eCVSP

GEORGIA

Commercial Vehicle Safety Plan

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

Fiscal Years 2018 - 2020
Annual Update FY 2019

Date of Approval: July 09, 2019

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 350.201 and 205. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to "prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety."

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

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

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit 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 2019:

Multi-Year plans–For FY 2019, 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–Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked**.

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

States are reminded to **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.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that 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.

Part 1 Section 2 - Mission/Goal Statement

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

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

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

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

The Georgia Department of Public Safety (DPS) is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) in Georgia. The Department of Public Safety's Motor Carrier Compliance Division (MCCD) is responsible for the implementation of, and compliance with, the MCSAP guidelines in the state of Georgia.

It is the mission of this agency to reduce the number of fatal and injury related crashes on Georgia's highways by the effective and fair regulation of the commercial motor carrier industry and to raise awareness of the general pubic about sharing the roads safely with commercial motor vehicles.

By implemeting the plans set forth in the 2018 - 2020 Commercial Motor Vehicle Safety Plan, the Motor Carrier Compliance Division's goal is to reduce the fatal crash rate by the end of FY 2020 by 6% or 2% per year. We will continue our goal of improving the quality of our data so that proper identication can be made of high risk carriers, vehicles and highways within the State .

Part 1 Section 3 - MCSAP Structure Explanation

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

⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◯ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

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

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

The Georgia Department of Public Safety's Motor Carrier Compliance Division currently employs ~~274~~ 266 sworn law enforcement officers. It is our goal, based on the Department's Strategic Plan, to reach 300 sworn law enforcement officers by the end of FY ~~2018~~ 2019. Of the ~~274~~ 266 currently employed, ~~246~~ 251 are NAS certified. ~~On September 10, 2017, 21 new recruits will report to Forsyth, Georgia for the 1st MCCD Training Academy. Recruits will undergo a rigerous 25 week training course that will include the sucessful completion of North American Standard Part A and B and 12 weeks of field training. After graduation, this will increase our number of certified officers from 246 to 267.~~

The 2nd MCCD Academy will graduate in September, 2018 and an additional 2 academies will be conducted in FY 2019. As a point of note, due to salary structure changes in January, 2017, it is anticipated that during the 2nd and 3rd quarters of FY 2019, MCCD may experience a large exodus of officers due to retirements. Confidence in our revised training program allows MCCD to project an increase in the number of MCSAP inspections conducted even though fewer personnel are conducting those inspections.

Of the ~~267~~ 251 NAS certified officers, only 191 of those will be supported by the funding received from the MCSAP Basic and Incentive Program. The remaining 60 officers are supported 100% by a Memorandum of Understanding between the Georgia Port Authority and the Department of Public Safety. The 60 officers will continue to conduct MCSAP activities as well as other duties assigned (these 60 officers are included in Section 4- MCSAP Structure under personnel participating in MCSAP activities). Personnel salaries, fringe benefits, uniforms, equipment and patrol-ready vehicles are all funded under this MOU. These 60 officers are located in specific regions in the state where the highest volume of commercial motor vehicle traffic, associated with the Port of Savannah, is occurring. These corridors are located along I-75, I-95, I-85, I-20 and the metro Atlanta area.

We have ~~42~~ 40 civilian weigh masters who perfom size and weight functions at inspections stations located around the state which allows NAS certified MCCD officers to patrol intersate and state highways as well as rural routes and high risk crash corridors around the state. Currently, NAS inspections are not performed by any local or county agencies.

The State is divided into nine geographic regions and one administrative region. The administrative division (Safety Compliance Unit) consists of Investigations and New Entrant. There are 19 inspection stations statewide located on major interstates or highways. A semi -pemanent inspection station is located in Early County. Our inspection stations are equipped with weigh in motion technology and software for both LPR and U.S. DOT# readers with the exception of the Early County location. This allows MCCD to identify any motor carrier operating under a Federal OOS order. The inspection stations operate under the dual purpose of enforcing laws and regulations pertaining to the size and weight of commercial vehicles, as well as performing commercial motor vehicle inspections. The MCCD headquarters is located at the Department of Public Safety building on Confederate Ave in Atlanta. All command staff and administrative support staff report to this location.

Part 1 Section 4 - MCSAP Structure

> **Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**
>
> ⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

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:	GEORGIA DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	298
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	262
Traffic Enforcement Activities	251
Investigations[*]	23
Public Education and Awareness	262
Data Collection and Reporting	10
[*] Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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 2018 - 2020 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 current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit 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: http://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

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

⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
  - *In the Goal column, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
Large Truck and Bus Fatal Crashes per 100 VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	179	0.13	0.1484
01/01/2015	12/31/2015	179	0.13	0.1516
01/01/2014	12/31/2014	185	0.13	0.1659
01/01/2013	12/31/2013	167	0.13	0.1527
01/01/2012	12/31/2012	161	0.13	0.1498

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: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
No goal has been set for Passenger Carrier Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	19		
01/01/2015	12/31/2015	4		
01/01/2014	12/31/2014	8		
01/01/2013	12/31/2013	10		
01/01/2012	12/31/2012	6		

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: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
No goal has been set for HM Release Crashes

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

Enter the data sources and capture dates of the data listed in each of the tables above.
1. All CMV Crashes: The VMT data source for this section is the "State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million total Vehicle Miles Traveled" report, published on the FMCSA A&I online portal. No VMT data for CY2016 is available in the report. Preliminary VMT data for 2016 was pulled from the FHWA Traffic Volume Trends monthly reports, Table 5. The fatalities data for CY2013-2016 was pulled from the MCMIS data snapshot as of 6.30.2017. Fatality data for CY2012 was pulled from the MCMIS data snapshot as of 8.28.2015. The fatality rate was calculated by taking the number of fatalities divided by the "State Total VMT" and then multiplied by 100. 2. Motorcoach/Passenger Carrier Crashes: The source for this section is the "Summary Statistic for Buses" published on the FMCSA A&I online portal with MCMIS data snapshot as of 6.30.17 and 8.28.2015. 3. Hazardous Materials Crashes Involving HM Release/Spill: The source for this section is the MCMIS data snapshot as of 6.30.2017.

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

Describe any difficulties achieving the goal, problems encounters, obstacles overcome, lessons learned, etc.

Georgia has experienced unparalleled economic and industry growth in recent years. Growth in the logistics and transportation sector has added new demands on an aging infrastructure and overcrowded roads. The expansion of the Savannah Port, which is already the second busiest port on the East Coast, is expected to increase truck traffic by 50% in less than 10 years.[1] National Highway Traffic Safety Administration data indicates Georgia's I-285 is one of the deadliest interstates in America.[2] The American Transportation Research Institute ranked the top Truck Bottleneck congestion points in the Nation and showed Georgia with 7 bottlenecks in the top 100, including at the number one spot.[3] And, this was before a major interstate bridge collapse in the heart of Atlanta received national attention in the spring of 2017.

As the chart below shows, Vehicle 100 Million Miles Traveled (VMT) data shows Georgia experienced a 10% increase in VMT from 2012 to 2015 and preliminary VMT data for 2016 indicates 2.2% increase over 2015.[4] Georgia also experienced a record increase in motor vehicle fatalities in 2014-2016 *for all vehicle types*, hitting a decade high in 2016.[5] In FFY2016, Georgia was ranked 4th in the Nation for fatal crashes involving commercial motor vehicles.[6]

Georgia Vehicle 100 Million Miles Traveled and CMV-Involved Fatalities*
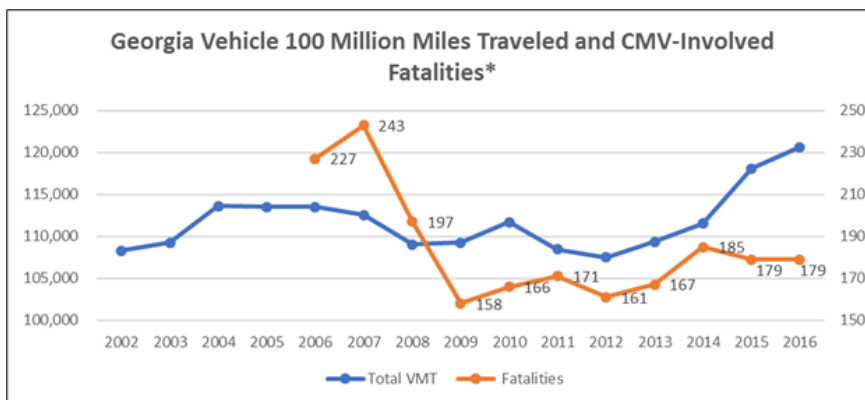
*MCMIS Data Snapshots, dated 6.30.2017, 8.28.2015 and 12.19.14

In response, the Motor Carrier Compliance Division of Georgia Department of Public Safety (MCCD) has reviewed the "tried-and-true" methods of enforcement and looked outside the box for new approaches to crash reduction.

- Traffic enforcement violations have *increased 113*% since 2014.[7]
- Inspection activity has *increased 20%* since 2014.[8]
- A new analytics program, currently in beta testing, maps crash locations and puts real-time crash data in the hands of Region Commanders so they can schedule their resources when and where crashes are happening.
- Enforcement personnel recruiting focuses on hiring experienced officers and a new training program, starting in September 2017, will provide MCCD officers with a level of training not previously available.
- MCCD has put commercial motor vehicle safety in spotlight for the 2018 Georgia Highway Strategic Safety Plan by taking an active role in the development of the plan.
- We preformed judicial outreach functions with those who are in authority to adjudicate citations on CMV drivers who are engaged in unsafe driving bahavior.
- We added a CMV component to the new crash report training to educate other law enforcement officers on properly identifying CMVs on crash reports.
- We established a Quality Control Team to perform internal audits of inspections and make training recommendations based on the team's findings.
- We offer CMV Awareness and Enforcement training, free of charge, to city and county law enforcement agencies.

