

eCVSP

TENNESSEE

Commercial Vehicle Safety Plan

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

Fiscal Years 2022 - 2024

Date of Approval: August 10, 2022

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

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

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

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

REMINDERS FOR FY 2022:

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

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

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

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

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

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- Initiatives involving "rural roads" are specifically included in this CVSP.**
- The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).**

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

There are eight THP Districts within the state. Each district is commanded by a District Captain. All districts are under the command of the THP Administrative Office located in Nashville, Tennessee. The command staff consists of Majors, Lieutenant Colonels, and a Colonel. 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 and new entrant activities. There are also two Sergeants whose duties include, but are not limited to, coordination of commissioned and industry education, interpretation of regulations for drivers, motor carriers and field personnel. All 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 a Major within the THP Command Staff.

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

As of June 2021, THP had 54 troopers assigned to the fixed inspection facilities and 683 in patrol and/or administrative positions. All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers in specialized CVE positions are required to maintain higher levels of certification. Troopers assigned to the road and administrative positions are required to complete a minimum number of North American Standard inspections each year in addition to their regular duties. The primary responsibilities of troopers assigned to the fixed facilities are commercial vehicle inspections and other commercial motor vehicles related enforcement.

All new troopers are required to pass the North American Standard Part A. Within six months of completing training they must complete 32 North American Standard Level III inspections with a Certified Field Training Officer. Select troopers receive additional training in HAZMAT, Level VI (Radioactive Materials & Transuranics), North American Standard Part B, cargo tank, and passenger carrier, which allows them to gain certification in these specialized areas. The table below shows the number of certified Troopers as of June 2021.

CY 2021 Certified Inspectors	
Type of Certification	Count
NAS Level I	361
NAS Level III	376
Hazmat	119
Cargo Tank	76
Passenger Carrier	24
Compliance Review	3
Safety Audit	7

Source: TDOSHS, TITAN Division, SafetyNet Database, June 21, 2021

The State of Tennessee currently has 737 troopers trained on commercial vehicle inspections. With the exception of CVE Administrative Personnel, all of these troopers work MCSAP activities on a part-time basis. Because of this large number, a methodology has been developed to calculate the amount of salary which is paid from MCSAP. The calculation determines the percentage of Tennessee Highway Patrol activity in hours that is payable via MCSAP. The amount of grant overtime commercial vehicle activity hours that is reported in the Tennessee Integrated Traffic Analysis Network (TITAN) trooper activity system is subtracted from the total commercial vehicle activity hours to equal the amount of MCSAP payable commercial vehicle hours. The total hours eligible for MCSAP funding are calculated by subtracting the total hours of activity performed on grant overtime from the total hours of activity in TITAN. The formula is as follows:

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

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

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

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

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

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

basis.

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

- Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of laws restricting the use of alcohol and controlled substances
- Training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substances
- Breath testers are available to troopers either at fixed inspection facilities, local sheriff's offices, and police departments
- Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by an occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
- Training for roadside officers and inspectors to detect indicators of controlled substance trafficking
- Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.
- Enforcing federal registration (operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
- Enforcing the financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387

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

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

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

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

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

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

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

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

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

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

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	TENNESSEE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	743
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	737
Traffic Enforcement Activities	737
Investigations *	3
Public Education and Awareness	16
Data Collection and Reporting	743
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

Trend Analysis for 2016 - 2020

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

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

FMCSA Reportable Large Truck Fatalities per 100 Million TN VMT

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

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

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

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

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

Hazmat related Fatal Crashes per 100M TN VMT

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

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

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

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

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

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

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

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

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

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

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

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

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

This rate is again for fatalities per 100 million TN VMT

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

CMV FATAL CRASH REDUCTION:

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

MOTORCOACH/PASSENGER CARRIER FATALITY REDUCTION:

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

HAZARDOUS MATERIAL FATALITY REDUCTION

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

Narrative Overview for FY 2022 - 2024

Instructions:

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

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

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

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



Tennessee also faces infrastructure challenges. According to the American Transportation Research Institute (ATRI), Tennessee has 6 out of the top 100 truck bottlenecks in the U.S in 2021.

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

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

In addition to all issues above, there are also many rural areas throughout the state as well as a variety of landscape types which exist between the far west end of the state in Memphis and the far east end of the state in Fall Branch. All of these factors together require a tremendous amount of manpower to maintain consistent enforcement. It also stands to reason that all of these factors combined have contributed to being included in the top 10 states for fatal large truck crashes.

Below are tables to be used for the MCSAP FY 2022, FY 2023, and FY 2024 updates.

TENNESSEE CMV FATALITIES AND GOALS				
CY	FMCSA Reportable Large Truck Fatalities		Actual Rate per 100 Million TN VMT	Goal
2021				0.1455

2022				0.255
2023				0.252
2024				0.250

TENNESSEE PASSENGER CARRIER FATALITIES AND GOALS				
CY	Number of Fatalities	TN All VMT Estimated Millions of Miles	Actual Rate per 100 Million TN VMT	Goal
2021				0
2022				0
2023				0
2024				0

TENNESSEE HAZMAT FATALITIES AND GOALS				
CY	Number of Fatalities	TN All VMT Estimated Millions of Miles	Actual Rate per 100 Million TN VMT	Goal
2021				0
2022				0
2023				0
2024				0

Tennessee has reviewed and identified increased work zone crashes in comparison to other CMV crashes. Below is data from last 6 years with 2016 used as a baseline.

Large Truck Crashes as Percent of All Crashes					
2016	2017	2018	2019	2020	2021*
5.96%	6.11%	6.42%	6.63%	6.97%	7.08%

Tennessee Department of Safety & Homeland Security, TITAN Division, 05/14/2021 (TITAN database).

*YTD 05/13/2021

Large Truck Work Zone Crashes as Percent of All Work Zone Crashes					

2016	2017	2018	2019	2020	2021*
15.59%	14.94%	15.76%	15.52%	18.46%	20.60%

Tennessee Department of Safety & Homeland Security, TITAN Division, 05/14/2021 (TITAN database).

*YTD 05/13/2021

Enter the data source and capture date:

Data sources are listed under each chart.

Projected Goal for FY 2022 - 2024:

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

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

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

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

Tennessee's goal is to **stop and reverse** the upward trend in Large Truck fatal crashes and fatalities and **to lower th** current rate for large truck fatalities per 100M TN VMT by **1% each year** over the next three years. THP currently has 737 commissioned troopers who are certified to conduct NAS inspections. Troopers perform commercial vehicle inspections and traffic enforcement activities along with their daily duties. **Beginning with the cadet class of 2021, all new troopers will be required to be Level I certified prior to graduation from the academy.** In addition to their daily efforts, the THP supervisors approve overtime to conduct targeted enforcement based on data provided by the TDOSHS TITAN Division. The "CVE Dashboard" is a tool supervisors use when creating 90 day enforcement plans. The CVE Dashboard provides monthly snapshots of large truck crash data for each district in the following areas:

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

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

TN vs. National R.O.U.T.E.S. Facts			
	Rural	Rural Road Hwy	Truck VMT on Rural

	Population	Fatalities	Roads
National	19% ^{^^}	57% [*]	46% [^]
TN	22% ^{**}	53% ^{***}	35% ^{^^}
^{^^} Source: https://www.transportation.gov/rural/rural-transportation-statistics (accessed 6/24/21)			
[*] Source: Large Truck and Bus Crash Facts 2018, USDOT, FMCSA, Analysis Division, September 2020			
[^] Source: https://www.fhwa.dot.gov/policyinformation/statistics/2018/vm1.cfm (accessed (6/25/2021)			
^{**} Source: https://www.ruralhealthinfo.org/states/tennessee (accessed 6/24/2021)			
^{***} Source: TDOSHS, TITAN Division, 6/25/2021, TITAN-FARS database.			
^{^^} TN Truck VMT Source: TDOSHS, TITAN Division, 6/24/2021 (FHWA Travel Volume Trends data)			
Note: TN rural population data is for 2019 (2018 data not found). All other data is for 2018.			

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

- The New Entrant program has increased its safety training both with new carriers and with new troopers.
- THP has increased the use of social media in order to expand our footprint within the state.
- A coalition of state, federal, industry, and legislative partners working on finding inventive ways to combat the large truck fatality issue began in 2020 prior to the COVID pandemic shutdown. Efforts are in process to resume this coalition.
- Tennessee has added an overtime campaign for enforcement around Work Zone areas.

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

The THP conducts activities in each of the below national program elements, which are part of the 49 CFR 350 in order to reduce crashes and fatalities as well as maintain compliance within the Motor Carrier Safety Assistance Program.

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

Below is a chart showing Tennessee's CMV Drug and Alcohol related crash statistics for the last five years.

CMV Drug and Alcohol Related Crash Statistics						
Percentage Comparison	2016	2017	2018	2019	2020	2021*
Alcohol Involved Crashes as Percentage of All Crashes	3.30%	3.20%	3.01%	3.02%	3.60%	3.45%
CMV Crashes involving Alcohol/Drug as Percentage of All CMV Crashes	0.22%	0.39%	0.34%	0.33%	0.38%	0.43%
CMV Crashes involving Alcohol/Drug as Percentage of All Crashes	0.01%	0.02%	0.02%	0.02%	0.03%	0.03%
CMV Crashes Involving Alcohol/Drug as a Percentage of All Crashes involving Alcohol/Drug	0.40%	0.73%	0.72%	0.73%	0.73%	0.87%

Source: TDOSHS, TITAN Division, 5/13/2021 *YTD 5/12/2021

Tennessee will continue to engage in activities to reduce CMV Drug and Alcohol related crashes. CMV division will continue to teach troopers how to check query central for prohibited drivers during CVE in-service each year. According to the TDOSHS Four Year Strategic Plan, the THP intends to increase the number of Drug Recognition Experts (DRE) from 97 to 130 within the next four years.

