02% Source is FMCSA Analysis and Information Online. Date of capture is 4/29/16. The Smart Infrared Roadside Inspection System (SIRIS) has been purchased by the state and is currently being utilized at the Coffee County inspection facility. The

following table shows the Driver Out-of-Service rates for Tennessee Driver OOS Rate Tennessee National CY Actual Goal Actual 2011 5.90% 6.2% 4.98% 2012 5.35% 6.2% 4.89% 2013 6.42% 6.2% 4.86% 2014 6.20% 6.2% 5.05% 2015 6.45% >Nat. Avg. 4.87% 2016 YTD 5.87% >Nat. Avg. 4.87% TOTAL COMMERCIAL VEHICLE INSPECTIONS 2011 2012 2013 2014 2015 Goal Actual Goal Actual Goal Actual 64,243 61,152 65,016 80,665 65,799 80,095 66,589 72,432 79,663 70,189 2016 YTD Goal is 80,000 Current number as of 4/29/16 is 25,671 Source: <https://ai.fmcsa.dot.gov/SafetyProgram/spRptRoadside.aspx?rpt=RDAS> (accessed 05/31/2016) YTD = 4/24/2016

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

The installation and utilization of the inspection technology has proven to be valuable to the Tennessee Highway Patrol in increasing the overall safety for drivers in the State of Tennessee. Tennessee has completed the installation of the PBBT in Coffee county which was planned in the FY 2014 CVSP. The SIRIS installation at the Coffee County inspection facility has been purchased and is currently being utilized.

#### Activity #3

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

Monitor Hazmat activity to prevent possible catastrophic consequences.

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

Maintain a number for Hazmat related crashes that is below 3% of all crashed vehicles in the SafetyNet database.

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

Tennessee has consistently succeeded at this goal. See table below in Narrative for details.

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

Hazmat Vehicle Crashes as a percentage of ALL CMV Crashes Year Percent 2011 2.47% 2012 1.77% 2013 2.39% 2014 1.36% 2015 1.93% 2016 YTD 1.66% Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 5/27/16 (YTD)

#### Activity #4

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

Passenger Transportation Safety

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

The objectives for the Passenger Transportation safety program in the FY 2016 CVSP were: 1. Maintain a crash rate per 100 million TN VMT of 0.059 or below. 2. Conduct a total of 900 motorcoach hours for motorcoach enforcement. 3. Complete Enhanced Investigation Techniques training by sending future Enhanced Investigators to the FMCSA scheduled EIT training. All of these goals were achieved.

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

The Motor Coach class was conducted in 2015. MOTORCOACH CRASHES - TENNESSEE CY Motor Coach Crashes TN ALL VMT Rate per 100 million TN VMT 2011 37 70,745 0.052 2012 48 71,129 0.067 2013 45 71,108 0.063 2014 45 72,504 0.062 2015 44 76,910 0.057 2016YTD 17 24,687 0.069 Source: Department of Safety % Homeland Security, TITAN Division, SafetyNet Database, 5/31/2016 YTD = 5/30/2016 The motor coach Strike Force was conducted in August of 2014. A total number of 1,206 overtime hours were completed in CY 2015 and a total of 622 overtime hours have been completed so far in CY 2016. This information is per TITAN (Time Accountability) as of 5/31/2016

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

Tennessee did complete the objective of facilitating a Motor coach inspection class in 2015. The total number of bus (motorcoach/passenger) crashes for Tennessee was reduced by 1 in 2015. The low rate continues to suggest the bus (Motorcoach/passenger) enforcement efforts of the Tennessee Highway Patrol are working.

#### Activity #5

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

CMV Safety Data Quality

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

The State of Tennessee will return to a rating of "Good" in all SSDQ categories.

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

Tennessee returned to a 99% (Green-Good) rating in Crash Timeliness from January through August of 2014. The state then identified a new problem with crash timeliness around the middle of September of 2014. The Crash Timeliness rating fell back into the (Yellow-Fair) category in September of 2014 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. Please see below for an explanation regarding current issues.

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

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 2014. Subsequent monitoring led to the identification of FMCSA reportable crashes in the TITAN database that had not been forwarded to CVARS. Tennessee Department of Safety and Homeland Security, TITAN Division, identified a problem with crash timeliness around the middle of September of 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 have been 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.

## Basic & Incentive CMV Safety Objectives

*The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.*

### 1 - Crash Reduction Goal

#### 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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).*

#### **Problem Statement Narrative: Describe the identified problem including baseline data:**

In 2011, Tennessee Highway Patrol 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 CMV 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 when Tennessee became successful at meeting that goal. Tennessee will set the same goal as in the FY 2016 CVSP which will be to maintain a rate at or below the 1.108 rate in large truck crashes for CY 2017. 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	1.0047	1.153
2012	8,957	9,207	0.973	1.087
2013	9,122	9,421	0.968	1.022
2014	9,851	9,724	1.013	1.022
2015	11,484	9,952	1.154	1.115
2016 YTD	4,786	3,195	1.498	1.108

*Data Source: TDOSHS, TITAN Division, TITAN database. 2016YTD=5/30/2016*

#### **Enter Data Source Capture Date:**

05/30/2016

#### **Enter Data Source:**

TDOSHS, TITAN Division, TITAN database.

#### **Enter Crash Reduction Goal**

Tennessee will maintain the number of large truck crashes at or below 1.108 crashes per 1 million TN CMV Vehicle Miles Traveled (VMT) for CY 2017.

**Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.**

**Check all program elements that apply (minimum of 1):**

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

**Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.**

Tennessee Highway Patrol currently has 738 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 Tennessee Highway Patrol (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 supervisor 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. Contacts will be made with commercial vehicles and passenger vehicles driving dangerously in the vicinity of commercial 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 contacts and 3,000 inspections out of a total of 33,167 total Level III inspections will be completed during the Speeding Trucks and Negligent Drivers (STAND) campaign.

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.

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

Tennessee Highway Patrol uses the Speeding Trucks and Negligent Drivers (STAND) overtime campaign for this objective. 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 and will report findings, as well as, any corrective action taken to the CVE grants manager. The grants manager will monitor data collected in the Tennessee Integrated Traffic Analysis Network (TITAN), as well as, report findings to FMCSA on a quarterly basis through the quarterly progress report.

## 2 - State Safety Data Quality and Information Systems Objective

### Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

**State Safety Data Quality:** Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Good	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

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

Data Source: FARS records and MCMIS crash and inspection records. Data current as of May 27, 2016.

**Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.**

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 3	Yes
SSDQ	Good	Yes

**Data Sources:**

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

The continued goal is to maintain a status of good in all data quality categories. Tennessee is committed to FMCSA's requirement of becoming PRISM Level 6 compliant by FY 2020 and is currently working on coordinating efforts to obtain Level 6 with the Tennessee Department of Revenue which handles the current International Registration Plan (IRP), International Fuel Tax Agreement (IFTA) and Unified Carrier Registration (UCRs).

**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. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.**

Tennessee Department of Safety and Homeland Security, TITAN Division, identified a problem with crash timeliness around the middle of September of 2014. 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). As a result the rating dropped to 79% (Fair). Subsequent monitoring led to the identification of FMCSA reportable crashes in the TITAN database that had not been forwarded to CVARS.

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 have been 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% (Good) in July of 2015. The crash timeliness rating improvement has continued and was at 100% by the end of March of 2016.

**Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.**

The CVE statistical analyst will continue to monitor and identify any discrepancies between SafetyNet and TITAN to ensure that the corrective action taken has worked, while immediately addressing any discrepancies found. If problems are detected, corrective action will be implemented immediately. The CVE Administrative Sergeants will complete questions and concerns by drivers and carriers regarding citations (known as Data Q's) within 20 days by utilizing overtime hours.

**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. Quarterly data quality is coded by color and listed percentages achieved in each of the ten measured categories. The ten measured categories are listed in the chart below.

MAY 2015 - APR 2016	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
SSDQ Overall State Rating	fair	fair	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	96%	96%	96%	96%	96%	96%	96%	96%	101%	101%	101%	101%
Inspection Record Completeness	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Crash Timeliness	79%	84%	90%	91%	93%	94%	96%	97%	98%	99%	100%	100%
Inspection Timeliness	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%
Crash Accuracy	99%	99%	99%	99%	100%	99%	99%	99%	99%	99%	99%	99%
Inspection Accuracy	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Inspection VIN Accuracy	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%
Crash Consistency	105%	104%	102%	102%	101%	103%	103%	105%	104%	106%	108%	111%

Good - 0 Poor	Fair = Maximum of 1 Poor	Poor = 2 or more poor or red flagged
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The data will be monitored by the Commercial Vehicle Enforcement Statistical Analyst and any negative changes will be reported to the Commercial Vehicle Enforcement Sergeant and Lieutenant immediately.