- We are revamping our Public Information Education (PIE) materials with plans for greater outreach opportunities.
- Georgia actively participates in Operation Safe DRIVE, a multi-state high visibility, crash elimination effort on major interstate such as I-95, I-85, I-75, and I-20.

We believe our persistence in making Georgia roads safer and our focus on crash reduction has allowed Georgia's CMV crash rate to remain relatively stable despite unprecedented growth.

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[1] Governor Nathan Deal's State of the State speech, January 15, 2015
[2] National Highway Traffic Association study of National Highway Traffic Safety Administration 2013 data
[3] ATRI 2017 Top 100 Bottleneck List
[4] FMCSA A&I Publication "State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million
Total Vehicle Miles Traveled". 2016 VMT data from FHWA Traffic Volume Trends reports.
[5] Georgia Department of Transportation
[6] MCMIS Data Snapshot, dated 6.30.2017.
[7] Georgia Traffic Enforcement Activity Summary, MCMIS Data Snapshot, dated 6.30.2017.
[8] Georgia Roadside Inspection Activity, MCMIS Data Snapshot, dated 6.30.2017.

Narrative Overview for FY 2018 - 2020

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.

Narrative Overview for FY 2018 - 2020. *Describe the identified problem, include baseline data and identify the measurement method.*

Overall Crash Reduction Goal:

Georgia's crash reduction goal is to reduce the CMV fatality rate per 100 Million Vehicle Miles Traveled (VMT) by 0.02 each year. Georgia's CMV fatality rate for CY2015 was 0.15 and preliminary VMT data for CY2016 indicates the CMV fatality rate stayed at 0.15; therefore, the crash reduction goal is to lower the CMV fatality rate to 0.13 for large truck and bus crashes. In an effort to reduce CMV crashes resulting from fatigued drivers, the MCCD will seek oportunities in FY 2019 to collaborate with other states in sharing inspection station data.

Passenger Carriers:

Georgia has not identified a crash reduction goal exclusively for passenger carriers. The focus will be on an overall CMV crash reduction. Buses operated by government entities, specifically school systems and transit operations, comprise the majority of fatal bus crashes in Georgia. There were 3 fatal crashes involving regulated passenger carriers in CY2016; however, a review of the crash reports indicated a vehicle other than the passenger carrier vehicle was most likely at fault.

Passenger safety is a priority in Georgia. MCCD targets unsafe driving behaviors of all commercial motor vehicle drivers, including passenger carrier vehicles. ~~The Passenger Carrier Strike Force for June 2017 resulted in 325 violations, 11 out-of-service drivers, and 16 out-of-service vehicles.~~ A passenger carrier inspection was conducted at Six Flags over Georgia during the 3rd quarter of FY 2018. MCCD conducted 102 inspections which netted 129 vehicle violations and 15 driver violations. Of those, 2 drivers were placed out of service and 15 vehicles were placed out of service. In our 17th year of participating in the Sunbelt Agricultural Expo in Moultrie,

Georiga, MCCD conducted 51 inspections with 1 vehicle placed out of service and 1 driver placed out of service. Unannounced terminal inspections are conducted statewide.

The Georgia Department of Public Safety is statutorily mandated to conduct an annual safety inspection of each school bus transporting students within each school district across the State. Currently, the Department of Public Safety, Motor Carrier Compliance Division (MCCD) inspects an average of 19,000 school busses annually. These 19,000 inspections are in addition to the >90,000 MCSAP inspections conducted annually by MCCD. School bus inspector salaries are funded through the utilization of State of Georgia funds when conducting statutory inspections. The same 11 enforcement personnel also conduct MCSAP roadside safety inspections of large trucks and busses when they are not inspecting school busses. MCCD is currently seeking State and alternative funding for the creation of a school bus data system in order to record and track safety inspections, safety violations, traffic crashes, and trends related to the school bus vehicle, the school bus driver, and the responsible school district. This data system will be designed to foster a cooperative between MCCD and the various school system districts within the State to improve driver education and skills, improve school bus mechanical safety, and to promote school district responsibility for their drivers and equipment. The goal of this cooperative is to reduce school bus involved crashes thus protecting our most precious resource, our next generation.

Hazardous Materials:

Georgia has not identified a crash reduction goal related to the release/spill of Hazardous Materials (HM) but continues to focus on compliance and safety in HM activities. According to the MCMIS data snapshot dated ~~6.30.2017~~ 6.29.18, ~~Georgia's HM inspections rose 66% in FY2016 over FY2015 and HM out-of-service violations increased 52% during the same period.~~ the HM OOS rate has increased from 2.89% in FY 2016 to 3.87% in FY 2017. Year-to-date information shows 3.68% for FY 2018. In the first nine months of ~~FY2017~~ FY2018 MCCD has conducted ~~7,584~~ 8,271 HM inspections, which is approximately 11.5% of the inspections in ~~FY2017~~ FY2018 to date.

Enter the data source and capture date:
The VMT data source for this section is the "State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million total Vehicle Miles Traveled" report, published on the FMCSA A&I online portal. No VMT data for CY2016 is available in the report. Preliminary VMT data for 2016 was pulled from the FHWA Traffic Volume Trends monthly reports, Table 5. Crash data and HM inspection data was sourced from the MCMIS data snapshot dated 6.30.2017. Strike Force and school bus inspection data was sourced from MCCD internal documentation.

Projected Goal for FY 2018 - 2020:

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 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2018	2
2019	2
2020	2

Georgia's crash reduction goal is to reduce the CMV fatality rate per 100 Million Vehicle Miles Traveled (VMT) by 0.02 each year, which equates to 2% each year. Therefore, the overall crash reduction goal for FY 2018-2020 is a 6% reduction in CMV-involved crashes.

Program Activities for FY 2018 - 2020: 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.
The Motor Carrier Compliance Division (MCCD) has ~~267~~ 251 certified law enforcement officers. This includes 60 certified law enforcement officers that are 100% funded by a MOU between the Georgia Port Authority and the Georgia Department of Public Safety. All of the certified law enforcement officers are assigned a vehicle and perform inspection and traffic enforcement activities.

MCCD officers spend an average of 20 hours or more per week performing traffic enforcement activities. Officers are periodically assigned to a fixed location and focus on hours of service, driver qualifications, and equipment-related violations. All officers are expected to meet inspection goals.

The MCCD traffic enforcement focus is on crash causative behaviors: speeding, following too closely, distracted driving, improper lane use, improper turns, improper passing, failure to obey traffic control devices, and any type of

impaired driving. Traffic enforcement emphasis is also placed on seat belt usage.

The ~~FY2018~~ FY2019 inspection goal is ~~75,000~~ 76,000. The ~~FY2018~~ FY2019 goal for Hazmat Inspections is set at 10% or ~~7,500~~ 7,600 inspections. While no inspection goal has been set for traffic enforcement, it is expected, based on past performance, that approximately 20%, or ~~15,000~~ 15,200 inspections, will have at least one traffic enforcement violation.

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.

All inspection and enforcement activity is captured on the Region Commander's monthly report and submitted to the MCCD headquarters office. The monthly reports are compared to Safetynet inspections and the reported activity tracked for internal benchmark goals and objectives. All activity is compiled into a single monthly report and distributed to all MCCD Command staff members. One element of the report compares inspection times with trends in crash times in regions. Quarterly reports are also compiled from this data.

MCCD's crash analyst reviews crash data and creates a quarterly interactive dashboard of CMV crashes for review by all MCCD command staff members. The dashboard shows crash trends for the state as well as providing tracking for crash events.

A weekly report on the number of year-to-date CMV-involved fatal crashes and fatalities is also provided. This report also compares the current crash rates with the previous year's rate.

Preliminary Vehicle Miles Traveled is tracked monthly from the FHWA Traffic Volume Trends monthly reports.
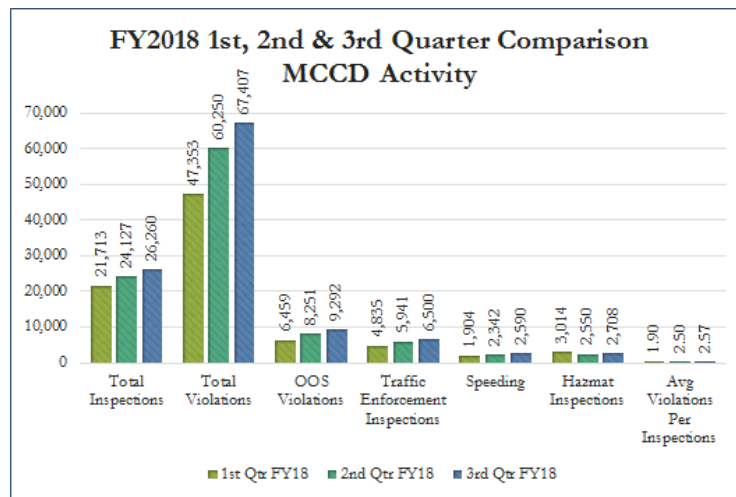
(Source: Safetynet Data as of ~~6.30.17~~ 7.26.2018)

Part 2 Section 3 - Roadside Inspections

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

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

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	23064	22534	21548	20808	26897
Level 2: Walk-Around	21045	18092	19467	17672	22767
Level 3: Driver-Only	41324	41762	32291	33798	38864
Level 4: Special Inspections	15	48	19	22	11
Level 5: Vehicle-Only	953	1264	978	747	727
Level 6: Radioactive Materials	0	0	1	0	0
Total	**86401**	**83700**	**74304**	**73047**	**89266**

Narrative Overview for FY 2018 - 2020

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.