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

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

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

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

Part 2 Section 3 - Roadside Inspections

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

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

Trend Analysis for 2016 - 2020

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

Narrative Overview for FY 2022 - 2024

Overview:

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

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

All of Tennessee’s commercial motor vehicle (CMV) activity is coordinated by the Commercial Vehicle Enforcement (CVE) Administration Unit under the command of a Lieutenant who reports to the Captain of the Special Programs Division of the THP. As of June 2021, THP had 54 troopers assigned to fixed scale facilities while 683 are in patrol and/or administrative positions. All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers assigned to the road and administrative positions are responsible not only for their regular duties, but are also required to complete a minimum number of North American Standard (NAS) inspections a year. Within the state, there are eight commercial vehicle inspection/weigh station facilities. Each fixed facility is under the command of a Lieutenant who reports to the District Captain.

Tennessee has 737 full time commissioned officers who work MCSAP activities on a part time basis. The hours that are worked on inspection activities have been calculated using the FY 2019 MOE percentage of CVE time worked which is 11.27%. The FTE for these activities is derived by applying the 11.27% to the number of commissioned officers *(737), and assumes 1,920 hours per year is one (1) FTE. The total FTE CVE equivalent is 75.3.

FY 2020 MOE	Total Hours Worked per Trooper Annually	Total MCSAP Eligible Hours
11.27%	1,920	1,281,801.5

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 6/17/2021

Commissioned Officers	FTE CVE Inspection Equivalent
737	75.3

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

Source: Department of Safety & Homeland Security, TITAN Division, TITAN Database, 6/17/2021

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

Below is a chart showing Roadside vs Facility Inspections

CMV Inspections by Facility Type and Level CY 2016 - 2020								
	Facility Type	Inspection Level						Total
		1	2	3	4	5	6	
2016	Fixed	15,491	7,420	12,120	2	23	1	35,057
	Roadside	11,293	7,190	17,344	4	561	10	36,401
	Total	26,784	14,610	29,463	6	584	11	71,458
2017	Fixed	15,694	6,836	11,764	4	0	1	34,299
	Roadside	11,735	6,636	17,411	5	441	22	36,250
	Total	27,429	13,472	29,175	9	441	23	70,549
2018	Fixed	17,726	8,821	11,365	1	25	12	37,950
	Roadside	12,680	6,602	20,334	12	388	60	40,076
	Total	30,406	15,423	31,699	13	413	72	78,026

2019	Fixed	17,746	11,518	8,656	4	0	7	37,931
	Roadside	14,209	7,317	18,722	17	303	53	40,621
	Total	31,975	18,835	27,415	21	304	60	78,610
2020	Fixed	12,229	6,594	6,152	2	1	3	24,981
	Roadside	13,050	5,766	16,650	10	277	16	35,769
	Total	25,279	12,360	22,800	12	278	19	60,750

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, 03/25/2021 (SafetyNet database)

FY 2023, FY 2024 Update:

CMV Inspections by Facility Type and Level Updates for CY 2021, 2022, 2023, 2024								
	Facility Type	Inspection Level						Total
		1	2	3	4	5	6	
2021	Fixed							0
	Roadside							0
	Total	0	0	0	0	0	0	0
2022	Fixed							0
	Roadside							0
	Total	0	0	0	0	0	0	0
2023`	Fixed							0
	Roadside							0
	Total	0	0	0	0	0	0	0
2024	Fixed							0
	Roadside							0
	Total	0	0	0	0	0	0	0

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

Inspection Violations Related to Transportation of Migrant Workers						
Federal Violation Code	Violation Description	Calendar Year				
		2016	2017	2018	2019	2020
398.3B	Driver Qualifications (Physical) for Transportation of Migrant Workers	0	0	1	0	0
398.3B8	No doctors certificate of qualification	0	0	1*	0	0

	in possession - drivers of Migrant Workers					
398.4	Driving of vehicles - Transportation of Migrant Workers	0	0	1	0	0
398.5	Failure to maintain vehicle for safe operation - Transportation of Migrant Workers	0	0	1	0	0
398.6	Violation of Hours of Service regulations for Transportation of Migrant Workers	0	0	0	2	1
398.7	Inspection and Maintenance of motor vehicles used for Transportation of Migrant Workers	0	0	1	0	0
Total		0	0	5	2	1

*Inspection due to vehicle crash

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

Tennessee has only had one inspection over that last five years that was associated with a crash. There have only been a eight (8) migrant transportation related inspections over the last five years. Tennessee will continue to monitor these numbers for any possible increase in transportation of migrant worker violations associated with a crash. Below will be the chart for CY 2021, 2022, 2023, 2024.

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

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

DICE - Drug Interdiction and Criminal Enforcement. Approximately 2,000 overtime hours will be utilized. Enforcement areas will be on interstate and highway routes which have increased drug activity based upon seizure data and which connect source cities to destination areas and known by-pass routes around weigh stations. There are to be no less than two troopers per shift at any given activity. K-9 handlers must be on duty or readily accessible during the shift. Contacts are recorded via inspection citation or warning. A minimum of a Level III inspection must be completed. A Level II must be completed when possible.

SIZE AND WEIGHT - Inspections completed on overweight, over dimensional, and unsafe vehicles in mountainous regions of TN. Those regions include districts 1 (Knoxville), 2 (Chattanooga), 5 (Fall Branch), and 6 (Cookeville). There will be an estimated 163 hours for this overtime project.

SCALES - Increase inspection activity at the Scale Facilities. An estimated 7,085 hrs will be allotted for this overtime.

STOP - Strategic Transportation Observation and Prevention. The focus is on CMV inspections related to cargo tanks, hazmat, rental and obvious violations. Provide sufficient coverage at checkpoints, weigh stations and known highways and roads used as by-pass routes to stop, evaluate and inspect as many of these CMVs as possible. An estimated 800 hours are allotted for this overtime.

Overtime Activity Charts for 2018 - 2020

DICE	CY 2018	CY 2019	CY 2020
Total Inspections	2,303	2,072	1,490
CMV Citations	352	837	477
Non-CMV Citations	519	138	61
Total Citations	871	975	538
Contacts	4,149	3,200	1975
Searches	895	861	561
Finds	125	182	122
Drug Seizures	78	81	60
OOS Vehicles	74	235	113
OOS Drivers	97	316	223
Hours Worked	3,383	2,923	1,941

S AND W	CY 2018	CY 2019	CY 2020
Total Inspections	152	166	135
CMV Citations	173	73	60
Non-CMV Citations	52	13	14
Total Citations	225	86	74
Contacts	325	351	322
OOS Vehicles	56	66	57
OOS Drivers	20	23	25
Hours Worked	433	371	381

SCALES	CY 2018	CY 2019	CY 2020
Level I	4,982	6,651	4,385

Level II	372	139	66
Level III	2,970	2,467	1,720
Total Inspections	8,324	9,257	6,171
Contacts	8,821	10,109	6,886
Citations	1,434	941	631
OOS Drivers	616	1,158	506
OOS Vehicles	1,124	652	813
Hours Worked	7,231	8,401	5,593

STOP	CY 2018	CY 2019	CY 2020
Total Inspections	943	1,123	495
Citations	525	367	166
Contacts	1,955	2,225	874
OOS Vehicles	191	175	88
OOS Drivers	90	89	41
Hours Worked	935	1,134	537

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

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

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

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

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

MCSAP Lead Agency

Lead Agency is: TENNESSEE HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 737

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23635	725	140	24500	35.00%
Level 2: Walk-Around	13129	385	68	13582	19.40%
Level 3: Driver-Only	30325	995	180	31500	45.00%
Level 4: Special Inspections	13	0	0	13	0.02%
Level 5: Vehicle-Only	350	11	4	365	0.52%
Level 6: Radioactive Materials	40	0	0	40	0.06%
Sub-Total Lead Agency	67492	2116	392	70000	

MCSAP subrecipient agency

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

TENNESSEE DOES NOT HAVE
Subrecipient is: ANY SUBRECIPIENTS

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

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2022:	

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: TENNESSEE HIGHWAY PATROL					
# certified personnel: 737					
Subrecipient Agencies: TENNESSEE DOES NOT HAVE ANY SUBRECIPIENTS					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23635	725	140	24500	35.00%
Level 2: Walk-Around	13129	385	68	13582	19.40%
Level 3: Driver-Only	30325	995	180	31500	45.00%
Level 4: Special Inspections	13	0	0	13	0.02%
Level 5: Vehicle-Only	350	11	4	365	0.52%
Level 6: Radioactive Materials	40	0	0	40	0.06%
Total MCSAP Lead Agency & Subrecipients	67492	2116	392	70000	

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

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

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

Part 2 Section 4 - Investigations

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

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

Trend Analysis for 2016 - 2020

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

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

Narrative Overview for FY 2022 - 2024

Instructions:

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

Projected Goals for FY 2022 - 2024

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

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

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

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

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

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

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

All of the compliance review certified personnel work part-time on compliance reviews. The hours that are worked on carrier investigation activities have been calculated using data in the TITAN database and the hours are equivalent to 0.21 regular full-time employee.

Certified Compliance Review Personnel	FTE Carrier Investigation Activities
3	

	0.34	
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Note: 1 FTE = 1920 hours 2) Carrier Investigation FTE based on number of Certified Compliance Investigation Review Personnel and FFY 2020 MOE . .