### 3 - Passenger Carrier Enforcement

#### Instructions:

*We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.*

#### Check this box if:

☐ As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

#### **Problem Statement Narrative: Describe problem identified by performance 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 since 2012. Tennessee has a current baseline set at CY 2011. Tennessee has not had a Motorcoach fatality issue. As noted in the chart in section 2.2, 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 bus were killed. Post-crash investigation of this fatal accident has revealed that the cause of the crash was due to a mechanical issue on the part of the church bus. This is a classic example of how one 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.

MOTORCOACH CRASHES - TENNESSEE			
CY	Motor Coach/Passenger Carrier Crashes	TN ALL VMT Estimated (Millions of Miles)	Rate per 100 million TN VMT
2011	38	70,745	0.054
2012	48	71,129	0.067
2013	46	71,108	0.065
2014	45	72,504	0.062
2015	44	75,151	0.059
2016 YTD	16	24,685	0.065

YTD 5/27/2016 Data from SafetyNet TDOSHS, TITAN Division

#### **Performance Objective: Enter performance objectives including baseline data and performance goal.**

The objectives for the Passenger Transportation safety program are:

1. Maintain a crash rate per 100 million TN VMT of 0.059 or below. Baseline data is from 2011 and seen in the chart above.
2. Tennessee Highway Patrol will conduct at least 400 hours of Motorcoach Strike Force overtime hours plus 400 hours of motor coach road enforcement overtime.

***To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.***

***Check all program elements that apply (minimum of 1):***

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

***Program Activities: Additional information regarding how these activities will be implemented.***

1. Utilize overtime hours to conduct point of destination and motorcoach strike forces throughout the state. Tennessee Highway Patrol will coordinate these activities with Federal Motor Carrier Safety Administration 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 750 motorcoach inspections for CY 2017.
4. The two sergeants which completed the Enhanced Investigative Techniques (EIT) training will begin training other certified Motorcoach and passenger carrier troopers throughout the state.

***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 Motorcoach 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.

#### 4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities

##### Instructions:

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

##### Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

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

75

##### Performance Objective: Enter performance objective(s).

Tennessee will strive toward the FMCSA goal of an 85% catch rate for out-of-service carriers during an inspection.

The chart below shows the percentage of out-of-service carriers that were identified out of the total number of actual out-of-service carriers that were inspected. Baseline used is the 2013 percentage.

OOS CATCH RATE FOR ALL TYPES OF OUT OF SERVICE CARRIERS				
	2013	2014	2015	Last 12 months
% of the out of service carriers that were identified during an inspection	31.25%	39.31%	66.67%	75%
% which Tennessee improved from last 12 months reported in the FY 2016 eCVSP which was 49.28%				25.72%

The source for the above chart is from information used in the FY 2016 eCVSP, as well as, report from FMCSA that shows the consecutive 12 months prior to April of 2016.

Improvements have been made due to 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. The Tennessee Department of Safety and Homeland Security also has general order 900, Section III, D, 11, in place which states that "Members shall verify operating authority/insurance on each carrier."

***To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.***

***Check all program elements that apply (minimum of 1):***

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

All commissioned personnel in the Tennessee Highway Patrol will verify the commercial driver license, insurance and operating authority during each commercial vehicle inspection. The Tennessee Highway Patrol Dispatch centers will 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 will be enforced and reported to the Federal Motor Carrier Safety Administration.

***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 Sergeant will monitor the catch rate via reports from the Federal Motor Carrier Safety Administration.

If the catch rate does not meet the established 85% criteria established by the Federal Motor Carrier Safety Administration, 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.

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**5 - Hazardous Materials Transportation Safety**

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**Instructions:**

*Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.*

**Check this box if:**

**As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.**

## 6 - State-Identified Objective (Optional)

### Instructions:

*Describe any other identified State-specific objectives.*

#### State Objective #1

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

SAFETY IMPROVEMENT

##### **Problem Statement Narrative: Describe problem identified by performance 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. Since the deployment of increased inspection technology, there has been a steady increase in the vehicle out-of-service rate since 2011. Tennessee 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 Tennessee Highway Patrol to increase technology and update fixed scale facilities should continue to show an increase in the vehicle out-of-service rate. Vehicle OOS Rate for Tennessee CY Actual Goal 2011 18.95% 16.2% 2012 20.59% 16.2% 2013 23.41% 16.2% 2014 24.35% 16.2% 2015 24.70% > National Average 2016 YTD 25.13% > National Average Source: FMCSA Analysis & Information Online Date of capture 4/29/16

##### **Performance Objective: Enter performance objectives including baseline data and goal.**

The vehicle Out-of-Service rate for Tennessee has remained above the National average at least since FY 2013. The objective for CY 2017 will be to continue to maintain a Vehicle Out-of-Service rate above the national average. Tennessee plans to complete the purchase and installation of a new IBSS system at the Greene County inspection facility in order to replace the current one which is out dated and no longer in service. Baseline data used for goal is from 2011 and seen in chart above.

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.**

**Check all program elements that apply (minimum of 1):**

- ☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☒ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☒ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☐ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

**Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).**

Complete the purchase and installation of an IBSS system at the Greene County Inspection Facility.

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

Tennessee Highway Patrol will use SafetyNet data to monitor the Vehicle Out-of-Service rate to assure that it remains at or above the national average. The Statistical Analyst will obtain data regarding the vehicle out of service for each quarter and the Grants Manager will report this data quarterly in the quarterly reports.

#### State Objective #2

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

Public Education and Awareness

##### **Problem Statement Narrative: Describe problem identified by performance data.**

The education of the public is an ongoing effort needed in order to continue to increase safety awareness and decrease commercial vehicle crashes. One of the more recent discoveries among

local law enforcement agencies is the lack of knowledge and/or understanding of commercial vehicles laws. The Commercial vehicle enforcement administration is working on a comprehensive law guide to educate and help local law enforcement agencies to better understand traffic enforcement of CMVs.

**Performance Objective: Enter performance objectives including baseline data and goal.**

Tennessee will continue the ongoing multifaceted education program by conducting educational meetings and obtain at least 50,000 contacts throughout FY 2017. Tennessee will also complete the design, publication, and distribution of a comprehensive Commercial Vehicle enforcement law guide for law enforcement personnel. Baseline data used will actually be from 2013 as this data is a more accurate reflection of true numbers due to the addition of the program in TITAN to enter and calculate contacts as seen in chart below. TITAN REPORTED EVENT PARTICIPATION FY Year # of Events Event Attendance Contacts 2013 2,856 572,865 123,928 2014 3,123 374,019 101,232 2015 4,072 340,950 106,011 2016 (YTD) 1,160 71,610 18,161 Source: Tennessee Department of Safety and Homeland Security, TITAN Division, TITAN Database 10 Jun 2016. YTD = 6/9/2016

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.**

**Check all program elements that apply (minimum of 1):**

- ☐ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☐ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☐ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☒ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

**Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).**

Tennessee has been involved in many types of educational programs and is committed to ongoing education of the public. Currently, Tennessee has put a large focus on the recently developed and deployed the Teens and Trucks simulator. It is a virtual application of interactive driving simulators used to educate teen drivers. The first year of activities for the Teens and Trucks Simulator has been a huge success and the simulator has been across the state. Tennessee will also continue the other educational programs outlined in Section 2.5 of this document. The commercial vehicle enforcement administration office has designed a comprehensive commercial vehicle guide to Tennessee laws regarding commercial vehicles and plans to publish and distribute this guide to state and local law enforcement agencies to aid in the ongoing safety and traffic enforcement efforts.

**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.**

Activity reports will be submitted to the Grants Manager in the Commercial Vehicle Enforcement Division of the Tennessee Highway Patrol and to the Program Sergeant. These reports will be compiled and monitored to ensure that the vehicle is being sufficiently and properly utilized. The Program Sergeant will also monitor the number of contacts made and reported success of the presentations. Contacts will be reported on a quarterly basis, as well as progress made in the completion and distribution of the law enforcement guide.