The Motor Carrier Compliance Division has ~~267~~ 251 certified law enforcement officers. This total includes the 60 officers funded 100% by the Georgia Port Authority. These certified sworn officers are located in nine geographical areas around the state. A tenth region exists as an administrative unit and conducts investigations and new entrant audits. The staffing level of NAS certified officers including supervisory personnel is as follows. Region 1(~~23~~)(18)officers, Region 2 (~~25~~) (20)officers, Region 3 (~~51~~)(49) officers, Region 4 (~~19~~)(22) officers, Region 5 (~~18~~)(18) officers, Region 6 (~~28~~)(31) officers, Region 7 (~~36~~)(35) officers, Region 8 (~~24~~)(25) officers, Region 9 (~~26~~)(23) officers, Region 10 (~~12~~)(13) officers and (~~9~~)(11) non-sworn credentialed investigators and HQ (12) officers including training.

The 60 Port officers are located in Region (s) 3,5,6,7, and 9. Region 3 has the largest number of officers and patrols counties located in and around the metro-Atlanta area. All certified officers patrol Georgia's interstates and highways both in urban and rural areas and perform random driver vehicle inspections on a daily basis. Each officer works a 40 hour work week with a minimum of 20 hours spent on traffic enforcement activities. Routinely, MCCD officers are assigned to high risk rural areas that have shown a high number of crashes involving commerical motor vehicles. Officers are periodically assigned to fixed-facility locations to perform driver-vehicle inspections while screening for hours of service/RODS, seat belt usage, and drug/alcohol violations.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. For FY 2019, 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: GEORGIA DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 262

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	15000	4500	100	19600	25.79%
Level 2: Walk-Around	21950	500	0	22450	29.54%
Level 3: Driver-Only	30835	2450	0	33285	43.80%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	100	50	500	650	0.86%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**67900**	**7500**	**600**	**76000**	

MCSAP subrecipient agency

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

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2019:	

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: GEORGIA DEPARTMENT OF PUBLIC SAFETY **# certified personnel: 262**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: **# certified personnel:** **# projected inspections:**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	15000	4500	100	19600	25.79%
Level 2: Walk-Around	21950	500	0	22450	29.54%
Level 3: Driver-Only	30835	2450	0	33285	43.80%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	100	50	500	650	0.86%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	**67900**	**7500**	**600**	**76000**	

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.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	76000	0	0	76000
Enter total number of certified personnel	275	0	0	275
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	77000	0	0	77000
Enter total number of certified personnel	285	0	0	285

Part 2 Section 4 - Investigations

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

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

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

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	395	387	399	277	189
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		12	12	29	68
CSA Off-Site		55	54	5	1
CSA On-Site Focused/Focused CR		284	276	199	74
CSA On-Site Comprehensive		36	57	44	46
Total Investigations	**395**	**774**	**798**	**554**	**378**
Total Security Contact Reviews		2	3	102	1
Total Terminal Investigations		1	2	1	5

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	8	4	0	2	1
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	**8**	**4**	**0**	**2**	**1**
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2018 - 2020

Instructions*:*

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

Projected Goals for FY 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020*.*

Projected Goals for FY 2018 - 2020 - Investigations						
	FY 2018		**FY 2019**		**FY 2020**	
Investigation Type	**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	154	0	158	0	158	0
CSA On-Site Comprehensive	51	0	52	0	52	0
Total Investigations	**205**	**0**	**210**	**0**	**210**	**0**
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.
Note: For the 2012-2016 Trend Analysis, we only are showing the number of compliance reviews performed for FY 2012. We did not capture any additional information for FY 2012. For FY 2018- FY 2020, Non-rated reviews will only be conducted if we received a request by FMCSA or if we receive a complaint. CSA Off-site reviews will be conducted if we receive a request from FMCSA or if we have an officer who is on modified duty.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.
The Motor Carrier Compliance Division currently has ~~2~~ 7 sworn and 3 non-sworn credentialed investigators performing investigations. Our staffing level declined in FY 2016 from a total of 8 officers in FY 2015. ~~We began FY 2017 with 3 certified officers conducting investigations. We are currently in the process of training 2 non-sworn credentialed investigators which will bring our staffing level to 5.~~ Of the 7 sworn officers, 4 have supervisory duties and will perform investigations to maintain their certifications for FY2018 - FY2020. These officers will perform additional investigations as time permits during the year. At this time, we do not anticipate adding additional personnel but we will continue to monitor our program and will adjust as the need arises.

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.
MCCD will measure performance by the number of investigations performed. All investigations are reviewed by an FMCSA Federal Program Specialist prior to uploading. Any needed corrections will be sent back the investigator and his/her supervisor.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016

***Instructions**:*

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	17753	13954
10/01/2014	09/30/2015	11002	12442
10/01/2013	09/30/2014	8444	5438
10/01/2012	09/30/2013	6801	4683
09/01/2011	09/30/2012	7775	4583

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

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

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

The number of documented CMV Traffic Enforcement Stops with an Inspection was pulled from the A&I online portal for the MCMIS data snapshot dated 6.30.17. FY2012's data was pulled from a previous CVSP. The number of citations and warnings issued were pulled from an internal GDPS web portal, MyDPS.

Narrative Overview for FY 2018 - 2020

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](#)*.*

The Motor Carrier Compliance Division (MCCD) has ~~267~~ 251 certified officers. This includes 60 certified officers that are 100% funded by the Georgia Port Authority. All certified officers are assigned a vehicle and perform traffic enforcement activities. High visibility is the main objective since drivers are known to use more caution when law enforcement vehicles are in sight or reported in an area.

The MCCD traffic enforcement focus is on crash causative behaviors: speeding, following too closely, distracted driving, improper lane use, improper turns, improper passing, failure to obey traffic control devices, and any type of impaired driving. Traffic enforcement emphasis is also placed on seat belt usage.

The interactive Crash Dashboard gives commanders access to crash trends such as time of day, day of week, and vehicle types. For example, Lowndes County in South Georgia, has a high crash rate between 6:00 am to 9:00 am; however, Bartow County in North Georgia has a high crash rate between 10:00 am to 1:00 pm. MCCD Region Commanders are able to take local crash trends into account when deploying resources for traffic enforcement activities.   A new mapping program~~, currently in advanced beta testing,~~ maps crash location by GEO code so commanders can see where crashes are happening in their region. Commanders also take local traffic activity, such as peak rush hours and known traffic congestion areas, and areas identified as high crash corridors into account when giving officer assignments.

In ~~FY2016~~ FY2017, ~~20~~21% of all inspections identified at least one traffic enforcement violation. The MCMIS snapshot, dated 6.30.17, indicates that FY2017 is also at the 20% level. The ~~FY2018~~ FY2019 inspection goal is ~~75,000~~ 76,000; it is expected that approximately 20%, or ~~15,000~~ 15,200 inspections, with have at least one traffic enforcement violation.