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, TITAN Database, 6/17/2021

**Update for FY 2021, 2022, 2023, 2024:
COMPLIANCE REVIEWS per A&I / Gotham/Investigations**

CY	2021	2022	2023	2024
Comprehensive				
Focused				
Off-site				
Other				
Terminal				
TOTAL CRS				

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

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

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2016 - 2020

Instructions:

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

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

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

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

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

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

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

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

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

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

Narrative Overview for FY 2022 - 2024

Instructions:

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

Tennessee Code Annotated (TCA) Title 65 Chapter 15, THP is the sole agency in the State of Tennessee responsible for enforcing laws related to size, weight, and safety regulations for commercial motor vehicles. Tennessee Highway Patrol is the State's lead agency for MCSAP, and does not fund any sub-grantees. The Patrol uses various regulatory, enforcement, and educational strategies to achieve its mission. Tennessee has troopers certified to conduct all levels of the North American Standard inspections, including passenger carriers, cargo tanks, and hazardous materials. The THP, in partnership with the Federal Motor Carrier Safety Administration, conducts commercial motor vehicles targeted enforcement and utilizes public relations and educational programs geared toward both the industry and the general public to increase awareness of commercial motor vehicle safety issues. There are eight THP Districts within the state. Each district is commanded by a District Captain. All districts are under the command of the THP Administrative office located in Nashville, Tennessee. The command staff consists of Majors, Lieutenant Colonels, and a Colonel. Within the state there are eight commercial vehicle weigh station facilities. Each fixed facility is under the command of a Lieutenant who reports to the district Captain. All of the Agency's commercial motor vehicle activities are coordinated by the Commercial Vehicle Enforcement Administration Unit. Within the Commercial Vehicle Enforcement Administration Unit is a Lieutenant who coordinates passenger transportation safety and a Sergeant who coordinates hazardous materials activities. There are also two Sergeants to handle the following duties which include, but are not limited to coordination of commissioned personnel and industry education, interpretation of regulations for drivers, motor carriers, and field personnel. All three Sergeants report to the Commercial Vehicle Enforcement Lieutenant who oversees all CVE grant and enforcement programs and he reports directly to the CVE and Special Programs Captain. The Captain then reports to the Major and Lt. Colonel of Administrative Support. Along with the CVE commissioned personnel, there are several administrative support personnel who include an Administrative Secretary, an Accounting Technician, a Grants Manager and a Statistical Analyst. As of May 2021, the Tennessee Highway Patrol had 54 personnel assigned to fixed scales facilities and 683 in patrol and/or administrative positions. All troopers below the rank of Captain are, at a minimum, Level III certified. Troopers in specialized Commercial Vehicle Enforcement Units and positions are required to maintain higher levels of certification. Troopers assigned to the road and administrative positions are responsible not only for their regular duties, but are also required to complete a minimum number of North American Standard inspections each year. The primary responsibilities of troopers assigned to the fixed facilities are commercial vehicle inspections and other commercial motor vehicle related enforcement. All new troopers are required to pass the North American Certified Standard Part A, and within six months, they must complete 32 North American Standard Level III inspections with a Certified Field Training Officer. All troopers are required to complete 32 North American Standard Level III inspections each year to maintain their certification and are required to complete an additional 8 inspections annually by the Tennessee Highway Patrol. Select troopers receive

additional training in HAZMAT, Level VI (Radioactivity Materials & Transuranics), North American Standard Part B, cargo tank, and passenger carrier, which allows troopers to gain certification in these specialized areas. The State of Tennessee currently has 737 troopers trained on commercial vehicle inspections. With the exception of CVE administrative personnel, all of these troopers work MCSAP activities on a part-time basis. Because of this large number, a methodology has been developed to calculate the amount of salary which is paid from MCSAP. The calculation determines the percentage of THP activity in hours that is payable via MCSAP. The amount of grant overtime commercial vehicle hours that is reported in the Tennessee Integrated Traffic Analysis Network (TITAN) trooper activity system is subtracted from the total commercial vehicle activity hours to equal the amount of Motor Carrier Safety Assistance Program payable commercial vehicle hours. The total hours eligible for Motor Carrier Safety Assistance Program funding are calculated by subtracting the total hours of activity performed on grant overtime from the total hours of activity in the Tennessee Integrated Traffic Analysis Network (TITAN). The formula follows:

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

Definitions:

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

There are also (4) full-time MCSAP administrative employees, (9) part-time MCSAP employees and (8) part-time New Entrant employees. Tennessee has 737 commissioned officers on patrol/traffic enforcement who work MCSAP activities on a part-time basis. The hours that are worked on CVE traffic enforcement have been calculated using data in the FY 2020 MOE percentage of CVE time worked which is 11.27%. Using the 11.27% and the 737 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 75.3.

Tennessee utilizes e-Citations throughout most areas across the state for traffic enforcement. The chart below show the number of e-citations issued by calendar year.

.e-Citations by Calendar Year

	2015	2016	2017	2018	2019	2020
THP e-Citations	5,134	61,185	176,763	209,319	165,378	98,252
All e-Citations	5,134	62,342	178,767	212,431	168,575	100,904

Source: Tennessee Department of Safety and Homeland Security, TITAN Division - TITAN Database 06/25/2021

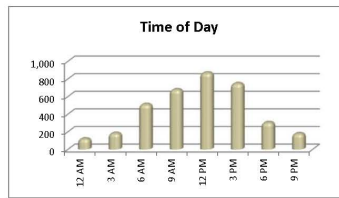
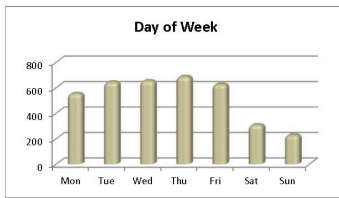
Tennessee uses a variety of tools to plan and execute targeted enforcement efforts. One such tool includes the pre-screening activity data obtained which is used to identify commercial vehicles with high probability of safety issues and past

violations. Another tool used by THP is the 90 day dashboard which is distributed monthly. It includes one dashboard for the state as a whole and one for each of the 8 districts. Each supervisor utilized the updated data analytics in the dashboard which identifies high crash areas to assist with determining the appropriate location for troopers to conduct enforcement. Below is an example of a recent dashboard.

Large Truck Crashes Three-Month Report
July 2021 - September 2021
Tennessee

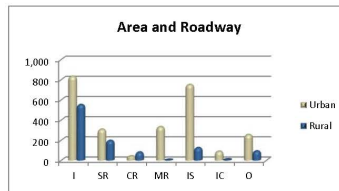
Crashes by Weekday and Time

	Midnight - 2:59 AM	3 AM - 5:59 AM	6 AM - 8:59 AM	9 AM - 11:59 AM	Noon - 2:59 PM	3 PM - 5:59 PM	6 PM - 8:59 PM	9 PM - 11:59 PM	Total
Mon	13	19	84	102	134	119	41	27	554
Tue	21	40	100	127	157	120	45	23	644
Wed	20	34	85	122	145	152	47	34	654
Thu	19	32	108	117	162	127	66	39	687
Fri	13	16	81	127	167	138	47	21	627
Sat	21	22	39	59	62	47	33	15	308
Sun	15	22	16	26	44	47	29	22	228
Total	122	185	513	680	871	750	308	181	3,702



Crashes by Area and Roadway Type

	Urban	Rural	Other/Unknown	Total
Interstates (I)	835	555	0	1,390
US/State Routes (SR)	310	199	0	509
County Routes (CR)	44	84	0	128
Municipal Roads (MR)	335	5	0	340
Intersections (IS)	753	128	0	881
Interchanges (IC)	92	10	0	102
Other/Unknown	257	95	0	352
Total	2,626	1,076	0	3,702



Inspections

Inspection Level	#
Level I	8,508
Level II	4,038
Level III	6,580
Level V	26
Level VI	11
Total (Incl. Level IV)	19,169

Top Five Driver Factors

Factor	% of Crashes
Lane Departure	8.6%
Following Improperly	6.9%
Improper Lane Change	4.8%
Failure To Yield	3.8%
Inattentive	3.2%

Large Truck Related Fatalities

Year	Fatalities
5 Yrs Ago	27
4 Yrs Ago	28
3 Yrs Ago	38
2 Yrs Ago	51
1 Yr Ago	49
Current	40

Source: TN Dept of Safety and Homeland Security, Research, Planning, and Development, 10/7/2021.

The violation trend analysis table is another enforcement tool and has historically been used to identify violations for targeted enforcement efforts. Below is the current violation trend analysis table and a table showing the ELD Citations from 2018 to 2020.

VIOLATION DESCRIPTION	VIOLATION CODE	CY 2017	CY 2018	CY 2019	CY 2020
Speeding	392.2S	3,210	3,309	3,121	2,322
Clamp or Rotator Type brake out of adjustment	393.47E	2,513	2,267	2,198	1,864
State Vehicle Registration or License Plate violations	392.2RG	2,058	2,504	2,740	1,757

Automatic airbrake adjustment system that fails to compensate for wear	393.53B	1,721	1,840	1,762	1,427
Drivers record of duty status not current	395.8F1	843	433	411	302
Brakes out of service	396.3A1BOS	2,315	2,031	1,775	1,351
Inoperable Required Lamp	393.9	910	1,080	1,054	801
Dimension Violation (Width/Height/Length)	392.2DIM	2,548	2,367	1,953	920
Seat Belt	392.16	725	713	541	317

Electronic Logging Device Citations

Federal Code	Federal Violation Description	Calendar Year		
		2018	2019	2020
395.15B	Onboard recording device information requirements not met	52	58	28
395.15F	Onboard recording device failure: Driver failed to reconstruct info	19	15	10
395.15G	Onboard recording device info not available	42	33	22
395.15I5	Onboard recording device does not display required information	6	11	15
395.20B	The ELDs display screen cannot be viewed outside of the commercial motor vehicle.	17	18	24
395.22A	Operating with a device that is not registered with FMCSA	293	52	8
395.22G	Portable ELD not mounted in a fixed position and visible to driver	94	202	158
395.24D	ELD cannot transfer ELD records electronically	24	73	332
395.8A-ELD	ELD - No record of duty status (ELD Required)	366	707	641
Total		913	1,169	1,238

Source: Tennessee Department of Safety & Homeland Security, TITAN Division, 06/25/2021, SafetyNet database.

STAND - Speeding Trucks and Negligent Drivers.

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

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

WORK ZONE - TN is adding an additional overtime project which will be for traffic enforcement in and around active work zones. The Tennessee Department of Transportation (TDOT) sends a report weekly to the THP command staff stating

the worst work zone areas across the state. The locations for this enforcement will be determined based on this TDOT report. The requirements for this project will be to complete a Level III inspection every hour in a safe area around the work zone and maintain 2 contacts an hour. Due to increasing demands on troopers instead of adding total number of overtime hours, some hours will be pulled from other overtime projects from previous years in order to reallocate the hours for this new project. Approximately 2,304 hours will be allotted to the new WORK ZONE overtime project.

Activity for 2019 - 2020 for STAND seen below.