### State Objective #3

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

Traffic Enforcement - Driver Out of Service and lower percent of crashes where large truck driver is a contributing factor

**Problem Statement Narrative: Describe problem identified by performance data.**

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 CY 2011 and 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. Driver OOS Rate CY Tennessee National 2011 5.90% 4.98% 2012 5.35% 4.89% 2013 6.42% 4.86% 2014 6.20% 5.05% 2015 6.45% 4.87% 2016 YTD 5.87% 4.87% % of Large Truck Crashes with Contributing Factors Indicated for a Large Truck Driver CY



Actual Goal 2010 52.7% 2011 49.4% <53.4% 2012 48.8% <52.7% 2013 49.3% <51.1% 2014 49.3% <50.3% 2015(YTD) 46.6% <49.6% Source: TITAN 5/04/2015 (YTD)

**Performance Objective: Enter performance objectives including baseline data and goal.**

The objective for FY 2017 will be to again 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% Baseline data is from CY 2011 as seen in chart above.

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.**

**Check all program elements that apply (minimum of 1):**

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☐ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☐ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

**Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).**

Troopers will conduct inspections in high crash areas and/or at the fixed inspection stations located throughout the state. 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. Operation S.T.O.P (Strategic Transportation Observation Prevention) 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.**

Troopers will conduct a minimum of two Level III inspections or one Level I inspection for each hour during the overtime. The TITAN division will monitor the overall inspection activity quarterly using SafetyNet data. The Tennessee Highway Patrol will use the following four overtime activities to aid in its overall goal for safety improvement and traffic enforcement: DICE, Inspection Overtime, MIS, and STOP. Each activity is explained below. Inspection overtime is used to help accomplish the state's overall goal to reduce the number of large truck fatalities to 0.150 per 100 million vehicle miles traveled (VMT) as stated in section 3.1 of this CVSP. Approximately 8,000 hours of overtime will be utilized to accomplish this goal. Troopers will conduct these inspections at either the fixed inspection stations, a high crash area (based on the latest CVE dashboard) or at one of three designated rest areas. All troopers working this overtime must complete either one Level I inspection or two Level III inspections for every hour worked. The overall goal of reduction in commercial vehicle involved crashes will be monitored quarterly via data from SafetyNet. The Mobile Inspection Station allows for flexibility in completing over the road inspections. The goal as expressed in State Objective #3 is to maintain a driver out-of-service rate above the national average. Approximately 600 overtime hours will be used via the MIS overtime to enforce hours of service and remove fatigued drivers. Areas of enforcement activity are pre-designated at rural or by-pass locations. The focus of the activity is on violations including driver's record of duty status, CDL validity, equipment violations and drivers who may be falsifying records of duty status. Members who work this activity complete one Level I inspection or two Level II Inspections for every hour worked, depending on the certified level of the trooper. At least 60% of the members working are to be Level I certified with one trooper operating the infrared pre-screening system. The driver out-of-service rate will be monitored quarterly using SafetyNet data. D.I.C.E is the Drug Interdiction and Criminal Enforcement activity. The focus is to eliminate commercial drivers under the influence of drugs and the transportation of controlled substances. The goal as expressed in Section 4.3, Traffic Enforcement is to keep the percentage of drug and alcohol out-of-service violations above the national average. THP anticipates utilizing approximately 3,200 overtime hours and enforcement will focus on areas of increased drug activity based upon seizure data. Emphasis will be on Interstate and Highway routes which connect source cities to destination areas, areas of increased drug activity, and areas

known as by-pass routes around weigh stations. There are 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 and a minimum of a Level III inspection must be completed with a Level II being performed when possible. Troopers who work the DICE overtime follow training received from the NAS Part A (Driver Inspection) Module 9 (Drug Interdiction). During the activity, members are required to maintain a minimum of one inspection and two contacts for each hour worked. The drug and alcohol out-of-service violations will be monitored quarterly using SafetyNet data. Any significant seizure or arrest is reported immediately to the District Captain, who in turn notifies the members of the Tennessee Highway Patrol Command Staff. Operation S.T.O.P (Strategic Transportation Observation Prevention) is an activity which focuses on commercial vehicles such as cargo tanks, hazardous materials, Inter-modal container chassis, rental trucks, and other obvious violations. The objective is to provide sufficient coverage during checkpoints at weigh stations and known roads used as by-pass routes. The goal as expressed in Section 3.3 is to maintain less than 3% hazmat crashes of all CMV crashes. Approximately 1,300 overtime hours are planned for this activity. The focus during the stop is to ensure that cargo is properly identified, packaged, secured, and the vehicle is mechanically safe. Members working this activity are required to maintain at least two contacts for each hour worked, and one NAS appropriate inspection. Exceptions may occur when, transporting prisoners, or investigating crashes. Hazmat crashes as a percentage of all CMV crashes will be monitored quarterly via data from SafetyNet.

#### State Objective #4

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

Hazardous Materials Transportation Safety

##### **Problem Statement Narrative: Describe problem identified by performance data.**

According to SafetyNet data, 328 hazmat-placarded vehicles crashed in Tennessee between 2009 and 2013. Between 2011 and 2015 there were 337 hazmat-placarded vehicles that crashed in Tennessee. This continues to represent less than 3% of all crashed vehicles in the SafetyNet database. Tennessee has not identified, to date, a specific goal for hazmat related fatalities, however, Tennessee has maintained a goal of less than 3% Hazmat crashes out of all CMV crashes. Tennessee has been able to maintain this goal as seen in the data below. Hazmat Vehicle Crashes as a percentage of ALL CMV Crashes 2011 2012 2013 2014 2015 2016 YTD # of Hazmat Crashes 76 62 82 46 71 5 # of all cv crashes 3,055 3,499 3,381 3,386 3,678 317 % of Hazmat crashes 2.49% 1.77% 2.43% 1.36% 1.93% 1.58% compared to all CMV crashes Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016, including crash records through 1/31/2016. The data presented are subject to update as new or additional information may be reported to MCMIS following the snapshot date. The state realizes that even one hazmat involved crash has potentially catastrophic consequences and for this reason maintains a proactive hazardous materials and Level VI program.

##### **Performance Objective: Enter performance objectives including baseline data and 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. Baseline data is from 2011 as seen in chart above.

**To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.**

**Check all program elements that apply (minimum of 1):**

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☐ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

**Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).**

1. THP will conduct one intrastate/interstate HM bulk/non-bulk inspection strike force at each of the following locations: Nashville, Memphis, Knoxville and Chattanooga. Emphasis on commercial motor vehicles (trucks) will be added around holiday periods such as Fourth of July, Labor Day, and Memorial

Day in all THP Districts. The purpose is to check for fireworks or other undeclared explosives. 2. Conduct at least three hazmat training courses which will include general hazmat, cargo and other bulk. 3. Distribute updates related to hazardous materials to all troopers throughout the state 4. Offer refresher training to personnel that didn't receive it in 2015 which includes a section on the requirements for Cargo tanks and authorized packaging 5. Create new refresher training for 2017 to teach in all districts 6. Conduct at least 2,500 Hazmat inspections in CY 2017 2017's Hazardous Material refresher course will place more emphasis on identifying unauthorized materials in a cargo tank. The training will focus on utilizing the Hazmat table in 172 to direct troopers to the proper section in 173 to determine compliance. The training will continue to give a refresher on the cargo tank requirements In 178. The State of Tennessee does not have any personnel training in CTFRs, but will be available to assist and accompany FMCSA on any reviews held in Tennessee. The Hazmat Sergeant will continue to distribute updates, bulletin, memos and guidance to all state personnel within 5 business days of receiving them.

***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 number of hazmat-placarded vehicles involved in crashes will remain below 3% of all commercial vehicle crashes reported to SafetyNet. All activity will be monitored by the Hazmat Sergeant via FMCSA's A&I website and and evaluated on a quarterly basis and reported by the Grants Manager in the Quarterly reports.

## Basic & Incentive Enforcement Activities

*The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.*

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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> (user id and password required).*

### 1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

#### Instructions for Overview:

*Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.**

Within the State of Tennessee, 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. All of the agency'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. As of May 2016, THP had 59 troopers assigned to fixed scales facilities while 679 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.