Source: MCMIS snapshot, dated ~~6.30.17~~ 6.29.2018.
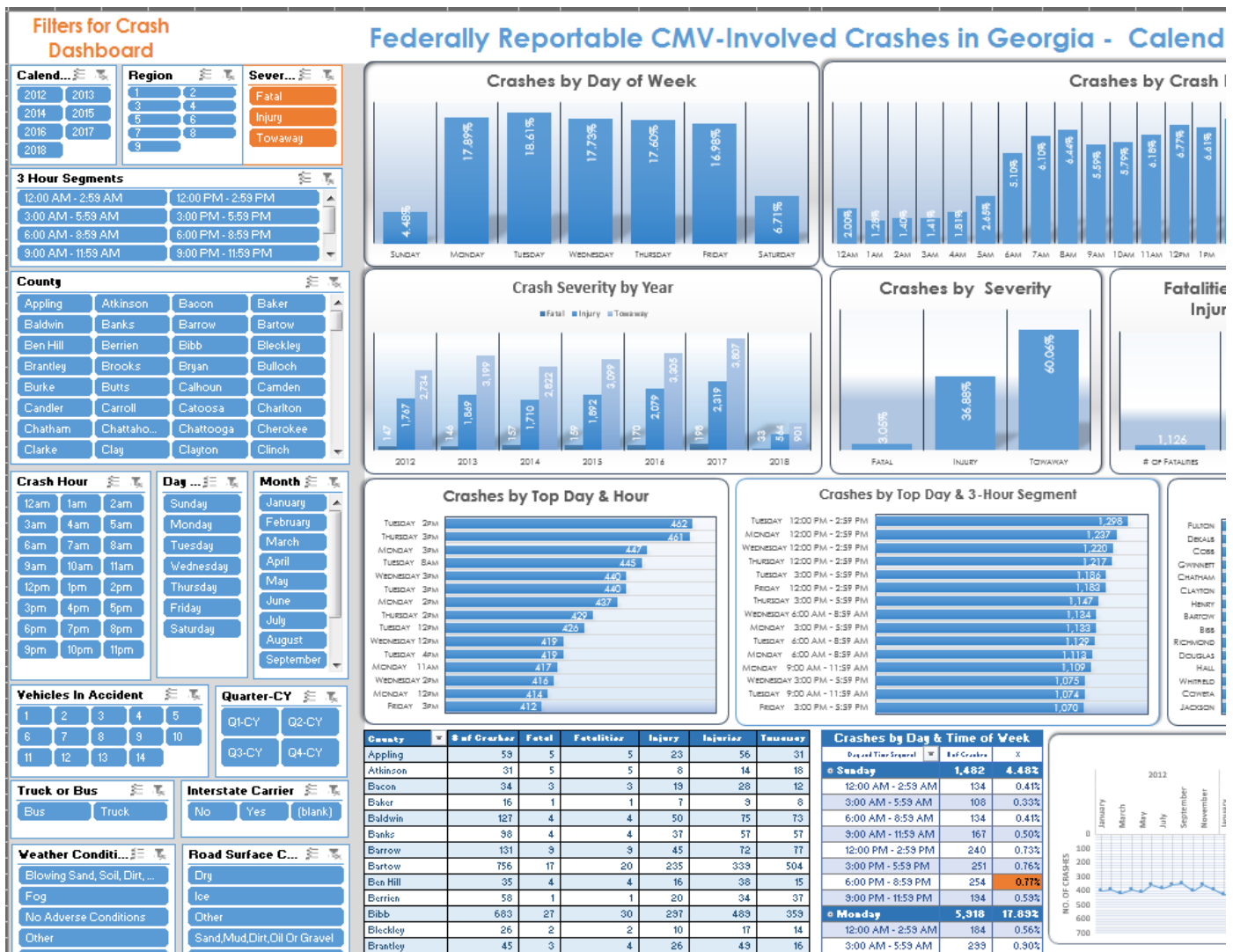
Crash Dashboard for May 2018

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. 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.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2018	FY 2019	FY 2020
◉	○	CMV with Inspection	15000	15200	15400
○	◉	CMV without Inspection			
○	◉	Non-CMV			
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1300	1350	1400

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the FAST Act requires that the State

must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

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

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
76000	210	1701	77911	90438

The sum of your planned FY 2019 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2019 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.
All inspection and enforcement activity is captured on the Region Commander's monthly report and submitted to the MCCD headquarters office. The monthly reports are compared to Safetynet inspections and the reported activity tracked for internal benchmark goals and objectives. All activity is compiled into a single monthly report and distributed to all MCCD Command staff members for review. See Section 2, Performance Measures and Monitoring of this eCVSP for a chart from the monthly report.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in 49 CFR 350.201 (aa). States must achieve full participation by October 1, 2020. 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.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM (49 CFR 350.201(aa) (cc)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

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

Avaliable data sources:

- FMCSA website ITD information
- FMCSA website PRISM information

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

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

Narrative Overview for FY 2018 - 2020

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.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation

in PRISM.

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.

Part 2 Section 7 - Public Education and Outreach

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

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses.

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	153	145	162	175	155
CMV Safety Belt Education and Outreach	85	50	64	58	76
State Trucking Association Meetings	29	11	16	16	18
State-Sponsored Outreach Events	24	15	18	21	23
Local Educational Safety Events	42	39	35	41	48
Teen Safety Events	27	31	22	14	17

Narrative Overview for FY 2018 - 2020

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

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

The Motor Carrier Compliance Divsion will conduct approximately ~~170~~ 230 public education and awareness activities per year in order to raise the awareness of drivers of all ages and social groups of their responsibility to share the roads safely on Georgia's highways. These activities will target the general public and teen drivers concentrating on "share the road","leave more space", and distracted driving including use of cell phones while driving. MCCD will target passenger carrier and HM carriers with outreach information. We will continue our focus on judicial outreach activities for law enforcement and court systems throughout the state. The MCCD will utilize 10 officers, one from each region, to conduct public education and awareness activities. An estimated 650 hours will be spent conducting these activities.

We are in the final steps of updating all of our brochures and pamphlets and adding additional ones that will enhance our program.

Projected Goals for FY 2018 - 2020

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.

Yes	No	Activity Type	Performance Goals		
			FY 2018	FY 2019	FY 2020
◉	○	Carrier Safety Talks	90	90	90
◉	○	CMV Safety Belt Education and Outreach	75	75	75
◉	○	State Trucking Association Meetings	10	10	10
◉	○	State-Sponsored Outreach Events	15	15	15
◉	○	Local Educational Safety Events	30	30	30
◉	○	Teen Safety Events	15	15	15

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.

The MCCD will continue to report the number of public awareness and outreach programs conducted on a monthly basis on our quarterly reports. This will include the estimated number of attendees, duration of the meetings and activity type.

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

Please review your State's SSDQ compliance levels and narrative overview and identify if changes are needed for the upcoming fiscal year. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

⊙ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- FMCSA website SSDQ information

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	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.
A&I snapshot date: 6.29.2018

Narrative Overview for FY 2018 - 2020

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

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.
The MCCD is currently in a "good" status and will continue that goal for FY 2018-2020.

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.
The MCCD will monitor our SSDQ scores on a monthly basis. Although we are 94 95% or higher in all of the catagories, we still have areas that we can improve on. We will monitor those areas and improve the data associated with each with a goal of reaching 100% in all measures. We will utilize the State Data Quality reports for inspections and crashes to identify reports that can be corrected such as VIN, U.S. DOT number and driver information. In addition, a performance goal was established for all Regional Commanders to reduce the mis-match rate on officers in their respective regions.

Part 2 Section 9 - New Entrant Safety Audits

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

◉ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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

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

Yes	No	Question
◉	○	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.
◉	○	Does your State conduct Group safety audits at non principal place of business locations?
○	◉	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	1230	1451	1607	1558	1575
Intrastate	0	0	0	0	0
Total Audits	**1230**	**1451**	**1607**	**1558**	**1575**

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		**FY 2019**		**FY 2020**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	412	0	424	0	437	0
# of Safety Audits (Offsite)	1236	0	1273	0	1310	0
# Group Audits	4	0	4	0	4	0
TOTAL Safety Audits	**1652**	**0**	**1701**	**0**	**1751**	**0**
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.
The MCCD's New Entrant unit currently consists of 4 sworn officers and ~~6~~ 8 non-sworn credentialed investigators. We experienced a decline in our personnel and have been re-building the program. We began utilizing non-sworn credentialed investigators with the intent of maintaining personnel since our decline could be contributed to attrition and promotions. ~~We are in the process of training 3 non-sworn credentialed investigators which should be completed by the beginning of the second quarter of FY2018.~~ We currently have 2 non-sworn investigators in training and will be hiring one additional non-sworn investigators in the later part of FY 2018. For FY 2019, we will add an additional two non-sworn investigators.

Activity Plan for FY 2018 - 2020: 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.
MCCD's New Entrant audit unit is estimating that for ~~FY2018 a total of 1,652 audits~~, FY 2019 1,701 audits will be performed and for FY 2020 1,751 audits. ~~We are currently in the hiring phase of an additional non-sworn credentialed investigator and anticipate the hiring of one more by the end of FY 2018~~. Successful training and field training new personnel can take from ~~8~~ 12 to ~~12~~ 24 months to complete. Georgia has seen a large influx of motor carriers registering which can be contributed to the expansion of the Port of Savannah. Due to this influx of motor carriers, we will prioritize and focus our efforts on maintaining a minimum amount of past due carriers. We will hold at least 4 group audits per year. Two in the north portion of Georgia and 2 in the south portion of Georgia. Locations may be adjusted depending on where the majority of carriers are located. We will increase the number of group audits if necessary during FY 2018 - FY 2020.

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.

We will measure our performance by the Region Commander's monthly reports and from Gotham located in A & I. The monthly reports will also include the number of carrier contacts made by the unit and all data will be reported on the quarterly reports to FMCSA.

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 MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

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

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

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

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

Check this box if:

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

Part 3 Section 2 - Passenger Carrier Enforcement

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

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

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

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

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

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Our goal for FY 2017 was to reduce the Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million Total Vehicle Miles Traveled crash rate by .02%.

Actual: Insert year to date progress (#, %, etc., as appropriate).
Only preliminary figures are available for FY2017 Vehicle Miles Travel. Based on the MCMIS snapshot dated 6.30.17 and preliminary VMT data from the FHWA website, it appears the Georgia crash rate has been reduced by 0.003%

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
The expansion of the Savannah Port, already the largest single container terminal in North America, has increased CMV traffic and is expected to increase truck traffic by 50% over the next 10 years. Existing traffic woes, such as major traffic bottlenecks and over taxed roads, combined with population and business growth have contributed the current crash rate. In Georgia, poor driver behavior has been contributed to over 70% of all crashes, regardless of vehicle type (GDOT 2016).

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.
CMV HM Transportation Safety

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Perform a minimum of 10% hazardous material inspections as a percentage of all inspections conducted.