STAND	CY 2018	CY 2019	CY 2020
CMV Citations	775	1,087	645
Non-CMV Citations	1,537	1,195	806
Total Citations	2,312	2,282	1,462
Total Inspections	2,373	2,944	2,150
Hours Worked	2,398	2,960	2,317

UPDATED CHART FOR STAND PER REQUEST FROM TRP

STAND	CY 2018	CY 2019	CY 2020
Level I Inspections	137	243	110
Level II Inspections	443	901	641
Level III Inspections	1,791	1,795	1,436
Level IV Inspections	2	4	0
Level V Inspections	0	1	0
Total Inspections	2,373	2,944	2,187
CMV Citations	788	1,136	594
Non-CMV	1,565	1,234	806

Citations			
Total Citations	2,353	2,370	1,400
Contacts	4,806	6,151	4,336
OOS Vehicles	142	268	149
OOS Drivers	126	201	136
Hours Worked	2,402	3,010	2,325

Source: Tennessee Dept. of Safety and Homeland Security, 9/27/2021, TITAN database

Below is a table showing Violation updates for MCSAP FY 2023 and 2024

VIOLATION DESCRIPTION by calendar year	VIOLATION CODE	2021	2022	2023	2024
Speeding	392.2S				
Clamp or Rotator Type brake out of adjustment	393.47E				
State Vehicle Registration or License Plate violations	392.2RG				
Automatic airbrake adjustment system that fails to compensate for wear	393.53B				
Drivers record of duty status not current	395.8F1				
Brakes out of service	396.3A1BOS				
Inoperable Required Lamp	393.9				
Dimension Violation (Width/Height/Length)	392.2DIM				
Seat Belt	392.16				

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

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

BELTS - Overtime which focuses on enforcement for unrestrained drivers

JUST DRIVE - Overtime which focuses on enforcement for distracted driving

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

Projected Goals for FY 2022 - 2024

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

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

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

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

The table below displays the information you input into this plan from the roadside inspections , investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
70000	18	1728	71746	71228

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

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

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

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

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State:

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

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative and Projected Goal:

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

PRISM COMPLIANCE

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

SAFETY AND PRE-SCREENING TECHNOLOGY AND EQUIPMENT

Tennessee places high value on the deployment and regular use of all safety technology in order to improve the overall safety of the roads. Currently there are six types of e-screening equipment at the 8 inspection facilities throughout the state. The below grid identifies the e-screening equipment utilized at each inspection location.

Scale Facility Equipment								
Equipment	Knox-E	Knox-W	Coffee	Robertson	Haywood-E	Haywood-W	Greene	Giles

PrePass	X	X	X	X	X	X	X	X
Drivewyze	X	X	X	X	X	X	X	X
ALPR	X	X	X	X	X	X	X	X
USDOT Reader	X	X	X	X	X	X	X	X
Infrared Camera	X	**	X		X	**	X	X
WIMS	X	X	X	X	X	X	X	X
Height Detection	X	X	X		X	X	X	X
Static Scale	X	X	X	X	X	X	X	X
PBBT-Fixed			X				X	X
Inspections Shed			X				X	X
Inspection Pit			X				X	X

**** Notes**

Haywood County Westbound is in process of installing an Infrared Screening system
 Knox County Westbound in process of installing an Infrared Camera system.

FY 2022, 2023, 2024 Update:

Each of these types of screening equipment must be maintained and repaired as needed in order to effectively screen commercial vehicles. Tennessee Department of Safety and Homeland Security currently has a contract with Intelligent Imaging for the O&M for this equipment. The anticipated maintenance cost per current Intelligent Imaging contract for FY 2022 is \$810,000.

License Plate Readers (LPR) and US DOT readers data storage are no longer housed by TDOSHS per the Strategic Technology Solutions (STS) Division of the Tennessee Department of Finance and Administration. The server has been moved to a cloud based server hosted by Intelligent Imaging as a sole source vendor of the LPR and DOT equipment in order to maintain consistency and promote efficiency between the equipment, maintenance and data collection. The anticipated cost of that maintenance contract for FY 2022 is \$65,000.

Program Activities for FY 2022 - 2024: Describe any actions that will be taken to implement full participation in PRISM.

PRISM COMPLIANCE

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

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

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

PRISM COMPLIANCE

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

SAFETY AND PRE-SCREENING TECHNOLOGY AND EQUIPMENT

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

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

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

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2016 - 2020

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

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

Narrative Overview for FY 2022 - 2024

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

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

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

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

Special Programs Educational Regular Time CMV Activity	CY 2020
Total Events	104
Attendance	1,599
Contacts	961
Distracted/Hands Free Training	7

DUI Education	1
Media	1
Teens and Trucks-CMV	61
Teens and Trucks-Community	251
Static Display	4

Source: TDOSHS, TITAN Division, TITAN Database 6/14/2021

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

No Zone - Educating the public to stay out of the blind spots of commercial vehicles. Approximately 629 hours are allotted to the No Zone project.

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

Teens and Trucks - Educating teenagers regarding the differences between passenger vehicles and commercial vehicles and the different handling characteristics. Tennessee has a semi-truck and trailer which houses six interactive driving simulators. These simulators are taken to various events around the state. 400 Overtime hours are allotted for this project. There are eight different scenarios which are controlled by the facilitator which show the following virtual situations:

- Following Too Closely
- Distracted Driving
- No Zone
- Drowsy Driving
- Wide Right Turns
- Move Over Law
- When to Stop Around School buses
- Prom Date Hazards
- Pedestrian Hazards

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

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

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

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

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

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

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

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

Projected Goals for FY 2022 - 2024

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

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

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

Tennessee will continue the ongoing multifaceted education program by conducting at least 85 educational events and at least 1,000 contacts each year.

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

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

Special Programs Educational Regular Time CMV Activity				
	CY 2021	CY 2022	CY 2023	CY 2024
Total Events	109	114	120	126
Attendance	1,679	1,763	1,851	1,599
Contacts	1,010	1,061	1,114	1,170
Distracted/Hands Free Training	7	8	8	8
DUI Education	1	1	1	1
Media	1	1	1	1
Teens and Trucks-CMV	64	67	71	74
Teens and Trucks-Community	263	277	291	306
Static Display	4	4	5	5

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

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

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

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality:

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

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

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

June 14, 2021

Narrative Overview for FY 2022 - 2024

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

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

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

Program Activities FY 2022 - 2024: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

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

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

FMCSA guidelines require that the data review queues be completed within 20 days of receipt, however, the CVE Administrative Sergeants will respond to requests for data reviews (Data Q’s) within 16 days and utilize overtime hours as volume dictates. The Data Q overtime project will be utilized as needed and approximately 460 hours are allotted. Currently the Data Q’s consistently remain within 11 days or less

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

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

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

**FY 2023 UPDATE
FY 2024 UPDATE**

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

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

Trend Analysis for 2016 - 2020

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

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

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

Narrative Overview for FY 2022 - 2024

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	06/22/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1760
Current Number of Past Dues	3

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

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

Projected Goals for FY 2022 - 2024

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

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

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

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

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

NE ACTIVITY	FY 2017	FY 2018	FY 2019	FY 2020
Carriers Added to the Program	444	408	522	613
Carriers Removed from the Program	423	353	482	618
Carriers exited due to change	118	75	126	202
Carriers exited due to inactivation	63	62	100	140
Carriers revoked due to FAILED SA	34	37	46	21
Carriers revoked due to NO SHOW-S	17	26	40	61

Carriers revoked due to NO CONTACT	144	129	156	137
Carriers exited due to SA-EXEMPT	48	24	27	56
Onsite Safety Audits Completed	134	124	142	101
Offsite Safety Audits Completed	610	488	557	763

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

FY 2023, and 2024 updates.

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

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

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

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

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

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

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

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2022 - 2024

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

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

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

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

The percentages are shown in the chart below.

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

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

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

Hazard/Unsat/Unfit carriers.

FY 2021, 2022, 2023, and 2024 Updated Table:

Out of Service Catch Reports		FY 2021	FY 2022	FY 2023	FY 2024
Inspection Counts	Inspections on All OOS Carriers				
	Inspections on All OOS Carriers Identified				
OOS Carriers not Identified	Imminent Hazard Carriers not identified				
	Unsatisfactory/Unfit Carriers not identified				
	Other OOS Types not identified				
OOS Carriers Identified	Imminent Hazard Carriers Identified				
	Unsatisfactory/Unfit Carriers Identified				
	Other OOS Types identified				
% Identified (OOS Catch Rate)	% of all OOS Carriers Identified				
	% of Imminent Hazard null/Unfit Carriers Identified				

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

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

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

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

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

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

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

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

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

distributes this report.

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

Part 3 Section 2 - Passenger Carrier Enforcement**Instructions:**

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

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past
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Instructions:

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

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

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

Activity #1

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

SAFETY IMPROVEMENT via Vehicle Out-of-Service rate

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

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

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

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

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

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

Activity #2

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

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

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

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

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

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

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

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

Activity #3

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

Hazmat Crash Reduction

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

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

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

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

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

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

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

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

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

State Objective #1

Enter the title of your State-Identified Objective.

SAFETY IMPROVEMENT - Vehicle Out-of-Service

Narrative Overview for FY 2022 - 2024

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

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

Projected Goals for FY 2022 - 2024:

Enter performance goal.

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

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

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

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

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

State Objective #2

Enter the title of your State-Identified Objective.

Traffic enforcement for unsafe commercial vehicle drivers

Narrative Overview for FY 2022 - 2024

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

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

Projected Goals for FY 2022 - 2024:

Enter performance goal.

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

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

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

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

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

State Objective #3

Enter the title of your State-Identified Objective.