As noted previously, 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 2015 MOE percentage of CVE time worked which is 13.72%. Using the 13.72% and the 738 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 is equal to 101.

#### Instructions for Performance Goals:

*Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.***

*Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.*

#### Lead Agency

**Lead Agency is:** TENNESSEE DEPT. OF SAFETY

**Enter the total number of certified officers in the Lead agency:** 738

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	24382	1220	369	25971	36.58%
Level 2	9583	1452	226	11261	15.86%
Level 3	32979	155	33	33167	46.71%
Level 4	6	0	0	6	0.01%
Level 5	288	10	275	573	0.81%
Level 6	0	22	0	22	0.03%
<b>Sub-Total Lead Agency</b>	<b>67238</b>	<b>2859</b>	<b>903</b>	<b>71000</b>	

***Funded Agencies***

**Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save' after each table entry.**

NOT APPLICABLE. TENNESSEE  
DOES NOT HAVE ANY OTHER  
FUNDED AGENCIES, OTHER THAN  
THE THP WHICH IS THE LEAD

**Enter the name of the Funded Agency:** AGENCY.

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

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	





**Non-Funded Agencies**

Enter the number of non-funded agencies:	0
Enter the total number of non-funded certified officers:	0

**Summary**

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: TENNESSEE DEPT. OF SAFETY					
# certified officers: 738					
Funded Agencies: NOT APPLICABLE. TENNESSEE DOES NOT HAVE ANY OTHER FUNDED AGENCIES, OTHER THAN THE THP WHICH IS THE LEAD AGENCY.					
# certified officers: 0					
Number of Non-Funded Agencies: 0					
# certified officers: 0					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	24382	1220	369	25971	36.58%
Level 2	9583	1452	226	11261	15.86%
Level 3	32979	155	33	33167	46.71%
Level 4	6	0	0	6	0.01%
Level 5	288	10	275	573	0.81%
Level 6	0	22	0	22	0.03%
<b>Total ALL Agencies</b>	<b>67238</b>	<b>2859</b>	<b>903</b>	<b>71000</b>	

## 2 - Traffic Enforcement

### Instructions:

*Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will 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 vehicle 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 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 Lt. Colonel and Major 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 2015, the Tennessee Highway Patrol had 58 troopers assigned to fixed scales facilities and 665 were 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 State of Tennessee currently has 723 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. The formula follows: Total Activity Hours – Grant Overtime Activity Hours = MCSAP Eligible Hours Total CV Activity Hours – Grant Overtime CV Hours = MCSAP Payable CV Hours MCSAP Payable CV Hours / 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 eight (8) full time 100% dedicated MCSAP Employees as well as an accounting tech 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 relates 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.

As noted previously, Tennessee has 679 commissioned officers on patrol and 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 2015 MOE percentage of CVE time worked which is 13.72%. Using the 13.72% and the 679 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 93.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	71000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	500
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	400000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2300

**Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.**

Please note: Tennessee does conduct commercial vehicle stops without an inspection, however, currently, there is no method in place to capture this data. Tennessee is developing a way to include this data in the electronic citations which are being deployed across the state. Tennessee does not use MCSAP funds for this type of traffic enforcement. It is completely state funded. Tennessee Highway Patrol is currently deploying electronic citations which will capture the data needed to obtain the numbers requested by FMCSA. According to the current roll-out schedule, the electronic citation system should be 90% complete by the end of calendar year 2017. The current schedule includes 85 out of the 95 counties in Tennessee which will be online with e-citations by the end of calendar year 2017. The larger counties, however, such as Knox, Shelby, and Davidson counties utilize other software and development of compatible e-citation software will have to be developed at a later date. Tennessee will report the data related to traffic stops without inspections as it becomes available via e-citations and will identify which counties are included in this data. The focus for the traffic enforcement will be on specific violations which are determined by the violation trend analysis table shown below. Violation Code 2011 2012 2013 2014 2015 2016YTD 392.2S 3,478 3,659 4,843 5,381 4,478 1,696 393.47E 1,396 2,697 3,934 2,740 2,541 1,274 392.2RG 2,047 2,790 2,663 2,467 2,403 1,093 393.53B 661 1,630 2,600 1,892 1,983 831 392.2-SLLEWA1 1,258 3,283 2,392 1,859 1,775 1,122 395.8F1 1,646 1,987 2,122 1,780 1,094 29 396.3A1BOS 911 1,552 2,183 1,670 1,825 1,055 393.9 1,747 1,776 1,669 1,628 1,246 408 392.2DIM 1,636 3,176 3,063 1,620 2,811 1,453 392.16 735 824 1,226 1,596 1,256 431 392.2S Speeding 393.47E Clamp or Rotator type brake out-of-adjustment 392.2RG State vehicle registration or License Plate violation 393.53B CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear 392.2-SLLEWA1 State/Local Laws - Excessive weight - 1-2500 lbs over on an axle/axle groups. 395.8F1 Drivers record of duty status not current 396.3A1BOS BRAKES OUT OF SERVICE: The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination 393.9 Inoperable Required Lamp 392.2DIM Dimension Violation (Width / Height / Length) 392.16 Seat Belt Source: Tennessee Department of Safety and Homeland Security, TITAN Division - SafetyNet 06/14/2016(YTD) Tennessee Highway Patrol also intends to continue to maintain a large emphasis of Drug and Alcohol Enforcement throughout the state through the Drug Interdiction and Criminal Enforcement (DICE)Overtime Activity. It is anticipated that approximately 3,200 hours of DICE overtime will be worked during FY 2017. As previously mentioned the locations for the traffic enforcement are determined by the CVE dashboard and generally run along high crash corridor locations such as the four interstates that run through Tennessee which include I-40, I-24, I-65, and I-75. Below is a chart showing the DICE activity since CY 2013. (DICE) DRUG INTERDICTION AND CRIMINAL ENFORCEMENT ACTIVITY CY 2013 CY 2014 CY 2015 CY 2016 (YTD) OOS Vehicles 134 118 220 99 OOS Drivers 127 137 312 111 Contacts 4,217 4,246 5,188 2,929 Searches 735 761 1,394 871 Finds 56 112 218 157 Drug Seizures 33 48 125 89 Moving Violations 1,310 1,554 1,654 751 Non Moving Violations 1,159 1,280 781 455 Total Violations 2,469 2,834 2,435 1,206 Level I Inspections 84 91 153 100 Level II Inspections 868 601 946 561 Level III Inspections 1,294 1,440 1,276 553 Total Inspections 2,246 2,132 2,375 1,214 Source: Tennessee Integrated Traffic Analysis Network (TITAN). YTD = 6/22/2016 The Tennessee Highway Patrol has added a new enforcement activity by committing to participate in the Region 2 Operation Safe DRIVE campaign. This campaign is a multi state endeavor to increase patrol and traffic enforcement along the major corridors traveled in the southern region across several states. Interstate I-40 which crosses through the state of Tennessee and will be included in this project. The Tennessee Highway Patrol will participate in the Operation Safe Drive Enforcement campaign scheduled for October 18-20, 2016. This date also coincides with the CVSA Operation Safe Driver activity. Tennessee also plans to continue it's participation in this multi-state enforcement activity during CY 2017. Tennessee also plans to include Size and Weight Overtime in FY 2017. This project 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, but at rest areas and brake check areas within the region. This program will be utilized to reduce the number of crashes that are caused by insufficient brake efficiency due to the overloading of commercial motor vehicles.

### 3 - Carrier Investigations

#### 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 and FTE assigned to this effort.*

#### **Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017**

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. The Investigative Safety Analysis (ISA) goal for FY 2016 was for each compliance review certified personnel to complete a minimum of 6 CR's that were assigned. In CY 2015, 195 ISAs were completed and YTD for CY 2016 61 ISAs have been completed. COMPLIANCE REVIEWS 2014-2016 TYPE OF REVIEW CY 2014 CY 2015 YTD 2016 SAT 31 39 7 Un SAT 4 4 4 COND 27 42 21 UnRated 133 161 101 Federal 141 214 128 State 54 32 5 Yearly Total 195 246 133 Data from MCMIS/FMCSA portal as of 6/24/16 The goal for FY 2017 will be for each CR personnel to complete a minimum of (6) CR's a year.

#### **Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.**

There are currently eleven (11) compliance review certified personnel. Each person will meet all annual requirements 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, CR personnel will also assist in inspections on motorcoaches and hazardous material carriers as part of the on-site investigation.