Actual: Insert year to date progress (#, %, etc., as appropriate).
From 10/1/2016-6/30/2017, MCCD officers have conducted 66,599 driver vehicle inspections. Of those, 7,584 were HM inspections. This represents 11.3% of the total inspections. Of those, 5,183 were bulk, and 2,401 non-bulk.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
The MCCD has not experienced any difficulty in reaching our goal of 10%. We continue to hold HM checks on a monthly basis in each of the nine regions. According to figures published in FMCSA's A & I website, snapshot date 7/28/17, our OOS rate for HM inspections declined from 3.31% in FY 2015 to 2.89% in FY 2016. Currently figures based on the FMCSA's A & I snapshot date of 7/28/17, show an increase to 3.82% in FY 2017

Activity #3

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

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Conduct at a minimum of 700 passenger carrier inspections and increase the number of compliance reviews by 2%.

Actual: Insert year to date progress (#, %, etc., as appropriate).
MCCD officers have conducted a total of 896 passenger carrier inspections for the first nine months of FY 2017. In addition, we have held two separate checks at identified destination venues. We continue to participate in FMCSA's Passenger Carrier Strike Force activities. We contribute our passenger carrier enforcement to the low fatality rates which we show for carriers who are not a government entity.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
We have not experienced any difficulty in reaching our goals. We conduct random terminal inspections at motor carrier facilities around the state in order to meet our goals.

Activity #4

Activity: Describe State-specific activity conducted from previous year's CVSP.
CMV Safety Data Quality

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
To achieve a "good" status in all of our SSDQ measures.

Actual: Insert year to date progress (#, %, etc., as appropriate).
Our SSDQ measures are currently in a "good" status.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
While our scores are "good" we still are not at 100% in all of our measures. We will take extra strides to bring those scores up in order to reach 100%.

Part 3 Section 4 - State Specific Objectives – Future

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

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

Instructions:

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

Describe any State-specific objective(s) identified for FY 2018 - 2020. 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.
Implementation of Electronic Logging Device (ELD) Regulations

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
In order to be proactive on the implementation of ELD regulations, MCCD held an ELD Train-the-Trainer course, in conjunction with our federal partners, in September 2016. This course material was then taken back to each region and presented to the rest of our officers. In May 2017, MCCD hosted training at the Georgia Public Training Center in Forsyth and invited surrounding states. Prior to the December implementation date, MCCD officers will participate in additional training via webinars provided by the National Training Center (NTC). MCCD will also send an instructor to participate in NTC's Train-the-Trainer class when a date is determined.

Projected Goals for FY 2018 - 2020:
Enter performance goal.
The goal for MCCD is to have all 267 certified officers trained prior to the implementation of the Electronic Logging Devices in December 2017. We will incorporate ELD training in all of our future MCCD Training Academy's.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.
MCCD will provide any updated training necessary in FY2018-FY 2020 to ensure our officers are kept abreast of any changes to ELD regulations.

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.
MCCD will monitor the training of additional officers and any updated training required by monthly reports from our Training Division and report those totals on the quarterly report.

State Objective #2

Enter the title of your State-Identified Objective.
Establishment of a Quality Control Team to perform internal audits of inspections and
make training recommendations based on the team's findings.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
The MCCD has established a Quality Control Team that meets on a monthly basis to
audit the accuracy and completion of driver vehicle inspection reports. One officer is
randomly chosen from each of the 10 regions and that officer's reports are pulled for
review. At the end of the review process, any discrepancies that are noted are reported
to the officer's Captain. The Captain will then address any issues or corrections needed.
At times, the team may discover that remedial training may be required for the officer(s).
General training needs can also be assessed and incorporated into new officer training.

Projected Goals for FY 2018 - 2020:
Enter performance goal.
MCCD officers have a minimum goal of 60 driver inspections per month. If additional
details are assigned that number may decrease. Based on the minimum goal of 60, the
team can review as many as 600 per month. The team is comprised of one officer from
each region or a total of 10 officers. The audit is open to any officer who wishes to attend
so that they may have a better understanding of what the team is looking for.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.
For FY 2018-FY2020, MCCD's Quality Control Team will conduct reviews on
approximately 600 driver vehicle inspection reports per month. In addition, the team will
report to each Captain any findings that they may find.

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.
MCCD will report on the number of driver inspections reviewed each quarter and any
training needs reported to the Training Division.

State Objective #3

Enter the title of your State-Identified Objective.
Drug Recognition Expert (DRE) Training.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
MCCD officers are certified in Standard Field Sobriety Training (SFST) and Advanced
Roadside Impairment Driver Enforcement (ARIDE). However, while the use of alcohol and
marijuana is readily detectable, use of opioids such as heroin, fentanyl and pain killers
available by prescription are not as recognizable. MCCD currently has four officers
certified as DRE's in the field and 2 more will have completed the course by the end of
September 2017. It is our goal to identify impaired drivers and place them out of service
as soon as possible.

Projected Goals for FY 2018 - 2020:
Enter performance goal.
For FY 2018-FY2020, MCCD's projected goals are to have a minimum of one officer per
region trained as a Drug Recognition Expert (DRE).

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.
MCCD will hold once per quarter, random alcohol and drug checks in the regions during

specific time periods. Officers will conduct Level 3 inspections in order to screen for driver impairment.

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.
We will monitor and report special checks from the Region Commander's monthly reports and report alcohol and drug violation totals in the quarterly report.

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 2019 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. Federal share is 85 percent of the total project costs for this FMCSA grant program.*
- ***State Share*** *means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.*
- ***Total Project Costs*** *means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.*
- ***Maintenance of Effort (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 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system 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% Federal Share	15% State Share	Total Estimated Funding
Total	$10,232,519.00	$1,804,323.00	$12,036,842.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$1,804,323.00
MOE Baseline:	$1,039,183.63

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.

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	$1,804,323.00

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
Non-Sworn Compliance Specialists	11	97.0000	$39,731.04	$423,930.19	$360,340.66	$63,589.53	$0.00
Administrative Professionals	11	97.0000	$36,358.68	$387,947.11	$329,755.04	$58,192.07	$0.00
MCCD Officers	145	58.0000	$46,913.72	$3,945,443.85	$3,353,627.27	$591,816.58	$519,591.82
MCCD Lieutenant	14	58.0000	$77,912.57	$632,650.06	$537,752.55	$94,897.51	$0.00
MCCD Captain	12	58.0000	$102,786.38	$715,393.20	$608,084.22	$107,308.98	$0.00
MCCD Sergeant	21	58.0000	$61,421.23	$748,110.58	$635,893.99	$112,216.59	$0.00
MCCD Sergeant First Class	25	58.0000	$68,822.62	$997,927.99	$848,238.79	$149,689.20	$0.00
MCCD Major	2	58.0000	$114,207.28	$132,480.44	$112,608.37	$19,872.07	$0.00
GIS/Statistical Analyst	1	100.0000	$31,200.00	$31,200.00	$26,520.00	$4,680.00	$0.00
Crash Analyst	1	100.0000	$45,240.00	$45,240.00	$38,454.00	$6,786.00	$0.00
Subtotal: Salary				**$8,060,323.42**	**$6,851,274.89**	**$1,209,048.53**	**$519,591.82**
Overtime Project Costs							
MCCD Officers	3	3.0000	$45,993.84	$4,139.44	$3,518.52	$620.92	$0.00
Subtotal: Overtime				**$4,139.44**	**$3,518.52**	**$620.92**	**$0.00**
TOTAL: Personnel				**$8,064,462.86**	**$6,854,793.41**	**$1,209,669.45**	**$519,591.82**
Accounting Method:	**Cash**						

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

Non-Sworn Compliance Specialists

Compliance Specialist perform Safety Audits and some were hired to perform Compliance Reviews. The Compliance Specialist were introduced to MCCD due to officers getting promoted and leaving the Region and or officers retiring due to years of service or disabilities. Non-Sworn Compliance Specialits perform Safety Audits and Compliance Reviews for the MCCD division. MCCD has 9 non-sworn credentialed investigators that are fully trained to perform New Entrant safety audits and compliance reviews across the state. They perform the same duties of regular MCCD officers, but are civilians with no arrest power.

Administrative Professionals

Administrative support perform various activities for the MCCD division. Four administrative professionals handle all of the functions in the Safetynet unit performing inspection and crash uploads to MCMIS, certifying inspection reports. They prepare a variety of correspondence, reports, data entry and forms from SafetyNet. Administrative support staff are also directly responsible for managing and the preparing quarterly reports and developing the eCVSP. Other administrative positions support the Command Staff and act as customer service for all incoming calls from the general public and motor carrier industry. One professional provides radio support for MCCD to run license numbers, license plates, and CMV information for the entire state. Other administrative activities include supervising, monitoring the use of supplies and placing orders for replenishment, and performing receptionist roles for MCCD. All roles include answering and transferring incoming calls, providing general information to the public regarding department activities and referring difficult and unusual problems to the appropriate official. Other staff support the training division with scheduling NAS classes and other training as needed.

GIS/Statistical Analyst

The GIS/Statistical Analyst reviews and analyses crash data with the goal of identifying crash trends and providing data-based information for strategic crash reduction plans. Using mapping software and available crash data, the analyst identifies high crash areas. Trend analysis of the crash data is reported to MCCD Command Staff to aid in the scheduling of resources. Related data, such as VMT, inspections, violations, and economic and transportation trends, are also reviewed, tracked, and reported on. The analyst is responsible for developing various types of data

presentations, ranging from information dashboards, regular updates on CMV-involved crashes and fatalities, PowerPoint presentations, and specialized data reports for Command Staff.