Hazardous Materials Crash Reduction

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

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

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

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

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

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

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

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

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The *Spending Plan* should include costs for FY 2022 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

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

- Calculation of Federal and State Shares

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

The system calculates an 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

• **MOE Expenditures**

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

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

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

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

• **Financial Summary**

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

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$10,099,150.00	\$531,534.00	\$10,630,684.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,594,603.00
MOE Baseline:	\$4,757,428.50

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,594,603.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Planned MOE: Personnel	722	0.0000	\$717,119.63	\$0.00	\$0.00	\$0.00	\$7,171,119.63
Admin Service Asst. II	2	100.0000	\$36,090.00	\$72,180.00	\$72,180.00	\$0.00	\$0.00
Lieutenant	1	97.0000	\$94,713.60	\$91,872.19	\$91,872.19	\$0.00	\$0.00
Sergeants	4	91.0000	\$78,336.00	\$285,143.04	\$285,143.04	\$0.00	\$0.00
Grants Manager	1	100.0000	\$50,400.00	\$50,400.00	\$50,400.00	\$0.00	\$0.00
Administrative Secretary	1	100.0000	\$35,640.00	\$35,640.00	\$35,640.00	\$0.00	\$0.00
Accounting Tech I	1	50.0000	\$39,600.00	\$19,800.00	\$19,800.00	\$0.00	\$0.00
Captain	1	45.0000	\$110,400.00	\$49,680.00	\$49,680.00	\$0.00	\$0.00
Statistical Analyst	1	100.0000	\$56,880.00	\$56,880.00	\$56,880.00	\$0.00	\$0.00
Trooper New Entrant	8	88.0000	\$60,960.00	\$429,158.40	\$429,158.40	\$0.00	\$0.00
Trooper	722	11.7188	\$60,960.00	\$5,157,809.50	\$4,626,275.50	\$531,534.00	\$0.00
Accountant III	2	6.0000	\$41,400.00	\$4,968.00	\$4,968.00	\$0.00	\$0.00
CVE Dedicated Trooper	1	100.0000	\$60,960.00	\$60,960.00	\$60,960.00	\$0.00	\$0.00
Admn Svs Asst III	1	100.0000	\$45,000.00	\$45,000.00	\$45,000.00	\$0.00	\$0.00
Subtotal: Salary				\$6,359,491.13	\$5,827,957.13	\$531,534.00	\$7,171,119.63
Overtime Project Costs							
Planned MOE - Overtime	1	0.0000	\$380,800.41	\$0.00	\$0.00	\$0.00	\$380,800.41
Trooper-NO ZONE OT	1	100.0000	\$32,000.00	\$32,000.00	\$32,000.00	\$0.00	\$0.00
Trooper-STAND OT	1	100.0000	\$114,000.00	\$114,000.00	\$114,000.00	\$0.00	\$0.00
Trooper-STOP OT	1	100.0000	\$44,800.00	\$44,800.00	\$44,800.00	\$0.00	\$0.00
Trooper-SIZE and WEIGHT OT	1	100.0000	\$9,943.00	\$9,943.00	\$9,943.00	\$0.00	\$0.00
Trooper - INSPECTION STATION OT	1	100.0000	\$418,015.00	\$418,015.00	\$418,015.00	\$0.00	\$0.00
Trooper - MOTOR COACH OT	1	100.0000	\$10,075.00	\$10,075.00	\$10,075.00	\$0.00	\$0.00
Trooper - TEENS and TRUCKS OT	1	100.0000	\$17,955.00	\$17,955.00	\$17,955.00	\$0.00	\$0.00
Trooper - DICE OT	1	100.0000	\$126,000.00	\$126,000.00	\$126,000.00	\$0.00	\$0.00
Trooper - HAZMAT OT	1	100.0000	\$23,760.00	\$23,760.00	\$23,760.00	\$0.00	\$0.00
Sergeant - DATA Q OT	1	100.0000	\$32,160.00	\$32,160.00	\$32,160.00	\$0.00	\$0.00
Trooper - NEW ENTRANT	1	100.0000	\$107,136.00	\$107,136.00	\$107,136.00	\$0.00	\$0.00
Work Zone	1	100.0000	\$138,240.00	\$138,240.00	\$138,240.00	\$0.00	\$0.00
Subtotal: Overtime				\$1,074,084.00	\$1,074,084.00	\$0.00	\$380,800.41
TOTAL: Personnel				\$7,433,575.13	\$6,902,041.13	\$531,534.00	\$7,551,920.04
Accounting Method:	Accrual						

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

The State of Tennessee currently has 737 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 administrative commercial vehicle officers log their time into TITAN on a monthly basis and Tennessee is reimbursed for that specific pro-rated amount. The percentage used in the chart above is the estimated percentage to be requested for reimbursement. The amount being requested for salaries for

the 722 commissioned road personnel doing MCSAP activities on a part-time basis is estimated to be \$4,686,396.33. The formula is as follows:

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

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

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

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

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

There are also 7 full time MCSAP employees. The other individual positions are support staff that work a percentage of time on MCSAP grant components for FMCSA.

Specific overtime activities planned are as follows:

OVERTIME ACTIVITIES AND ESTIMATED COST			
Type of Overtime	Esimated # of hrs	Avg Cost/hr	Total Amount
STAND	2,000	\$57.00	\$114,000.00
NO ZONE	500	\$64.00	\$32,000.00
STOP	800	\$56.00	\$44,800.00
SIZE AND WEIGHT	163	\$61.00	\$9,943.00
INSPECTION STATION	7,085	\$59.00	\$418,015.00
MOTOR COACH	155	\$65.00	\$10,075.00
TEENS AND TRUCKS	285	\$63.00	\$17,955.00
DICE	2,000	\$63.00	\$126,000.00
HAZMAT	360	\$66.00	\$23,760.00

NEW ENTRANT	1,728	\$62.00	\$107,136.00
DATA Q	480	\$67.00	\$32,160.00
WORK ZONE	2,304	\$60.00	\$138,240.00
TOTAL	16,642		\$1,074,084

Average cost per hour is based upon the average amount paid per hour for FY 2020 overtime vouchered. The difference in amounts generally is due to whether troopers, or sergeants, or a mixture of both work the actual overtime hours. Hours are distributed throughout the state depending on the individual activity within each of the THP's eight (8) districts. The District Data Coordinator also works with the Grants Manager, CVE Sergeants, and CVE Lieutenant to monitor hours worked and ensure that activities meet specified guidelines.

Tennessee uses an in-kind match for the 5% portion of the total project costs. All of this 5% match will come from Trooper Salaries.

Tennessee has added an overtime project designed at lowering the rate of crashes and fatalities within work zone areas. Due to a strain on Troopers to complete all overtime along with all their other duties, some money has been subtracted from almost every overtime and then reallocated to the work zone overtime. The total amount of overtime is still comparable to total overtime amounts requested in previous grants.

The planned MOE for personnel is estimated to be at \$7,171,119.63

The planned MOE for overtime is estimated to be at \$380,800.41

FY 2022 Updates per BIL Funding: Tennessee has made the following changes to the budget to include the increased funding:

Increased the amount requesting for the NEW ENTRANT Overtime project. Previously there were only two New Entrant troopers working overtime on Safety Audits. All New Entrant Troopers will be given the opportunity to work Overtime completing Safety Audits in efforts to maintain our goals along with the increasing number of New Entrant Carriers entering the system. The original anticipated hourly pay for New Entrant Overtime was estimated to be \$55.00 / per hour. The actual average hourly pay over the last year is currently \$62.00 / per hour. We have updated the number of troopers working the overtime which increases the total number of planned hours of overtime. We have updated the cost per hour based upon actual hours paid.

The rest of the increase in funding will go towards Troopers working partime CVE activities on the roadways. The same calculation is used. The percentage of amount claimed has increased to match the increase in funding. **FY 2022 update per FMCSA Comments:** Tennessee has historically claimed less than the maintenance of effort on each of the MCSAP grants. The percentage of MCSAP eligible expenses averages around 13% and the amounts claimed have always been less. Expenses paid by the state include such things as uniforms, vehicles, fuel, and weapons to name a few. Tennessee will begin claiming all eligible expenditures in the FY 2022 MCSAP grant. If Tennessee is not able to meet all required maintenance of effort expenditures, there will be a deobligation of funds in the amount needed to meet MOE substantiation requirements. It has also come to the attention of the CVE division that there has been some degree of under-reporting of CMV activity in the TITAN system. Many troopers are not marking CMV activities as CMV related. Training efforts are underway to encourage troopers to accurately report CMV activity and quality control checks are also being conducted to ensure accuracy. There are also discussions between the CVE division and command staff on potential program changes to increase CMV manpower and THPs capabilities to increase the number of CMV inspections.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Troopers	31.5600	88.0000	\$487,680.00	\$135,442.39	\$135,442.39	\$0.00	\$0.00
Troopers	31.5600	11.7188	\$44,013,120.00	\$1,627,804.68	\$1,627,804.68	\$0.00	\$0.00
Lieutenant	31.5600	97.0000	\$94,713.60	\$28,994.86	\$28,994.86	\$0.00	\$0.00
Sergeants	31.5600	91.0000	\$313,344.00	\$89,991.14	\$89,991.14	\$0.00	\$0.00
Grants Manager	27.8800	100.0000	\$50,400.00	\$14,051.52	\$14,051.52	\$0.00	\$0.00
Administrative Secretary	27.8800	100.0000	\$35,640.00	\$9,936.43	\$9,936.43	\$0.00	\$0.00
Accounting Tech I	27.8800	50.0000	\$39,600.00	\$5,520.24	\$5,520.24	\$0.00	\$0.00
Captain	31.5600	45.0000	\$110,400.00	\$15,679.00	\$15,679.00	\$0.00	\$0.00
Statistical Analyst	27.8800	100.0000	\$56,880.00	\$15,858.14	\$15,858.14	\$0.00	\$0.00
Planned MOE	31.5600	0.0000	\$44,135,040.00	\$0.00	\$0.00	\$0.00	\$3,412,402.36
Admin Service Asst. II	27.8800	100.0000	\$72,180.00	\$20,123.78	\$20,123.78	\$0.00	\$0.00
Accountant III	27.8800	6.0000	\$82,800.00	\$1,385.07	\$1,385.07	\$0.00	\$0.00
CVE Dedicated Trooper	31.5600	100.0000	\$60,960.00	\$19,238.97	\$19,238.97	\$0.00	\$0.00
Admn Svs Asst III	27.8800	100.0000	\$45,000.00	\$12,546.00	\$12,546.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,996,572.22	\$1,996,572.22	\$0.00	\$3,412,402.36

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

Fringe benefits listed are determined by the State of Tennessee, Department of Consolidated Retirement Board of Trustees. The rates under Tennessee's fiscal year as of June 2021 are as follows:

General Employees	20.23%
Public Safety Officers	23.91%
FICA	6.20%
Medicare FICA	1.45%

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

The 722 troopers are the part-time road troopers conducting inspections.