As noted, Tennessee has 11 compliance review certified personnel who 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 0.5 regular full time employee.

#### **Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).**

All ISA personnel are required to send Investigative Safety Analysis to the New Entrant Sergeant and/or FMCSA personnel for review before they are approved and uploaded. The program will be monitored quarterly by the Administrative Assistant and the Sergeant to determine the number of ISAs completed.

Tennessee sent two Safety Investigators to the Enhanced Investigation Techniques in 2015. The two Safety Investigators that attended the EIT training will in turn train the other Safety investigators across the state. All Safety Investigators have attended all required training to date and will attend all future training required by FMCSA to be compliant with the program.

**Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.**

**Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.**

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs)</b>		
Non-HM Cargo		30
Passenger		2
HM		1
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs) Total</b>	<b>0</b>	<b>33</b>
<b>CSA Off-Site Investigations</b>		
Non-HM Cargo CSA Off-Site		0
Passenger CSA Off-Site		
HM CSA Off-Site		
<b>CSA Off-Site Investigations Sub-total</b>	<b>0</b>	<b>0</b>
<b>CSA On-Site Focused Investigations</b>		
Non-HM Cargo CSA On-Site Focused	4	0
Passenger CSA On-Site Focused	3	0
HM CSA On-Site Focused	3	0
<b>CSA On-Site Focused Investigations Sub-total</b>	<b>10</b>	<b>0</b>
<b>CSA On-Site Comprehensive</b>		
Non-HM Cargo CSA On-Site Comprehensive	0	16
Passenger CSA On-Site Comprehensive	0	1
HM CSA On-Site Comprehensive	0	1
<b>CSA On-Site Comprehensive Sub-total</b>	<b>0</b>	<b>18</b>
<b>CSA Investigations (all Types) Total</b>	<b>10</b>	<b>18</b>
<b>HM-Related Review Types</b>		
Security Contact Reviews (SCRs)		3
Cargo Tank Facility Reviews		1
Shipper Reviews		1
<b>HM-Related Review Types Total</b>	<b>0</b>	<b>5</b>
<b>ALL REVIEW TYPES GRAND TOTAL</b>	<b>10</b>	<b>56</b>

**Add additional information as necessary to describe the carrier investigation estimates:**

The estimates above are based on activity and trends over the last 5 calendar years.

#### 4 - Public Education & Awareness

##### Instructions:

*A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of FTE that will be participating in this effort.*

*Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).*

**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.:**

To continue to increase highway safety through public educational programs via presentations to schools, civic organizations and the trucking 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/education activities that are MCSAP funded are overtime activities which are laid out in the proposed spending budget.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	60
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	50
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	3
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	2
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	45
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	25

**Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.**

Educational programs facilitated by THP include:

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

Move Over - Educating public regarding the safety law which protects emergency personnel

Teens and Trucks - Program to educate teenagers regarding the differences between passenger cars and commercial vehicles and the different handling characteristics.

Distracted Drivers - Program designed to address and eradicate the number of accidents and near accidents which occur due to the driver behavior which becomes distracted from the road, through several ways, including, but not limited to texting while driving.

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 Reviews 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.

The most recent campaign issued by the Governor's Highway Safety Office is the "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 vehicles laws. The Commercial vehicle enforcement administration is working on a comprehensive law guide to educate and help and law enforcement better understand traffic enforcement of CMVs.

***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 Performance Progress Report (SF-PPR):***

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 the accuracy 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 2017
<b>Educational meetings</b>	<b>3,000</b>
<b>Attendance</b>	<b>300,000</b>
<b>Literature Given</b>	<b>500</b>
<b>Contacts Made</b>	<b>75,000</b>

## New Entrant

### 1 - New Entrant Focus Area

#### Instructions:

*The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.*

**Complete the following areas to describe your plan for this MCSAP focus area.**

**Goal:** *Reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new entrant interstate and, at the State's discretion, intrastate motor carriers to ensure that they have effective safety management programs.*

#### **Objective: Processing and Completing Safety Audits within the Statutory Time Limits**

- *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.*
- *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.*

#### **Enter New Entrant Agency:**

Tennessee Highway Patrol under TN Department of Safety and Homeland Security

**Strategies:** **Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your 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. 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.

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 new goals developed in FY 2015 are expected to lead to the most efficient and successful objective to date in regard to safety audits and the success of the New Entrant Program.

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 8 full-time New Entrant auditors and an Administrative Assistant supervised by a Tennessee Highway Patrol Sergeant. The implementation of off-site safety audits is expected to create a greater opportunity to exceed this objective.

Past activities are shown in the table below.

NEW ENTRANT ACTIVITY						
ACTIVITY	2011	2012	2013	2014	2015	2016 YTD
Carriers Added to the Program	1369	1266	1335	1308	1326	155
Carriers Removed from the Program	661	545	571	816	680	287
Safety Audits Completed	746	796	658	659	626	324
Carriers exited due to change	179	209	120	106	136	48
Carriers exited due to inactivation	212	223	232	242	208	120
Carriers revoked due to NO-CA EA	4	6	13	16	12	0
Carriers revoked due to FAILED SA	80	92	58	31	39	10
Carriers revoked due to NO SHOW-S	8	10	9	12	9	13
Carriers revoked due to NO CONTACT	90	160	115	149	230	90
Carriers revoked due to SA-EXEMPT				360	46	16
Carriers revoked with CRs	3	6	23	231		

Recently, the New Entrant Team has begun to report other important data. Below is the information collected in CY 2016 YTD. This information is now being recorded in the quarterly reports.

ACTIVITY	2016 YTD
Group Audits	1
Strike Forces	4
Level I Inspections	159
Level V Insp. in conjunction with a Safety Audit	45

**Activity Plan: A description of the activities the applicant believes will 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 8 New Entrant personnel are strategically located throughout the state in order to provide coverage for all areas. There are areas of Tennessee which have a much higher rate of new entrant commercial carriers than others. In order to accomplish the New Entrant these goals, the following activities are planned.

- New Entrant Safety Audits as outlined in MCMIS which will include both on-site and off-site audits
- At least 2 strike force activities to also be coordinated in areas of high new entrant carriers in order to maintain the goal of no carrier within the 90 days of the FMCSA deadline.
- 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. Some new entrant troopers will also travel to this location where the audits are needed and each trooper will complete an audit on one of the different companies. These types of activities have proven to be efficient ways of accomplishing the goals and objectives.

**Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can 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.

***Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.***

<b>Summary of Anticipated Activities</b>		
<b>Number of Safety Audits/Non-Audit Resolutions</b>	<b>Interstate</b>	<b>Intrastate</b>
# of Safety Audits (Onsite)	228	0
# of Safety Audits (Offsite)	422	0
<b>TOTAL Safety Audits</b>	<b>650</b>	<b>0</b>
# of Non-Audit Resolutions	600	0

## Spending Plan

### **B&I Spending Plan**

#### **What is a Spending Plan?**

*The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.*

#### **What does a Spending Plan do?**

*A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.*

*The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.*

*The spending plan serves a number of critical functions:*

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

## 1 - Spending Plan: Personnel

### What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: ☐ Cash ☒ Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$1,071,518.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Lieutenant	1	100	2080	\$39.00	\$81,120.00	\$81,120.00	\$0.00	\$0.00
Sergeant	3	100	2080	\$35.00	\$218,400.00	\$218,400.00	\$0.00	\$0.00
Accountant	1	100	2080	\$24.00	\$49,920.00	\$49,920.00	\$0.00	\$0.00
Grants Manager	1	100	2080	\$25.00	\$52,000.00	\$52,000.00	\$0.00	\$0.00
Administrative Secretary	1	100	2080	\$18.00	\$37,440.00	\$37,440.00	\$0.00	\$0.00
Accounting Technician I	1	50	2080	\$20.00	\$20,800.00	\$20,800.00	\$0.00	\$0.00
Captain	1	57	2080	\$45.00	\$53,352.00	\$53,352.00	\$0.00	\$0.00
Statistical Analyst	1	100	2080	\$32.84	\$68,307.20	\$68,307.21	\$0.00	\$0.00
Troopers	733	6.74	2080	\$33.00	\$3,391,104.29	\$2,225,265.58	\$1,071,517.50	\$5,959,062.23
Other payroll costs	1	100	0	\$0.00	\$0.00	\$0.00	\$0.00	\$180,272.08
<b>Sub-Total Salary</b>					<b>\$3,972,443.49</b>	<b>\$2,806,604.79</b>	<b>\$1,071,517.50</b>	<b>\$6,139,334.31</b>
Overtime Information								
Overtime	1	100	20639	\$51.00	\$1,052,589.00	\$1,052,589.00	\$0.00	\$1,015,980.00
<b>Sub-Total Overtime</b>					<b>\$1,052,589.00</b>	<b>\$1,052,589.00</b>	<b>\$0.00</b>	<b>\$1,015,980.00</b>
<b>TOTAL PERSONNEL</b>					<b>\$5,025,032.49</b>	<b>\$3,859,193.79</b>	<b>\$1,071,517.50</b>	<b>\$7,155,314.31</b>

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

Please note: Tennessee uses the accrual method of accounting.