Crash Analyst

The Crash Analyst conducts audits of the crash data for the MCSAP project to ensure crash reports are accurate and reportable. They conduct phone calls and email messages to verify any discrepencies in the report in order to maintain our states timeliness and accuracy rating. The analyst is responsible for reviewing several hundred crash reports each month and identifying reportable CMV-involved crashes. Once identified, the analyst addresses discrepancies or missing information by either contacting the appropriate party or researching items, such as VINs and carrier information. Additional resources, such as post-crash inspections and Significant Crash Reports, are reviewed to gather supplemental information. The analyst documents findings as to possible causations, possible at fault driver, and frequency of certain vehicle types in crashes.

MCCD Officers

MCCD Officers patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles.

MCCD Lieutenant

Lieutenants patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles. In addition to supervising and HOV enforcement operations, Lieutenants monitor school bus safety programs and oversee the operation of satellite stations and semi mobile units related to commercial vehicle regulations.

MCCD Captain

Captains patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles. In addition to supervising HOV enforcement operations, Captains monitor school bus safety programs and oversee the operation of satellite stations and semi mobile units related to commercial vehicle regulations. They also manage human resources and direct administrative activities such as interviewing, hiring, training, evaluating the performance of staff, and when necessary, disciplines and makes recommendations for other adverse actions.

MCCD Sergeant

Sergeants patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles. In addition, they monitor the work performance of Region or other subordinate personnel to ensure all personnel have completed all necessary and/or required training and arrange retraining if necessary.

MCCD Sergeant First Class

Sergeants First class (SFC) patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles. In addition, they assess, plan, and allocate resources to meet operational needs. SFC's manage human resources and directs administrative activities such as interviews, hiring, training, evaluating the performance of staff, and when necessary, disciplines and discharges assigned employees.

MCCD Majors

The Majors are the commanding officers of the Motor Carrier Compliance Division (MCCD). As Commanding Officers, they oversee commercial vehicle safety and size and weight law enforcement operations statewide, which includes overseeing MCCD Regions and inspection stations located throughout the state. They also oversee the Division's School Bus Safety Program, Regulatory Compliance Unit and MCCD administration.

*MCCD Officers of the Motor Carrier Compliance Division will spend a minimum of 49% of their time performing MCSAP related activities based on time distribution reports from July 2016 through June 2017.

*MCCD administrative personnel and Non-Sworn Compliance Specialist spend on average 97% of their time performing MCSAP related activities based on time distribution reports from July 2016 through June 2017.

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 approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided 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 benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

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

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

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

*The **Fringe Benefit Rate** is:*

- *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is $150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $150,000 x 64.8 x 50% / 100 = $48,600 Total Project Costs.*

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

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
Administrative Professionals & Compliance Specialist	63.0400	97.0000	$811,877.30	$496,453.22	$421,985.24	$74,467.98	$0.00
MCCD Officers	64.0400	58.0000	$7,172,006.12	$2,663,912.57	$2,264,325.68	$399,586.89	$519,591.82
GIS & Crash Analyst	1.4500	100.0000	$76,440.00	$1,108.38	$942.12	$166.26	$0.00
TOTAL: Fringe Benefits				**$3,161,474.17**	**$2,687,253.04**	**$474,221.13**	**$519,591.82**

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

Eligible fringe benefits calculated on actual object class data and the breakdown is as follows:

Administrative Professionals & Compliance Specialists

FICA will be paid for all full-time civilian employees 7.65% x $ 811,877.30

FICA will be paid for all full-time civilian employees 7.65% x $ 795,958.10

Health Insurance will be paid for all full-time civilian employees 30.45% x $ 811,877.30

Health Insurance will be paid for all full-time civilian employees 30.45% x $ 795,958.10

Retirement will be paid for all full-time civilian employees 21.69% x $ 811,877.30

Retirement will be paid for all full-time civilian employees 21.69% x $795,958.10

Workers Compensation will be paid for all full-time civilian employees 3% x $ 811,877.30

Workers Compensation will be paid for all full-time civilian employees 3% x $ 795,958.10

Merit System Assessmentswill be paid for all full-time civilian employees .025% x $ 811,877.30

Merit System Assessmentswill be paid for all full-time civilian employees .025% x $ 795,958.10

MCCD Officers

FICA will be paid for all full-time officers 7.65% x $ 7,172,006.12

FICA will be paid for all full-time officers 7.65% x $ 6,910,147.62

Health Insurance will be paid for all full-time officers 30.45% x 7,172,006.12

Health Insurance will be paid for all full-time officers 30.45% x 6,910,147.62

Personal Liability Insurance will be paid for all full-time officers 1% x $ 7,172,006.12

Personal Liability Insurance will be paid for all full-time officers 1% x $ 6,910,147.62

Retirement will be paid for all full-time officers 21.69% x 7,172,006.12

Retirement will be paid for all full-time officers 21.69% x 6,910,147.62

Workers Compensation will be paid for all full-time officers 3% x 7,172,006.12

Workers Compensation will be paid for all full-time officers 3% x 6,910,147.62

Merit System Assessments will be paid for all full-time civilian employees .25% x 7,172,006.12

Merit System Assessments will be paid for all full-time civilian employees .25% x 6,910,147.62

GIS & Crash Analyst

FICA (Medical) will only be paid for part-time employees 1.45% x $ 76,440.00

*Due to an increase in hiring additional officers, fringe benefits continue to increase over what is shown on the fringe line item and will be accounted for as MOE. The specific amount for FICA, retirement, health insurance, personal liability insurance, workers compensation and merit system assessments for each employee will be included in each voucher.

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, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

List the purpose, number of persons traveling, number of days, 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
Meal Allowances	55	90	100.0000	$15,137.65	$12,867.00	$2,270.65	$0.00
Conference Lodging	55	40	100.0000	$14,960.00	$12,716.00	$2,244.00	$0.00
Misc Other (Parking, Tolls,etc)	4	10	100.0000	$1,136.20	$965.77	$170.43	$0.00
Out of State- Commercial Transportation	22	20	100.0000	$8,800.00	$7,480.00	$1,320.00	$0.00
Car Rental and Fuel	3	8	100.0000	$440.00	$374.00	$66.00	$0.00
TOTAL: Travel				**$40,473.85**	**$34,402.77**	**$6,071.08**	**$0.00**

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

Travel

Meal Allowances MCSAP related travel average cost: $ 275.23 x 55 officers= $ 15,137.65 a year

Conference Lodging for MCSAP related travel average cost: $ 272.00 x 55 officers= $ 14,960.00 a year

Miscellaneous Other (Parking, Tolls, Meters, etc) related to MCSAP related travel average $ 1,136.20 a year

Car Rental and Fuel average cost: $ 440.00 a year

Out of State- Commercial Transportation (flights, shuttles, & taxis) average cost: $ 400.00 per person. ($ 400.00 x 22 officers= $ 8,800.00)

Conferences and Training

·   7 personnel traveling to 2 CVSA conferences**

·   10 personnel traveling to MCSAP Leadership conference

·   2 personnel traveling to COHMED

·   2 personnel traveling to NAIC

·   3 personnel traveling to NAS 1A two times a year

·   3 personnel traveling to NAS B two times a year

·   3 personnel traveling to Hazmat class two times a year

·   3 personnel traveling to Cargo Tank class two times a year

· 3 personnel traveling to Data Quality workshop

New Entrant training and eight group audits a year. Due to the decrease from 18 months to 12 months to complete a New Entrant audit, estimated program travel has increased. Eight personnel will attend Safety Audit training during the grant period and the cost related estimated from historical data collected from previous New Entrant programs. Travel cost will be directly related to location of the travel.

**The State of Georgia is in a unique situation compared to sister states across our Nation. Georgia has been the number one place in the nation to conduct business for five consecutive years and possess the fastest growing seaport in the nation. Georgia's commercial vehicle traffic is predicted to increase by more than 20% over the next three years and Georgia is currently ranked fourth in the nation with annual fatalities involving large trucks and buses. Georgia's response to these factors is to maintain a Motor Carrier Safety Assistance Program that is progressive in its approach to commercial motor vehicle safety. We utilize advanced electronic commercial vehicle safety screening systems coupled with interstate weigh in motion systems at 19 strategically located sites across the State. Each of these sites also serve as perpetual virtual inspection stations. An additional virtual inspection station has been installed near the Port of Savannah. Georgia utilizes more than 200 advanced LIDAR systems to aid in speed detection and following too closely enforcement. Georgia is partnered with multiple bordering states providing hundreds of interstate miles of sustained commercial motor vehicle enforcement. Georgia is engaged in data sharing with a bordering state. Georgia maintains a sustained intrastate commercial motor vehicle enforcement effort specifically targeting commercial drivers exhibiting crash causative behaviors. Georgia's crash analyst provides Motor Carrier Compliance Officers with current crash trend data identifying location, day, and time-of-day that serious commercial crashes are most likely to occur. Inspectors are deployed to those identified high-crash areas in an effort to reduce commercial vehicle crashes. Each of these initiates directly align with FMCSA's efforts to reduce large truck and bus related crashes with serious injuries and fatalities. Each of these initiatives have been born from discussions with peers and executives during CVSA committee meetings, FMCSA ITD conferences, and other networking opportunities. It is imperative that Georgia maintain representation in each CVSA committee meeting plus the attendance and participation of the MCCD Commanding Officer and Executive Officer. CVSA currently supports five distinctive committees, therefore, Georgia strategically and respectfully requests a minimum of seven departmental members to attend CVSA conferences.