The estimated amount of Fringe Benefits for Tennessee's MOE is \$3,412,402.36

Part 4 Section 4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Educational Outreach	5	8	100.0000	\$7,400.00	\$7,400.00	\$0.00	\$0.00
Training	6	7	100.0000	\$15,720.00	\$15,720.00	\$0.00	\$0.00
Planned MOE - Travel	1	0	0.0000	\$0.00	\$0.00	\$0.00	\$50,060.40
TTA Convention	3	5	100.0000	\$4,650.00	\$4,650.00	\$0.00	\$0.00
CVSA - Fall Conference	4	4	100.0000	\$8,760.00	\$8,760.00	\$0.00	\$0.00
CVSA - Spring Conference	4	4	100.0000	\$8,760.00	\$8,760.00	\$0.00	\$0.00
ITD-PRISM and MCSAP Workshop	5	4	100.0000	\$8,450.00	\$8,450.00	\$0.00	\$0.00
Hazmat Administrative Duties	1	4	100.0000	\$740.00	\$740.00	\$0.00	\$0.00
New Entrant Admin and In-service Meetings	3	2	100.0000	\$1,110.00	\$1,110.00	\$0.00	\$0.00
IACP Conference	3	4	100.0000	\$5,070.00	\$5,070.00	\$0.00	\$0.00
TTA Conference	3	5	100.0000	\$4,650.00	\$4,650.00	\$0.00	\$0.00
COHMED	3	5	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$0.00
High Crash Campaigns	2	7	100.0000	\$2,590.00	\$2,590.00	\$0.00	\$0.00
TOTAL: Travel				\$75,400.00	\$75,400.00	\$0.00	\$50,060.40

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

Estimated cost for travel is based on the following:

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

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

Inspectors Challenge includes the following types of education

1. Education on all of the following
 - a. Pre-trip inspections and common industry errors
 - b. Record of Duty Status (RODS)
 - c. Electronic Logging Device (ELD) retrieval training
 - d. Safety Audits
 - e. Hazmat Regulations
 - f. Hours of Service

2. Troopers are available specifically to answer industry questions
3. Brochure distribution
4. Teens and Trucks Trailer is available for education and demonstration

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

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

The Hazmat Sergeant is stationed in East Tennessee and has temporarily taken on the New Entrant Sergeant duties until a New Entrant Sergeant has been identified. The position is expected to travel within the state for CVE administrative office duties in Nashville, as well as training and administrative duties across the state. The Hazmat Sergeant along with two others also travels to the COHMED conference every year.

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

The other travel time planned is for travel across the state of Tennessee for training, safety audits, and High Crash enforcement campaigns.

BELOW IS THE TABLE FOR PLANNED TRAVEL

TOTAL TRAVEL FOR MCSAP AND NEW ENTRANT FOR FY 2022											
Event	# of People	# of Days	Fees	Est Trans cost/person	Est hotel cost/night	est per diem cost/person	Total Fees	Total Tans costs	Total Hotel cost	Total Perdiem cost	TOAL TRIP COST
Educational Outreach	5	8	\$0	\$0	\$125	\$480	\$0	\$0	\$5,000	\$2,400	\$7,400
Training	6	7	\$450	\$0	\$250	\$420	\$2,700	\$0	\$10,500	\$2,520	\$15,720
TTA Convention	3	5	\$0	\$0	\$250	\$300	\$0	\$0	\$3,750	\$900	\$4,650
CVSA-Fall	4	4	\$500	\$450	\$250	\$240	\$2,000	\$1,800	\$4,000	\$960	\$8,760
CVSA-Spring	4	4	\$500	\$450	\$250	\$240	\$2,000	\$1,800	\$4,000	\$960	\$8,760
FMCSA CVSP/ITD/PRISM Workshop	5	4	\$0	\$450	\$250	\$240	\$0	\$2,250	\$5,000	\$1,200	\$8,450
Hazmat Admin Meetings	1	4	\$0	\$0	\$125	\$240	\$0	\$0	\$500	\$240	\$740
New Entrant Admin and In-Service Meetings	3	2	\$0	\$0	\$125	\$120	\$0	\$0	\$750	\$360	\$1,110
IACP	3	4	\$0	\$450	\$250	\$240	\$0	\$1,350	\$3,000	\$720	\$5,070
TTA Conference	3	5	\$0	\$0	\$250	\$300	\$0	\$0	\$3,750	\$900	\$4,650
COHMED	3	5	\$500	\$450	\$250	\$300	\$1,500	\$1,350	\$3,750	\$900	\$7,500
High Crash	2	7	\$0	\$0	\$125	\$420	\$0	\$0	\$1,750	\$840	

Campaigns												\$2,590
TOTAL TRAVEL												\$75,400

The total cost for all travel is anticipated to be approximately \$75,400.

The estimated amount of MOE spent for Tennessee's travel is \$50,060.40.

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Planned MOE - Equipment	1	\$1,338,289.58	0	\$0.00	\$0.00	\$0.00	\$1,338,289.58
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$1,338,289.58
Equipment threshold is greater than \$5,000.							

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

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

The estimated amount is \$1,338,289.58

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Tools for Inspections	12 Months	\$600.00	100.0000	\$7,200.00	\$7,200.00	\$0.00	\$0.00
General Office Supplies and Computers	12 Months	\$950.00	100.0000	\$11,400.00	\$11,400.00	\$0.00	\$0.00
Educational Materials - Hazmat Books	4 Types of books	\$1,256.00	100.0000	\$5,024.00	\$5,024.00	\$0.00	\$0.00
Planned MOE - Supplies	1 Year	\$1,131,475.55	0.0000	\$0.00	\$0.00	\$0.00	\$131,475.55
TOTAL: Supplies				\$23,624.00	\$23,624.00	\$0.00	\$131,475.55

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

General office supplies include paper, pens, highlighters, notepads, toner, ink cartridges, note books, staples, tape, tape dispensers, paperclips, binders, folders, calendars, deskpads, chair mats, push pins, dry erase boards, markers, and other clerical items. They are needed for daily administrative functions. Supply monies will also be used for any computers and/or computer related hardware needing to be replaced or upgraded, as well as scanners, fax machines, printers. The total amount requested for general office supplies is estimated at an average of \$950 per month.

Tools for inspections include the following items:

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

Below is an estimated cost table based on the past year's expenses.

TOOLS FOR INSPECTIONS			
Item	# of Units	Est. Cost / Unit	Totals
Creepers	30	\$100.00	\$3,000.00
Chamber tech tools	16	\$45.00	

			\$720.00
Brake Inspection tools	19	\$20.00	\$380.00
Tire and Depth Gauges	20	\$30.00	\$600.00
Miscellaneous including but not limited to bolt cutters/wrench sets/screw drivers, safety gear etc	20	\$25.00	\$500.00
Wheel Chocks	20	\$100.00	\$2,000.00
TOTAL			\$7,200.00

The following are anticipated educational materials to be purchased:

EDUCATIONAL MATERIALS			
Item	# Ordered	Est. Cost / Unit	Totals
FMCSA 49 CFR Books	100	\$12.00	\$1,200.00
HAZMAT Book	60	\$34.00	\$2,040.00
TCA Books	20	\$70.00	\$1,400.00
CVSA - NAS OOS Criteria	24	\$16.00	\$384.00
TOTAL			\$5,024.00

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

The MOE amount of \$131,475.55 comes from costs associated with printing, copying, scanning, and image processing. It includes the cost associated with supplies, materials and minor equipment which have a useful life expectancy of less than three years or which are of small value (less than \$5,000.00 and are subject to loss). This includes, but is not limited to, small furniture, office supplies such as paper, pencils, pens, and operational supplies such as hand tools. The money that the state spends on uniforms and protective gear is also included in this figure.

Part 4 Section 7 - Contractual and Subaward
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This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

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

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVIEW through Iteris	DUNS 626001445	Contract	100.0000	\$65,000.00	\$65,000.00	\$0.00	\$0.00
Description of Services: CVIEW - Services provided through Iteris							
O&M inspection screening equipment	EIN 626001445	Contract	100.0000	\$810,000.00	\$810,000.00	\$0.00	\$0.00
Description of Services: Intelligent Imaging for O and M of LPR/DOT/PBBT/Infrared Screening, etc							
O&M for Teens and Trucks	EIN 626001445	Contract	100.0000	\$65,000.00	\$65,000.00	\$0.00	\$0.00
Description of Services: Simulation Technology for O and M of simulator and Clarke power Services for O and M of Trailer							
LPR Data Storage	EIN 626001445	Contract	100.0000	\$65,000.00	\$65,000.00	\$0.00	\$0.00
Description of Services: Intelligent imaging to host LPR Data Storage							
Planned MOE - Contractual	EIN 626001445	Contract	0.0000	\$0.00	\$0.00	\$0.00	\$704,467.79
Description of Services: Planned MOE - Contractual							
STS - Strategic Technology Solutions	DUNS 626001445	Contract	100.0000	\$22,283.00	\$22,283.00	\$0.00	\$0.00
Description of Services: Host and maintain the SafetyNet server							
Iteris	DUNS 626001445	Contract	100.0000	\$493.00	\$493.00	\$0.00	\$0.00
Description of Services: O and M for INSPECT-New Inspection Software							
TOTAL: Contractual and Subaward				\$1,027,776.00	\$1,027,776.00	\$0.00	\$704,467.79

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

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

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

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

SafetyNet is maintained by the State's Strategic Technology Solutions Department. **FY 2022 Updates per BIL funding:** The report for the billing has been identified and the estimated cost is approximately \$1,856.92 per month. Tennessee is requesting \$22,283.00 to cover reports submitted by the STS department.