The State of Tennessee currently has 738 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 is \$3,678,449.32. 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 eight (8) full time MCSAP 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:

BASIC OVERTIME ACTIVITIES AND ESTIMATED COST			
Type of Overtime	Estimated # of Hours	Avg cost/hour	Total Amount
STAND	3,290	\$48.78	\$160,500.00
NO ZONE	1,080	\$56.02	\$60,500.00
STOP	1,305	\$46.36	\$60,500.00
SIZE AND WEIGHT	655	\$48.23	\$31,589.00
INSPECTION STATION	8,004	\$49.98	\$400,000.00
MOTOR COACH	920	\$54.89	\$50,500.00
Teens and Trucks Overtime	660	\$55.30	\$36,500.00
DICE	3,250	\$51.08	\$166,000.00
HAZMAT	435	\$58.62	\$25,500.00
MOBILE INSP STATION (MIS)	615	\$57.72	\$35,500.00
DATA Q	425	\$60.00	\$25,500.00
TOTAL	20,639		\$1,052,589.00

Average cost per hour is based upon the average amount paid per hour for FY 2015 overtime vouchered. The difference in amounts generally is due to whether troopers, or sergeants, or a mixture of both work the actual overtime hours. The only exceptions are the Teens and Trucks Overtime and Size and Weight Overtime. Teens and Trucks Overtime is merely estimated since Tennessee has just recently requested overtime for this activity. Size and Weight Overtime is estimated since the ongoing averages have just recently been documented and this overtime activity has not been in the last two MCSAP grants. These hours will be distributed throughout the state depending on the individual activity and geographical make-up of the individual district. Each district has a designated District Data Coordinator to distribute and monitor the hours and activities 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.



## 2 - Spending Plan: Fringe Benefits

*Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Lieutenant	26.05	\$81,120.00	\$21,131.76	\$21,131.76	\$0.00	\$0.00
Sergeant	26.05	\$218,400.00	\$56,893.20	\$56,893.20	\$0.00	\$0.00
Accountant	22.68	\$49,920.00	\$11,321.86	\$11,321.86	\$0.00	\$0.00
Grants Manager	22.68	\$52,000.00	\$11,793.60	\$11,793.60	\$0.00	\$0.00
Administrative Secretary	22.68	\$37,440.00	\$8,491.39	\$8,491.39	\$0.00	\$0.00
Accounting Technician I	22.68	\$20,800.00	\$4,717.44	\$4,717.44	\$0.00	\$0.00
Captain	26.05	\$53,352.00	\$13,898.20	\$13,898.20	\$0.00	\$0.00
Statistical Analyst	22.68	\$68,307.00	\$15,492.03	\$15,492.03	\$0.00	\$0.00
Troopers	26.05	\$2,225,265.08	\$579,681.55	\$579,681.55	\$0.00	\$1,855,464.34
Other payroll costs			\$0.00	\$0.00	\$0.00	\$0.00
<b>Sub-Total Fringe Benefits</b>			<b>\$723,421.03</b>	<b>\$723,421.03</b>	<b>\$0.00</b>	<b>\$1,855,464.34</b>

**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 spending plan, section 1.

**3 - Spending Plan: Travel**

*Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.*

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Training/Travel	4	5	\$9,640.00	\$9,640.00	\$0.00	\$239,115.00
Educational Outreach	4	10	\$5,660.00	\$5,660.00	\$0.00	\$0.00
COHMED Conference	4	5	\$9,840.00	\$9,840.00	\$0.00	\$0.00
Tennessee Trucking Association Conference	4	5	\$6,440.00	\$6,440.00	\$0.00	\$0.00
IACP - International Association of Chiefs of Police	4	4	\$6,760.00	\$6,760.00	\$0.00	\$0.00
Hazmat Administrative Duties	1	20	\$7,200.00	\$7,200.00	\$0.00	\$0.00
FMCSA CVSP Workshop	7	4	\$10,346.00	\$10,346.00	\$0.00	\$0.00
CVSA - Spring Conference	4	4	\$8,556.00	\$8,556.00	\$0.00	\$0.00
CVSA Fall Conference	4	4	\$8,556.00	\$8,556.00	\$0.00	\$0.00
Obtain Passport	4	135	\$540.00	\$540.00	\$0.00	\$0.00
<b>Sub-Total Travel</b>			<b>\$73,538.00</b>	<b>\$73,538.00</b>	<b>\$0.00</b>	<b>\$239,115.00</b>

**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 12 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:

1. Inspectors challenge
2. Education on all of the following:
  - a. Pre-trip inspections and common industry errors
  - b. Record of Duty Status (RODS)
  - c. Compliance Reviews
  - d. Safety Audits
  - e. Hazmat Regulations
  - f. Hours of Service
3. Troopers are available specifically to answer industry questions
4. Brochures are distributed
5. Mobile Inspection Station is available for education and demonstration
6. 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 over CVE to this conference.

The Hazmat Sergeant is stationed in East Tennessee and is 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 Hazmat training and enforcement. The total cost for the Hazmat Sergeant's travel is anticipated to be \$7,200.00.

Currently, the CVSA conference in the spring of 2017 is scheduled to be held in Canada. As a result, the three men planning to attend will need passports. This expense has been added into the table above. This addition brings the total amount for planned travel to \$73,538.

BELOW IS THE TABLE FOR PLANNED TRAVEL

Event	# of people	# of days	Fees	Est. Trans cost per person	Est. hotel cost per night	Est. per diem cost per person	Total fees	Total trans. costs	Total Hotel cost	Total Per diem cost	Total Trip Cost
CVSA-fall	4	4	\$450	\$449	\$250	\$240	\$1,800	\$1,796	\$4,000	\$960	\$8,556
CVSA-spring	4	4	\$450	\$449	\$250	\$240	\$1,800	\$1,796	\$4,000	\$960	\$8,556
FMCSA CVSP Workshop	7	4	\$0	\$238	\$250	\$240	\$0	\$1,666	\$7,000	\$1,680	\$10,346
Hazmat admin meetings	1	2	20 times in the year	\$0.00	\$125	\$110	\$0	\$0	\$5,000	\$2,200	\$7,200
IACP	4	4	\$0	\$450	\$250	\$240	\$0	\$1,800	\$4,000	\$960	\$6,760
TTA	4	5	Waived	\$0	\$250	\$310	\$0	\$200	\$5,000	\$1,240	\$6,440
COHMED	4	5	\$450	\$450	\$250	\$310	\$1,800	\$1,800	\$5,000	\$1,240	\$9,840
Education/Outreach	4	3	\$0.00	\$0	\$125	\$165	\$0	\$0	\$5,000	\$660	\$5,660
Training	4	5	\$400.00	\$450.00	\$250	\$310	\$1,600	\$1,800	\$5,000	\$1,240	\$9,640
<b>TOTAL</b>	<b>\$72,998* (See above paragraph noting the addition for passports for four people)</b>										

The Planned MOE Expenditures was placed on the incorrect line. The MOE expenditures by the State of Tennessee are for all of the Training and Travel. It is not for Hazmat administrative duties.

#### 4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: ☐ Yes ☒ No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicles	0	\$0.00	\$0.00	\$0.00	\$0.00	\$113,236.00
Fleet Cost (Mileage/Repairs)	0	\$0.00	\$0.00	\$0.00	\$0.00	\$341,009.00
Other equipment	0	\$0.00	\$0.00	\$0.00	\$0.00	\$1,012,228.00
<b>Sub-Total Equipment</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,466,473.00</b>

**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 2017.

The planned MOE expenditures include vehicles purchased for commissioned officers as well as vehicle maintenance and repairs. 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. The expenditures referred to for Fleet cost 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.