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
Mid-sized non-patrol sedan	5	$20,000.00	100	$100,000.00	$85,000.00	$15,000.00	$0.00
Laptop with vehicle docking station	10	$5,543.30	100	$55,433.00	$47,118.05	$8,314.95	$0.00
TOTAL: Equipment				**$155,433.00**	**$132,118.05**	**$23,314.95**	**$0.00**
Equipment threshold is greater than $5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
Mid-sized non-patrol sedan for non sworn Compliance Specialist to perform Safety Audits and Compliance Reviews
 (5 vehicles X $ 20,000= $ 100,000).

Laptop with vehicle docking station (10 laptops X $
5,543.30= $ 55,433.00)

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
Printing & Publications and Media - Outside	1 Year	$6,500.00	100.0000	$6,500.00	$5,525.00	$975.00	$0.00
Supplies & Materials - Computer	12 Months	$665.00	100.0000	$7,980.00	$6,783.00	$1,197.00	$0.00
Supplies & Materials - Office Supplies	12 Months	$2,915.00	100.0000	$34,980.00	$29,733.00	$5,247.00	$0.00
Supplies & Materials - Building/Maintenance Supplies	12 Months	$425.00	100.0000	$5,100.00	$4,335.00	$765.00	$0.00
Supplies & Materials - Other	12 Months	$1,416.00	100.0000	$16,992.00	$14,443.20	$2,548.80	$0.00
Supplies & Materials - Uniforms & Related Items	12 Months	$3,545.00	100.0000	$42,540.00	$36,159.00	$6,381.00	$0.00
Insurance & Bonding - Vehicle	12 Months	$2,915.00	100.0000	$34,980.00	$29,733.00	$5,247.00	$0.00
Freight	12 Months	$135.01	100.0000	$1,620.12	$1,377.10	$243.02	$0.00
Other Operating Expenses - Linen & Laundry Services	12 Months	$504.00	100.0000	$6,048.00	$5,140.80	$907.20	$0.00
Other Operating Expenses - Dues & Subscriptions	12 Months	$405.00	100.0000	$4,860.00	$4,131.00	$729.00	$0.00
Other Operating Expenses - Testing and Certification	12 Months	$250.00	100.0000	$3,000.00	$2,550.00	$450.00	$0.00
Other Operating Expenses - DTAE - Health Testing	12 Months	$295.00	100.0000	$3,540.00	$3,009.00	$531.00	$0.00
Other Operating Expenses - Other	12 Months	$425.00	100.0000	$5,100.00	$4,335.00	$765.00	$0.00
Repairs & Maintenance (Radios, Maintenance Agreements	12 Months	$525.00	100.0000	$6,300.00	$5,355.00	$945.00	$0.00
Postage	1 Year	$2,600.00	100.0000	$2,600.00	$2,210.00	$390.00	$0.00
Rents Other Than Real Estate- P.O. Box	1 Year	$300.00	100.0000	$300.00	$255.00	$45.00	$0.00
Rents Other Than Real Estate- Meeting Rooms	1 Year	$2,500.00	100.0000	$2,500.00	$2,125.00	$375.00	$0.00
Motor Vehicle Expenses- Vehicle Repairs & Maintenance	12 Months	$671.00	100.0000	$8,052.00	$6,844.20	$1,207.80	$0.00
Motor Vehicle Expense- Other	12 Months	$545.00	100.0000	$6,540.00	$5,559.00	$981.00	$0.00
Computer Supplies and Materials	12 Months	$943.00	100.0000	$11,316.00	$9,618.60	$1,697.40	$0.00
Infrastructure And Telecommunications (Managed Network	12 Months	$1,247.25	100.0000	$14,967.00	$12,721.95	$2,245.05	$0.00

Services)						
Motor Vehicle Expenses- Gasoline	1 Year	$31,065.54	100.0000	$31,065.54	$27,609.04	$3,456.50	$0.00
I T Equipment (<$5,000) Mobile Communication Devices (Cell, PDA, Blackberries, Pagers, Radios)	4 Quarters	$16,206.25	100.0000	$64,825.00	$55,101.25	$9,723.75	$0.00
I T Repairs & Maintenance - Mobile Communication Devices (Cell, PDA, Blackberries, Pagers, Radios)	12 Months	$298.00	100.0000	$3,576.00	$3,039.60	$536.40	$0.00
TOTAL: Supplies				**$325,281.66**	**$277,692.74**	**$47,588.92**	**$0.00**

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

Supplies

Motor Vehicle Expense

· **Vehicle Repairs & Maintenance**: $ 88,738.08   ($ 7,394.84 X 12 months= $ 88,738.08)

   MCCD officers spend an average $ 7.394.84 a month on maintenance and repairs for 228 vehicles

   (Oil changes, Fluid exchanges, Tire Rotation, Tires, Batteries, Wipers, Headlamps, Bulbs, Starters, Alternators)

   Motor Vehicle Expenses- Gasoline- $ 31,065.54 ($ 31,065.54 X 1 year= $31,065.54)
   Motor Vehicle Expenses- Gasoline- $ ~~17,408.87 ($ 17,408.87 X 1 year= $17,408.87)~~

   MCCD officers charge $ 31,065.54 during the fiscal year on gasoline for 228 vehicles
   MCCD officers charge $ ~~17,408.87~~ during the fiscal year on gasoline for 228 vehicles

· **Other:** $ 6,540.00 ($ 545.00 X $ 12 months= $ 6,540.00)

   MCCD officers spend an average of $ 545.00 a month on miscellaneous other parts for 266 vehicles

Rents Other Than Real Estate

· **P.O. Box:** $ 300.00 ($ 25.00 per month X 12 months= $ 300.00)

· **Meeting Rooms:** $ 2,500.00 ($ 227.27 X 11 rentals= $ 2,500.00)

   MCCD New Entrant Officers hold a minimum of eight group audits and MCCD officers host a minimum of   three training seminars.

Printing & Publications and Media

· **Outside Printing:** $ 6,500.00

Supplies & Materials

· **Computer:** $ 7,980.00 ($ 665.00 X 12 months= $ 7,980.00)

   Historical data of 2017 show that MCCD unit, nine locations, spend an average of $ 665.00 per month on computer related supplies and materials.

   (DVD's, A/V supplies, cords, adapters, toners, printer cartridges, etc.)

· **Office Supplies:** $ 34,980.00 ($ 2,915.00 X 12 months= $ 34,980.00)

Historical data of 2017 show that MCCD unit, nine locations, spend an average of $ 2,915.00 per month on   office supplies

(Clips, folders, ink pens, highlighters, paper, notepads, etc.)

· **Building/Maintenance Supplies:** $ 5,100.00 ($ 425.00 X 12 months= $ 5,100.00)

Historical data of 2017 show that MCCD unit, nine locations, spend an average of $ 425.00 per month on building/maintenance supplies.

(Bulbs, air filters, bug spray, batteries (smoke alarm), paper towels, toilet paper, etc.)

· **Other:** $ 16,992.00 ($ 1,416.00 X 12 months= $ 16,992.00)

Historical data of 2017 show that MCCD 228 officers spend an average of $ 1,416.00 per month on "other" related supplies and materials.

· **Uniforms & Related Items:** $ 42,540.00 ($ 3,645.00 X 12 months= $ 42,540.00)

Historical data of 2017 show that MCCD 228 officers spend an average of $ 3,645.00 per month on uniforms & related items

(Uniform, holsters, alterations, embroidery, patches, belts, etc.)

Insurance & Bonding

· **Vehicle:** $ 34,980.00 ($ 8,745.00 X 4 quarters= $ 34,980.00)

Prorated cost of 228 vehicles + insurance accident deductibles billed at $ 8,745.00 every quarter

Freight/ Service Charge

· **Freight:** $ 1,620.12

Other Operating Expenses

· **Linen & Laundry Services:** $ 6,048.00

· **Dues & Subscriptions:** $ 4,860.00

(Prorated amount for CVSA dues)

· **Testing and Certifications:** $ 3,000.00

· **DTAE-Health Testing:** $ 3,540.00

Laboratory testing fees for random drug tests for employees.

· **Other:** $ 5,100.00

Repairs & Maintenance

· **Radios Maintenance Agreements:** $ 6,300.00 (228 radios X $ 27.63= $ 6,300.00)
MCCD officers average monthly maintenance agreements are $ 27.63 a month for 228 radios

I T Equipment (< $ 5000)

· **Mobile Communications Infrastructure Equipment:** $ 64,825.00 (18 units X $ 2,833.33= $ 51,000)
    (10 units X $ 1,382.50= $ 13,825.00)

Replacement cost of car dash cameras and radars units average $ 2,833.33 per unit with a minimum of 18   units replaced a year.   Replacement laptops for 10 administrative staff employees (10 units X $ 1,382.50= $ 13,825.00)

I T Repairs and Maintenance

· **Mobile Communications Devices:** $ 3, 576.00 ($ 298.00 X 12 months= $ 3,576.00)

  Repair to damaged or malfunctioning mobile devices, dash cameras, radars, etc., average $ 298.00 per month.

I T Supplies and Materials

· **Computer Supplies and Materials:** $ 11,316.00 ($ 943.00 X 12 months= $ 11,316.00)
  Thermal paper, power supplies, adapters, mounts, brackets, voltage regulators, etc. average $ 943.00 per month for all MCCD officers.