Tennessee is considering requesting assistance to change the inspection software to an FMCSA approved software known as INSPECT. Tennessee is also considering using the updated version of ASPEN depending on outcome of testing results. Tennessee is currently requesting a small amount for this line item to allow for funding if INSPECT becomes the preferred inspection software. The current request is for \$493.00.

The MOE planned expenditures of \$704,467.79 comes from costs associated with maintenance of office equipment such as copiers, and maintenance of operating equipment such as computers, as well as janitorial and custodial services, and security services for state facilities.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Wireless Communication and Postage	12 Months	\$1,208.00	100.0000	\$14,496.00	\$14,496.00	\$0.00	\$0.00
CVSA Decals	4 Quarters	\$750.00	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
New Entrant Vehicle Maintenance	12 Months	\$2,500.00	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Fuel for Teens and Trucks and Scale Facility Generators	5 Tanks	\$68.00	100.0000	\$340.00	\$340.00	\$0.00	\$0.00
CVSA Dues	1 Annual	\$14,800.00	100.0000	\$14,800.00	\$14,800.00	\$0.00	\$0.00
Planned MOE - Other Costs	1 year	\$1,133,648.49	0.0000	\$0.00	\$0.00	\$0.00	\$1,133,648.49
Help Inc - Prepass Assessment	1 Annual	\$7,500.00	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$0.00
Services	12 month	\$100.00	100.0000	\$1,200.00	\$1,200.00	\$0.00	\$0.00
Non-Tangible Administrative Items	12 Month	\$200.00	100.0000	\$2,400.00	\$2,400.00	\$0.00	\$0.00
TOTAL: Other Costs				\$73,736.00	\$73,736.00	\$0.00	\$1,133,648.49

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

The Teens and Trucks interactive driving simulator trailer requires generator power for operation. The generator requires fuel in order to function. The estimated average cost for this fuel based on current expenses is \$20.00 per month. Tennessee is asking that this cost be covered under the MCSAP grant since the trailer and generator are used solely for MCSAP eligible educational purposes. Tennessee also seeks MCSAP funds for fuel for four (4) generators at four (4) of the inspection facilities. The estimated cost to be spent on each generator is \$20.00. \$100 plus the \$240 per year for the Teens and Trucks generator equals a total anticipated amount of \$340.00 for fuel.

CVSA dues are \$14,800.00 per year.

Wireless communication and postage line item includes all MCSAP eligible items such as cell phones, smart phones, iPads, and air cards for laptop computers. The amount of \$14,496.00 requested is based on an average amount anticipated of \$1,208.00 per month. This covers all MCSAP as well as New Entrant eligible personnel communications.

CVSA decals are stickers given by troopers to indicate on a commercial vehicle that the vehicle has passed the North American Standard (NAS) Level I and/or Level V inspection. The anticipated cost for each quarter is \$750.00.

The New Entrant Program pays for maintenance and gas on vehicles used by New Entrant Personnel on New Entrant activities. This amount is pro-rated based on the percentage that the vehicle is used for New Entrant activities. Prorated calculations are included in the monthly report completed by the Administrative Assistant for the New Entrant Program and the percentages are included in the vouchers submitted by the Reimbursement Specialist. The average anticipated cost for vehicle maintenance is \$2,500.00 per month. This is a total of \$30,000.00 per year.

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

Services include any services rendered that benefit MCSAP related needs. These include, but are not limited to paper shredding, printing, and publication. The anticipated cost for Services is \$100.00 per month

Non-Tangible Administrative Items will include primarily any software needs such as Hazmat annual renewal licensing, and ELD data transfer for RODS evaluation and other software needs. This would also cover any other MCSAP eligible non tangible expense items. The anticipated cost for Non Tangible Administrative items is \$200.00 per month.

The MOE planned expenditures of \$1,133,648.49 by the state for other expenses comes from costs associated with third party professional and administrative services such as other dues and subscriptions. It also comes from costs associated with electricity, water, waste removal, sewage services, lease of equipment, such as alarm systems, insurance payments or premium to non state agencies.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$10,099,150.00	\$531,534.00	\$10,630,684.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,594,603.00
MOE Baseline:	\$4,757,428.50

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Planned MOE: Personnel	\$0.00	\$0.00	\$0.00	\$7,171,119.63
Admin Service Asst. II	\$72,180.00	\$0.00	\$72,180.00	\$0.00
Lieutenant	\$91,872.19	\$0.00	\$91,872.19	\$0.00
Sergeants	\$285,143.04	\$0.00	\$285,143.04	\$0.00
Grants Manager	\$50,400.00	\$0.00	\$50,400.00	\$0.00
Administrative Secretary	\$35,640.00	\$0.00	\$35,640.00	\$0.00
Accounting Tech I	\$19,800.00	\$0.00	\$19,800.00	\$0.00
Captain	\$49,680.00	\$0.00	\$49,680.00	\$0.00
Statistical Analyst	\$56,880.00	\$0.00	\$56,880.00	\$0.00
Trooper New Entrant	\$429,158.40	\$0.00	\$429,158.40	\$0.00
Trooper	\$4,626,275.50	\$531,534.00	\$5,157,809.50	\$0.00
Accountant III	\$4,968.00	\$0.00	\$4,968.00	\$0.00
CVE Dedicated Trooper	\$60,960.00	\$0.00	\$60,960.00	\$0.00
Admn Svs Asst III	\$45,000.00	\$0.00	\$45,000.00	\$0.00
Salary Subtotal	\$5,827,957.13	\$531,534.00	\$6,359,491.13	\$7,171,119.63
Planned MOE - Overtime	\$0.00	\$0.00	\$0.00	\$380,800.41
Trooper-NO ZONE OT	\$32,000.00	\$0.00	\$32,000.00	\$0.00
Trooper-STAND OT	\$114,000.00	\$0.00	\$114,000.00	\$0.00
Trooper-STOP OT	\$44,800.00	\$0.00	\$44,800.00	\$0.00
Trooper-SIZE and WEIGHT OT	\$9,943.00	\$0.00	\$9,943.00	\$0.00
Trooper - INSPECTION STATION OT	\$418,015.00	\$0.00	\$418,015.00	\$0.00
Trooper - MOTOR COACH OT	\$10,075.00	\$0.00	\$10,075.00	\$0.00
Trooper - TEENS and TRUCKS OT	\$17,955.00	\$0.00	\$17,955.00	\$0.00
Trooper - DICE OT	\$126,000.00	\$0.00	\$126,000.00	\$0.00
Trooper - HAZMAT OT	\$23,760.00	\$0.00	\$23,760.00	\$0.00
Sergeant - DATA Q OT	\$32,160.00	\$0.00	\$32,160.00	\$0.00
Trooper - NEW ENTRANT	\$107,136.00	\$0.00	\$107,136.00	\$0.00
Work Zone	\$138,240.00	\$0.00	\$138,240.00	\$0.00
Overtime subtotal	\$1,074,084.00	\$0.00	\$1,074,084.00	\$380,800.41
Personnel total	\$6,902,041.13	\$531,534.00	\$7,433,575.13	\$7,551,920.04

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Troopers	\$135,442.39	\$0.00	\$135,442.39	\$0.00
Troopers	\$1,627,804.68	\$0.00	\$1,627,804.68	\$0.00
Lieutenant	\$28,994.86	\$0.00	\$28,994.86	\$0.00
Sergeants	\$89,991.14	\$0.00	\$89,991.14	\$0.00
Grants Manager	\$14,051.52	\$0.00	\$14,051.52	\$0.00
Administrative Secretary	\$9,936.43	\$0.00	\$9,936.43	\$0.00
Accounting Tech I	\$5,520.24	\$0.00	\$5,520.24	\$0.00
Captain	\$15,679.00	\$0.00	\$15,679.00	\$0.00
Statistical Analyst	\$15,858.14	\$0.00	\$15,858.14	\$0.00
Planned MOE	\$0.00	\$0.00	\$0.00	\$3,412,402.36
Admin Service Asst. II	\$20,123.78	\$0.00	\$20,123.78	\$0.00
Accountant III	\$1,385.07	\$0.00	\$1,385.07	\$0.00
CVE Dedicated Trooper	\$19,238.97	\$0.00	\$19,238.97	\$0.00
Admn Svs Asst III	\$12,546.00	\$0.00	\$12,546.00	\$0.00
Fringe Benefits total	\$1,996,572.22	\$0.00	\$1,996,572.22	\$3,412,402.36

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Educational Outreach	\$7,400.00	\$0.00	\$7,400.00	\$0.00
Training	\$15,720.00	\$0.00	\$15,720.00	\$0.00
Planned MOE - Travel	\$0.00	\$0.00	\$0.00	\$50,060.40
TTA Convention	\$4,650.00	\$0.00	\$4,650.00	\$0.00
CVSA - Fall Conference	\$8,760.00	\$0.00	\$8,760.00	\$0.00
CVSA - Spring Conference	\$8,760.00	\$0.00	\$8,760.00	\$0.00
ITD-PRISM and MCSAP Workshop	\$8,450.00	\$0.00	\$8,450.00	\$0.00
Hazmat Administrative Duties	\$740.00	\$0.00	\$740.00	\$0.00
New Entrant Admin and In-service Meetings	\$1,110.00	\$0.00	\$1,110.00	\$0.00
IACP Conference	\$5,070.00	\$0.00	\$5,070.00	\$0.00
TTA Conference	\$4,650.00	\$0.00	\$4,650.00	\$0.00
COHMED	\$7,500.00	\$0.00	\$7,500.00	\$0.00
High Crash Campaigns	\$2,590.00	\$0.00	\$2,590.00	\$0.00
Travel total	\$75,400.00	\$0.00	\$75,400.00	\$50,060.40

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Planned MOE - Equipment	\$0.00	\$0.00	\$0.00	\$1,338,289.58
Equipment total	\$0.00	\$0.00	\$0.00	\$1,338,289.58