**5 - Spending Plan: Supplies**

*Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.*

*The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.*

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Educational Materials	12	Months	\$833.50	\$10,002.00	\$10,002.00	\$0.00	\$29,000.00
Tools for Inspections	12	Months	\$2,000.00	\$24,000.00	\$24,000.00	\$0.00	\$0.00
General Office Supplies and Computers	12	Months	\$2,084.00	\$25,008.00	\$25,008.00	\$0.00	\$233,765.03
Printers	0	0	\$0.00	\$0.00	\$0.00	\$0.00	\$89,145.00
<b>Sub-Total Supplies</b>				<b>\$59,010.00</b>	<b>\$59,010.00</b>	<b>\$0.00</b>	<b>\$351,910.03</b>

**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, desk pads, 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 needed 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 \$2,084 per month based on current spending habits.

Tools for inspections include the following items:

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

The estimated cost is based on FY 2015 spending patterns for an estimated average of \$2,000.00 per month for 12 months.

In addition to the normal educational materials purchased each year, Tennessee is currently working on a comprehensive guide to Tennessee CVE laws. This booklet will be used as an educational tool for state and local law enforcement in helping to guide them in regards to one of the more recent discoveries among local law enforcement agencies which is the lack of knowledge and/or understanding of commercial vehicles laws. The plan is to educate and help law enforcement better understand laws they can enforce. The book will be published in hard copy as well as digital and will be used in conjunction with classes at the local law enforcement level. The cost of publishing, design, and printing is estimated at this time. Currently the book is with the Tennessee Department of Safety and Homeland Security Legal Division for final review.

The following are anticipated educational materials to be purchased:

EDUCATIONAL MATERIALS			
Item	# Ordered	Est. Cost per Unit	Totals
FMCSA 49 CFR Books	525	\$9.00	\$4,725.00

HAZMAT Books	55	\$15.00	\$825.00
TCA Books	6	\$50.00	\$300.00
CVSA - NAS OOS Criteria	6	\$25.00	\$150.00
CVE Law Guide	100	\$40.00	\$4,000.00
TOTAL			\$10,000.00

The MOE planned expenditures of \$29,000.00 comes from costs associated with printing, copying, scanning, and image processing. It includes the cost of all printed materials.

The MOE planned expenditures of \$233,765.03 comes from costs 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.

**6 - Spending Plan: Contractual**

*Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.*

*Contract means 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.*

*Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.*

*For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.*

<b>Contractual Cost Spending Plan Narrative</b>				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Repair and Maintenance for LPR, DOT readers and IBSS	\$400,000.00	\$400,000.00	\$0.00	\$648,402.17
Teens and Trucks Simulator Repair and Maintenance	\$62,083.96	\$62,083.96	\$0.00	\$0.00
Safety Net Storage and Maintenance	\$18,238.97	\$18,238.97	\$0.00	\$0.00
<b>Sub-Total Contractual</b>	<b>\$480,322.93</b>	<b>\$480,322.93</b>	<b>\$0.00</b>	<b>\$648,402.17</b>

**Enter detailed explanation of how you came up with the contractual costs:**

SafetyNet is a proprietary software client whose purpose is to upload/download Driver/Vehicle Examination Reports (DVERs), otherwise known as inspection reports, from Motor Carrier Management Information System (MCMIS) to check the quality of the data and correct any errors that are discovered. The reviewed and corrected DVERs are then uploaded back to MCMIS and SAFER. The SafetyNet database also allows the DVERs to be queried for analysis and reporting. **The original estimate for the Safety Net Storage from the State of Tennessee was for approximately \$2,000.00 per month. We are requesting less than that amount.**

The Teens and Trucks Simulator and trailer will need 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 amount requested is an estimate based on initial quotes the State of Tennessee has received during the contract process. The quotes are separate for the trailer and the simulator. **The vendor gave an anticipated cost for the simulator over the next five years. The first year, is anticipated to cost \$35,600. The second year is expected to cost \$36,600. The third year is expected to cost \$38,850. The fourth year is expected to cost \$40,100 and the fifth year is expected to cost \$42,350. The trailer maintenance for a five year contract which includes inspections, maintenance and anticipated repairs is expected to cost approximately \$132,500 over the five year time span. This equals \$26,500 per year.**

The repair and maintenance contract for the LPR, DOT readers and IBSS is anticipated to cost approximately \$400,000.00 for the year. Vendors were consulted regarding the cost of maintaining this equipment. Due to a lack of funding for maintenance from FMCSA for the last couple of years, much of this equipment has fallen into disrepair and must now be extensively repaired and/or replaced. It is imperative that 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.

**The MOE planned expenditures of \$648,402.17 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 LPR, DOT readers and IBSS. All of the money budgeted from the CVISN FY 2016 will be obligated prior to the use of any of the funds granted in the MCSAP FY 2017. There will be no duplicate obligations of funds. MCSAP funds will only be used for the operation and maintenance costs either after the CVISN FY 2016 funding has been exhausted or the one year performance period has expired, whichever comes first. The exception to this statement is that if FMCSA disallows the agreed upon match in the CVISN FY 2016 grant, then no money from the CVISN FY 2016 grant will be used for O & M purposes and that money will be deobligated and all O & M money will come from the MCSAP FY 2017 grant.



**7 - Spending Plan: Other Costs**

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Fuel for Teens and Trucks Generator	12	Months	\$300.00	\$3,600.00	\$3,600.00	\$0.00	\$0.00
CVSA Dues	1	9800	\$9,800.00	\$9,800.00	\$9,800.00	\$0.00	\$9,800.00
CVSA Decals	4	Quarters	\$820.00	\$3,280.00	\$3,280.00	\$0.00	\$3,858.82
Wireless Devices/Communications and Postage	12	Months	\$833.00	\$9,996.00	\$9,996.00	\$0.00	\$68,104.00
Other Facilities	0	0	\$0.00	\$0.00	\$0.00	\$0.00	\$262,020.83
<b>Sub-Total Other Costs</b>				<b>\$26,676.00</b>	<b>\$26,676.00</b>	<b>\$0.00</b>	<b>\$343,783.65</b>

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

Wireless Devices, communications and postage includes all MCSAP eligible items including cell phones, smart phones, iPads, and air cards for laptop computers. The following is a breakdown of costs associated with these items based on spending costs during FY 2015. The amount of \$9,996.00 requested is based on an average amount anticipated of \$833.00 per month.

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 \$820.00.

CVSA dues cost \$9,800.00 per year.

The MOE planned expenditures by the state of \$9,200.00 listed on this line comes from costs associated with third party professional and administrative services such as other dues and subscriptions.

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 \$300.00 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.

The MOE planned expenditures of \$262,020.83 comes from costs associated with electricity, water, waste removal, sewage services, lease of equipment, such as alarm systems, insurance payments or premiums to non state agencies.

**8 - Spending Plan****Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,071,933.00	\$1,071,518.00	\$7,143,450.00

Allowable amount for Overtime (15% of total award amount without justification): \$1,071,518.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$520,630.00

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$1,052,589.00	\$0.00	\$1,052,589.00	\$1,015,980.00
Lieutenant	\$81,120.00	\$0.00	\$81,120.00	\$0.00
Sergeant	\$218,400.00	\$0.00	\$218,400.00	\$0.00
Accountant	\$49,920.00	\$0.00	\$49,920.00	\$0.00
Grants Manager	\$52,000.00	\$0.00	\$52,000.00	\$0.00
Administrative Secretary	\$37,440.00	\$0.00	\$37,440.00	\$0.00
Accounting Technician I	\$20,800.00	\$0.00	\$20,800.00	\$0.00
Captain	\$53,352.00	\$0.00	\$53,352.00	\$0.00
Statistical Analyst	\$68,307.21	\$0.00	\$68,307.21	\$0.00
Troopers	\$2,225,265.58	\$1,071,517.50	\$3,296,783.08	\$5,959,062.23
Other payroll costs	\$0.00	\$0.00	\$0.00	\$180,272.08
<b>Subtotal for Personnel</b>	<b>\$3,859,193.79</b>	<b>\$1,071,517.50</b>	<b>\$4,930,711.29</b>	<b>\$7,155,314.31</b>