Postage

  Postage: $ 2,600.00 a year

Infrastructure and Telecommunications

  Managed Network Services: $ 79,992.00 ($ 1,247.25 X 12 months= $ 14,967.00)

  Phone lines, fax numbers, phone line maintenance for 10 locations for MCCD employees average $ 1,247.25 each month.

*Amounts shown are rounded up to the nearest dollar amount.

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.22). 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
Vendor Contract	DUNS 0	Contract	100.0000	$5,000.00	$4,250.00	$750.00	$0.00
Description of Services: Operation and Maintenance and ITD expenses							
TOTAL: Contractual and Subaward				**$5,000.00**	**$4,250.00**	**$750.00**	**$0.00**

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.
The Department of Public Safety is not the lead agency for ITD and the establishment of this line item ensure the Department can accommodate any anomalies due to any update or upgrade that would require an outside contractor to complete the project.

* Contractual line includes anticipated Operation and Maintenance (O&M) and ITD expenses that would require a contract for project completion.

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 may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), 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. 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
ITD O&M Cost	1 Year	$284,716.46	100.0000	$284,716.46	$242,008.99	$42,707.47	$0.00
TOTAL: Other Costs				**$284,716.46**	**$242,008.99**	**$42,707.47**	**$0.00**

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.
The Department of Public Safety is not the lead agency in the state for ITD. The MCCD is estimating $100,000.00, which is 15% of the total CVIEW project, for O&M costs on existing systems that provide access to CVIEW and utilized by MCCD. The remaining $186,785.31 is merely an estimate and is reserved for potential costs for any necessary upgrades and maintenance to keep systems operating on their current level of ITD core compliance. As the non-agency lead, the Department of Public Safety has no way of determining an actual cost of what may be encountered for O&M on the current systems utilized by the lead agency for ITD.

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% Federal Share	15% State Share	Total Estimated Funding
Total	$10,232,519.00	$1,804,323.00	$12,036,842.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$1,804,323.00
MOE Baseline:	$1,039,183.63

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Non-Sworn Compliance Specialists	$360,340.66	$63,589.53	$423,930.19	$0.00
Administrative Professionals	$329,755.04	$58,192.07	$387,947.11	$0.00
MCCD Officers	$3,353,627.27	$591,816.58	$3,945,443.85	$519,591.82
MCCD Lieutenant	$537,752.55	$94,897.51	$632,650.06	$0.00
MCCD Captain	$608,084.22	$107,308.98	$715,393.20	$0.00
MCCD Sergeant	$635,893.99	$112,216.59	$748,110.58	$0.00
MCCD Sergeant First Class	$848,238.79	$149,689.20	$997,927.99	$0.00
MCCD Major	$112,608.37	$19,872.07	$132,480.44	$0.00
GIS/Statistical Analyst	$26,520.00	$4,680.00	$31,200.00	$0.00
Crash Analyst	$38,454.00	$6,786.00	$45,240.00	$0.00
Salary Subtotal	**$6,851,274.89**	**$1,209,048.53**	**$8,060,323.42**	**$519,591.82**
MCCD Officers	$3,518.52	$620.92	$4,139.44	$0.00
Overtime subtotal	**$3,518.52**	**$620.92**	**$4,139.44**	**$0.00**
Personnel total	**$6,854,793.41**	**$1,209,669.45**	**$8,064,462.86**	**$519,591.82**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Administrative Professionals & Compliance Specialist	$421,985.24	$74,467.98	$496,453.22	$0.00
MCCD Officers	$2,264,325.68	$399,586.89	$2,663,912.57	$519,591.82
GIS & Crash Analyst	$942.12	$166.26	$1,108.38	$0.00
Fringe Benefits total	**$2,687,253.04**	**$474,221.13**	**$3,161,474.17**	**$519,591.82**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Meal Allowances	$12,867.00	$2,270.65	$15,137.65	$0.00
Conference Lodging	$12,716.00	$2,244.00	$14,960.00	$0.00
Misc Other (Parking, Tolls,etc)	$965.77	$170.43	$1,136.20	$0.00
Out of State- Commercial Transportation	$7,480.00	$1,320.00	$8,800.00	$0.00
Car Rental and Fuel	$374.00	$66.00	$440.00	$0.00
Travel total	**$34,402.77**	**$6,071.08**	**$40,473.85**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Mid-sized non-patrol sedan	$85,000.00	$15,000.00	$100,000.00	$0.00
Laptop with vehicle docking station	$47,118.05	$8,314.95	$55,433.00	$0.00
Equipment total	**$132,118.05**	**$23,314.95**	**$155,433.00**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printing & Publications and Media - Outside	$5,525.00	$975.00	$6,500.00	$0.00
Supplies & Materials - Computer	$6,783.00	$1,197.00	$7,980.00	$0.00
Supplies & Materials - Office Supplies	$29,733.00	$5,247.00	$34,980.00	$0.00
Supplies & Materials - Building/Maintenance Supplies	$4,335.00	$765.00	$5,100.00	$0.00
Supplies & Materials - Other	$14,443.20	$2,548.80	$16,992.00	$0.00
Supplies & Materials - Uniforms & Related Items	$36,159.00	$6,381.00	$42,540.00	$0.00
Insurance & Bonding - Vehicle	$29,733.00	$5,247.00	$34,980.00	$0.00
Freight	$1,377.10	$243.02	$1,620.12	$0.00
Other Operating Expenses - Linen & Laundry Services	$5,140.80	$907.20	$6,048.00	$0.00
Other Operating Expenses - Dues & Subscriptions	$4,131.00	$729.00	$4,860.00	$0.00
Other Operating Expenses - Testing and Certification	$2,550.00	$450.00	$3,000.00	$0.00
Other Operating Expenses - DTAE - Health Testing	$3,009.00	$531.00	$3,540.00	$0.00
Other Operating Expenses - Other	$4,335.00	$765.00	$5,100.00	$0.00
Repairs & Maintenance (Radios, Maintenance Agreements	$5,355.00	$945.00	$6,300.00	$0.00
Postage	$2,210.00	$390.00	$2,600.00	$0.00
Rents Other Than Real Estate- P.O. Box	$255.00	$45.00	$300.00	$0.00
Rents Other Than Real Estate- Meeting Rooms	$2,125.00	$375.00	$2,500.00	$0.00
Motor Vehicle Expenses- Vehicle Repairs & Maintenance	$6,844.20	$1,207.80	$8,052.00	$0.00
Motor Vehicle Expense- Other	$5,559.00	$981.00	$6,540.00	$0.00
Computer Supplies and Materials	$9,618.60	$1,697.40	$11,316.00	$0.00
Infrastructure And Telecommunications (Managed Network Services)	$12,721.95	$2,245.05	$14,967.00	$0.00
Motor Vehicle Expenses- Gasoline	$27,609.04	$3,456.50	$31,065.54	$0.00
I T Equipment (<$5,000) Mobile Communication Devices (Cell, PDA, Blackberries, Pagers, Radios)	$55,101.25	$9,723.75	$64,825.00	$0.00
I T Repairs & Maintenance - Mobile Communication Devices (Cell, PDA, Blackberries, Pagers, Radios)	$3,039.60	$536.40	$3,576.00	$0.00
Supplies total	**$277,692.74**	**$47,588.92**	**$325,281.66**	**$0.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vendor Contract	$4,250.00	$750.00	$5,000.00	$0.00
Contractual and Subaward total	**$4,250.00**	**$750.00**	**$5,000.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ITD O&M Cost	$242,008.99	$42,707.47	$284,716.46	$0.00
Other Costs total	**$242,008.99**	**$42,707.47**	**$284,716.46**	**$0.00**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$10,232,519.00**	**$1,804,323.00**	**$12,036,842.00**	**$1,039,183.64**
Total Costs Budgeted	**$10,232,519.00**	**$1,804,323.00**	**$12,036,842.00**	**$1,039,183.64**

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% Federal Share	15% State Share	Total Estimated Funding
Total	$10,232,519.00	$1,804,323.00	$12,036,842.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$1,804,323.00
MOE Baseline:	$1,039,183.63

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$6,851,274.89	$1,209,048.53	$8,060,323.42	$519,591.82
Overtime Subtotal	$3,518.52	$620.92	$4,139.44	$0.00
Personnel Total	$6,854,793.41	$1,209,669.45	$8,064,462.86	$519,591.82
Fringe Benefits Total	$2,687,253.04	$474,221.13	$3,161,474.17	$519,591.82
Travel Total	$34,402.77	$6,071.08	$40,473.85	$0.00
Equipment Total	$132,118.05	$23,314.95	$155,433.00	$0.00
Supplies Total	$277,692.74	$47,588.92	$325,281.66	$0.00
Contractual and Subaward Total	$4,250.00	$750.00	$5,000.00	$0.00
Other Costs Total	$242,008.99	$42,707.47	$284,716.46	$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$10,232,519.00	$1,804,323.00	$12,036,842.00	$1,039,183.64
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$10,232,519.00**	**$1,804,323.00**	**$12,036,842.00**	**$1,039,183.64**

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? Mark McDonough
2. What is this person's title? Commissioner
3. Who is your Governor's highway safety representative? Harris Blackwood
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, Mark McDonough, Commissioner, on behalf of the State of GEORGIA, 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? Mark McDonough
2. What is the title of your certifying State offical? Commissioner
3. What are the phone # and email address of your State official? 404-624-7850 mmcdonough@gsp.net

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

◉ Yes

○ Yes, uploaded certification document

○ No

> I, Mark McDonough, 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.

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