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Tools for Inspections	\$7,200.00	\$0.00	\$7,200.00	\$0.00
General Office Supplies and Computers	\$11,400.00	\$0.00	\$11,400.00	\$0.00
Educational Materials - Hazmat Books	\$5,024.00	\$0.00	\$5,024.00	\$0.00
Planned MOE - Supplies	\$0.00	\$0.00	\$0.00	\$131,475.55
Supplies total	\$23,624.00	\$0.00	\$23,624.00	\$131,475.55

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVIEW through Iteris	\$65,000.00	\$0.00	\$65,000.00	\$0.00
O&M inspection screening equipment	\$810,000.00	\$0.00	\$810,000.00	\$0.00
O&M for Teens and Trucks	\$65,000.00	\$0.00	\$65,000.00	\$0.00
LPR Data Storage	\$65,000.00	\$0.00	\$65,000.00	\$0.00
Planned MOE - Contractual	\$0.00	\$0.00	\$0.00	\$704,467.79
STS - Strategic Technology Solutions	\$22,283.00	\$0.00	\$22,283.00	\$0.00
Iteris	\$493.00	\$0.00	\$493.00	\$0.00
Contractual and Subaward total	\$1,027,776.00	\$0.00	\$1,027,776.00	\$704,467.79

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Wireless Communication and Postage	\$14,496.00	\$0.00	\$14,496.00	\$0.00
CVSA Decals	\$3,000.00	\$0.00	\$3,000.00	\$0.00
New Entrant Vehicle Maintenance	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Fuel for Teens and Trucks and Scale Facility Generators	\$340.00	\$0.00	\$340.00	\$0.00
CVSA Dues	\$14,800.00	\$0.00	\$14,800.00	\$0.00
Planned MOE - Other Costs	\$0.00	\$0.00	\$0.00	\$1,133,648.49
Help Inc - Prepass Assessment	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Services	\$1,200.00	\$0.00	\$1,200.00	\$0.00
Non-Tangible Administrative Items	\$2,400.00	\$0.00	\$2,400.00	\$0.00
Other Costs total	\$73,736.00	\$0.00	\$73,736.00	\$1,133,648.49

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$10,099,149.35	\$531,534.00	\$10,630,683.35	\$14,322,264.21
Total Costs Budgeted	\$10,099,149.35	\$531,534.00	\$10,630,683.35	\$14,322,264.21

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$10,099,150.00	\$531,534.00	\$10,630,684.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,594,603.00
MOE Baseline:	\$4,757,428.50

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$5,827,957.13	\$531,534.00	\$6,359,491.13	\$7,171,119.63
Overtime Subtotal	\$1,074,084.00	\$0.00	\$1,074,084.00	\$380,800.41
Personnel Total	\$6,902,041.13	\$531,534.00	\$7,433,575.13	\$7,551,920.04
Fringe Benefits Total	\$1,996,572.22	\$0.00	\$1,996,572.22	\$3,412,402.36
Travel Total	\$75,400.00	\$0.00	\$75,400.00	\$50,060.40
Equipment Total	\$0.00	\$0.00	\$0.00	\$1,338,289.58
Supplies Total	\$23,624.00	\$0.00	\$23,624.00	\$131,475.55
Contractual and Subaward Total	\$1,027,776.00	\$0.00	\$1,027,776.00	\$704,467.79
Other Costs Total	\$73,736.00	\$0.00	\$73,736.00	\$1,133,648.49
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$10,099,149.35	\$531,534.00	\$10,630,683.35	\$14,322,264.21
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$10,099,149.35	\$531,534.00	\$10,630,683.35	\$14,322,264.21

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

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

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

- Yes
 Yes, uploaded certification document
 No

State Certification declaration:

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

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

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Jeff Long
2. What is the title of your certifying State official? Commissioner TDOSHS
3. What are the phone # and email address of your State official? jeff.long@tn.gov 615-251-5128

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

- Yes
- Yes, uploaded certification document
- No

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

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

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

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

Yes No

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

Yes No

FY 2022 Certification of MCSAP Conformance (State Certification)

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

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

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

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

Date 7/08/2021

Signature _____



The United States Department of Transportation

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The Tennessee Department of Safety and Homeland Security (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. Part 303 (FMCSA’s Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898, 3 C.F.R. 859 (1995), entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI,

to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice: <http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm>;

Additionally, Executive Order 13166, 3 C.F.R. 289 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the “*application of Title VI’s prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.*” When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S. DOT’s “*Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons,*” dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above general Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*“The **Tennessee Department of Safety and Homeland Security**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure*

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

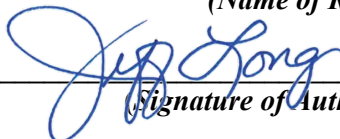
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, Tennessee Department of Safety and Homeland Security also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Tennessee Department of Safety and Homeland Security gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on Tennessee, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Tennessee Department of Safety and Homeland Security

(Name of Recipient)

by  /Commissioner
(Signature of Authorized Official)

DATED 7/08/2021

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the Tennessee Department of Safety and Homeland Security will accept title to the lands and maintain the project constructed thereon in accordance with the *Tennessee Code Annotated (not applicable for the Tennessee Department of Safety and Homeland Security)*, the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Tennessee Department of Safety and Homeland Security all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Tennessee Department of Safety and Homeland Security and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Tennessee Department of Safety and Homeland Security, its successors and assigns.

The Tennessee Department of Safety and Homeland Security, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Tennessee Department of Safety and Homeland Security will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Tennessee Department of Safety and Homeland Security pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Tennessee Department of Safety and Homeland Security will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Tennessee Department of Safety and Homeland Security will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Tennessee Department of Safety and Homeland Security and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED
UNDER THE ACTIVITY, FACILITY OR PROGRAM**

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by Tennessee Department of Safety and Homeland Security pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Tennessee Department of Safety and Homeland Security will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Tennessee Department of Safety and Homeland Security will there upon revert to and vest in and become the absolute property of Tennessee Department of Safety and Homeland Security and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. § 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (102 Stat. 28.), (“...*which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.*”);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*), as implemented by 49 C.F.R. § 25.1 *et seq.*

Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

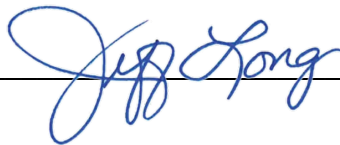
For the purpose of this certification, *compatible* means State laws, regulations, standards, and orders on CMV safety that:

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

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

Variance for Farm exception (65-15-113). This was prior to 1986.

Signature of Certifying Official: _____



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

Date of Certification: 7/08/2021

From: [Allen England](#)
To: [Christopher Brooks](#); [Thelma Johnson](#)
Subject: Fwd: FMCSA Approval Of FY 2022 TN Dept of Safety and Homeland Security's Title VI Program Compliance Plan
Date: Friday, July 23, 2021 5:04:20 PM
Attachments: [image001.png](#)
[image001.png](#)

Sent from my iPhone

Begin forwarded message:

From: Shannon Geames <Shannon.Geames@tn.gov>
Date: July 23, 2021 at 1:39:24 PM CDT
To: Allen England <Allen.England@tn.gov>, Travis Plotzer <Travis.Plotzer@tn.gov>, Tommy Cooper <Tommy.Cooper@tn.gov>
Subject: FW: FMCSA Approval Of FY 2022 TN Dept of Safety and Homeland Security's Title VI Program Compliance Plan

Allen,

See below Mr. Finkle's approval of our FY 22 Title VI Compliance Plan. This should be what you need for your grant application process. Let me know if you have any questions or need more info.

Shannon

Shannon Geames, M.A. | Director
Learning and Development Division
283 Stewarts Ferry Pike, Nashville, TN 37214
p. 615-251-5170 f. 615-401-7688
shannon.geames@tn.gov
tn.gov/safety



From: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Sent: Friday, July 23, 2021 1:37 PM
To: Shannon Geames <Shannon.Geames@tn.gov>
Cc: Travis Plotzer <Travis.Plotzer@tn.gov>
Subject: [EXTERNAL] FMCSA Approval Of FY 2022 TN Dept of Safety and Homeland Security's Title VI Program Compliance Plan

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Happy Friday to you as well! Great! Thank you. I have reviewed TDOSHS' final Title VI Program Compliance Plan for FY 2022 and find all elements identified in the FY 2022 FMCSA Title VI Program Compliance Plan Checklist. This e-mail serves as the Plan approval document. Therefore, TDOSHS' final Title VI Program Compliance Plan for FY 2022 is hereby approved.

I also appreciate our follow-up coordination regarding the updating of the General Order 506. I will await your next contact regarding this effort.

Thanks again. It is always my pleasure to coordinate with you.

Lester

Lester Finkle
FMCSA National Title VI Program Manager
202-366-4474

From: Shannon Geames <Shannon.Geames@tn.gov>

Sent: Friday, July 23, 2021 1:46 PM

To: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>

Cc: Travis Plotzer <Travis.Plotzer@tn.gov>

Subject: FY 2022 TN Dept of Safety and Homeland Security Title VI Compliance Plan

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mr. Finkle,

Happy Friday! I have attached our 2022 Title VI Compliance plan for your review. We look forward to getting your approval on this!

Shannon

Shannon Geames, M.A. | Director
Learning and Development Division
283 Stewarts Ferry Pike, Nashville, TN 37214
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Methodology to Calculate Part time Trooper Salaries Eligible for MCSAP Reimbursement

All State of Tennessee Highway Patrol troopers below the rank of Captain must be at least Level III certified and work MCSAP activities on a part-time basis. Because of this large number, a methodology/formula 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. This methodology is effective for data collected since January 1, 2013 and was last revised in October 2013. The goal of the calculation is to determine the percentage of THP activity in hours that is payable via MCSAP.

Methodology

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

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

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

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

- 1.) *Total Activity Hours is defined as the sum of all hours of activity reported by the troopers when entering their activity into the Tennessee Integrated Traffic Analysis Network (TITAN).*
- 2.) *Total CV Activity Hours is defined as the sum of all hours designated as commercial vehicle activity by the troopers when entering their activity into the TITAN Trooper Activity System.*
- 3.) *Grant Overtime Activity Hours is defined as the sum of all hours designated as grant funded activity by the troopers when entering the 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.*

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