<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lieutenant	\$21,131.76	\$0.00	\$21,131.76	\$0.00
Sergeant	\$56,893.20	\$0.00	\$56,893.20	\$0.00
Accountant	\$11,321.86	\$0.00	\$11,321.86	\$0.00
Grants Manager	\$11,793.60	\$0.00	\$11,793.60	\$0.00
Administrative Secretary	\$8,491.39	\$0.00	\$8,491.39	\$0.00
Accounting Technician I	\$4,717.44	\$0.00	\$4,717.44	\$0.00
Captain	\$13,898.20	\$0.00	\$13,898.20	\$0.00
Statistical Analyst	\$15,492.03	\$0.00	\$15,492.03	\$0.00
Troopers	\$579,681.55	\$0.00	\$579,681.55	\$1,855,464.34
Other payroll costs	\$0.00	\$0.00	\$0.00	\$0.00
<b>Subtotal for Fringe Benefits</b>	<b>\$723,421.03</b>	<b>\$0.00</b>	<b>\$723,421.03</b>	<b>\$1,855,464.34</b>

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Training/Travel	\$9,640.00	\$0.00	\$9,640.00	\$239,115.00
Educational Outreach	\$5,660.00	\$0.00	\$5,660.00	\$0.00
COHMED Conference	\$9,840.00	\$0.00	\$9,840.00	\$0.00
Tennessee Trucking Association Conference	\$6,440.00	\$0.00	\$6,440.00	\$0.00
IACP - International Association of Chiefs of Police	\$6,760.00	\$0.00	\$6,760.00	\$0.00
Hazmat Administrative Duties	\$7,200.00	\$0.00	\$7,200.00	\$0.00
FMCSA CVSP Workshop	\$10,346.00	\$0.00	\$10,346.00	\$0.00
CVSA - Spring Conference	\$8,556.00	\$0.00	\$8,556.00	\$0.00
CVSA Fall Conference	\$8,556.00	\$0.00	\$8,556.00	\$0.00
Obtain Passport	\$540.00	\$0.00	\$540.00	\$0.00
<b>Subtotal for Program Travel</b>	<b>\$73,538.00</b>	<b>\$0.00</b>	<b>\$73,538.00</b>	<b>\$239,115.00</b>

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicles	\$0.00	\$0.00	\$0.00	\$113,236.00
Fleet Cost (Mileage/Repairs)	\$0.00	\$0.00	\$0.00	\$341,009.00
Other equipment	\$0.00	\$0.00	\$0.00	\$1,012,228.00
<b>Subtotal for Equipment</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,466,473.00</b>

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Educational Materials	\$10,002.00	\$0.00	\$10,002.00	\$29,000.00
Tools for Inspections	\$24,000.00	\$0.00	\$24,000.00	\$0.00
General Office Supplies and Computers	\$25,008.00	\$0.00	\$25,008.00	\$233,765.03
Printers	\$0.00	\$0.00	\$0.00	\$89,145.00
<b>Subtotal for Supplies</b>	<b>\$59,010.00</b>	<b>\$0.00</b>	<b>\$59,010.00</b>	<b>\$351,910.03</b>

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Repair and Maintenance for LPR, DOT readers and IBSS	\$400,000.00	\$0.00	\$400,000.00	\$648,402.17
Teens and Trucks Simulator Repair and Maintenance	\$62,083.96	\$0.00	\$62,083.96	\$0.00
Safety Net Storage and Maintenance	\$18,238.97	\$0.00	\$18,238.97	\$0.00
<b>Subtotal for Contractual</b>	<b>\$480,322.93</b>	<b>\$0.00</b>	<b>\$480,322.93</b>	<b>\$648,402.17</b>

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Fuel for Teens and Trucks Generator	\$3,600.00	\$0.00	\$3,600.00	\$0.00
CVSA Dues	\$9,800.00	\$0.00	\$9,800.00	\$9,800.00
CVSA Decals	\$3,280.00	\$0.00	\$3,280.00	\$3,858.82
Wireless Devices/Communications and Postage	\$9,996.00	\$0.00	\$9,996.00	\$68,104.00
Other Facilities	\$0.00	\$0.00	\$0.00	\$262,020.83
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$26,676.00</b>	<b>\$0.00</b>	<b>\$26,676.00</b>	<b>\$343,783.65</b>

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Direct Costs</b>	<b>\$5,222,161.75</b>	<b>\$1,071,517.50</b>	<b>\$6,293,679.25</b>	<b>\$12,060,462.50</b>
<b>Total Costs Budgeted</b>	<b>\$5,222,161.75</b>	<b>\$1,071,517.50</b>	<b>\$6,293,679.25</b>	<b>\$12,060,462.50</b>

<b>Comprehensive Budget</b>
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*This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,071,933.00	\$1,071,518.00	\$7,143,450.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$4,460,001.79	\$1,071,517.50	\$5,531,519.29	\$7,155,314.31
Fringe Benefit Total	\$878,669.78	\$0.00	\$878,669.78	\$1,855,464.34
Program Travel Total	\$98,564.00	\$0.00	\$98,564.00	\$239,115.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$1,466,473.00
Supplies Total	\$68,910.00	\$0.00	\$68,910.00	\$351,910.03
Contractual Total	\$480,322.93	\$0.00	\$480,322.93	\$648,402.17
Other Expenses Total	\$85,464.00	\$0.00	\$85,464.00	\$343,783.65
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$6,071,932.50	\$1,071,517.50	\$7,143,450.00	\$12,060,462.50
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total Costs Budgeted</b>	<b>\$6,071,932</b>	<b>\$1,071,518</b>	<b>\$7,143,450</b>	<b>\$12,060,463</b>

**NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.**



## **Certification of MCSAP Conformance (State Certification) – FY 2017**

I Bill Gibbons, 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 Jason Ivey.

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 7/15/16

Signature Brian H.



## **Certification of MCSAP Conformance (State Certification) - Fiscal Year 2017**

I, **Bill Gibbons, Commissioner**, on behalf of the State (or Commonwealth) 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 rules and regulations that are compatible with the FMCSRs and the HMRs.
2. The State has designated **Tennessee Highway Patrol** as the lead agency to administer the CVSP for the grant sought and **the Commercial Vehicle Administration** to perform defined functions under the plan. These agencies have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws or regulations.
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 or regulations in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry 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 and State CMV safety laws and regulations.
8. The State must maintain the total expenditure of amounts of the lead State agency responsible for implementing the CVSP, exclusive of Federal assistance and State matching funds, for CMV safety programs eligible for funding under the Basic program at a level at least equal to the average level of that expenditure for fiscal years 2004 and 2005. These expenditures must cover at least the following four program areas, as applicable:
  - a. Motor carrier safety programs in accordance with 49 CFR 350.109.
  - b. Size and weight enforcement programs in accordance with 49 CFR 350.309(c)(1).



- c. Drug interdiction enforcement programs in accordance with 49 CFR 350.309(c)(2).
- d. Traffic safety programs in accordance with 49 CFR 350.309(d).

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

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

11. The State will establish and dedicate sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data is collected and reported to FMCSA; participate in a national motor carrier safety data correction program (DataQs); ensure participation in appropriate FMCSA systems and other information systems by all appropriate jurisdictions receiving MCSAP funding; and ensure information is exchanged in a timely manner with other States.

12. The State will ensure that the CVSP, data collection, and information systems are coordinated with the State highway safety program under title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is *Jason Ivey*.

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

14. The State will ensure that MCSAP agencies have departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

15. The State will ensure that requirements relating to the licensing of CMV drivers are enforced, including checking the status of CDLs.

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, carrier interventions, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce operating authority requirements under 49 CFR 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.

18. The State will enforce the financial responsibility requirements under 49 CFR Part 387 as applicable to CMVs subject to the provisions of 49 CFR 392.9a.



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 station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops.

22. The State will ensure that it transmits to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. Section 31315(b) and provided to the State by the FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

Signature Brian H.

Date 7/15/16

**Additional Comments or Footnotes:**



**STATE CERTIFICATION  
REGULATORY COMPATIBILITY REVIEW  
2017**

I, Bill Gibbons, Commissioner of Safety and Homeland Security, on behalf of the State of Tennessee as required by Per (49 CRF 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 (65-15-113). 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 CRF 350.213.

Signature: Bill Gibbons

Date: July 5, 2016