



GEORGIA

Commercial Vehicle Safety Plan

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

Fiscal Years 2021 - 2023

Date of Approval: June 09, 2021

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2021)
- Part 5: Certifications and Documents (FY 2021)

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 2021:

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

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2020 plans. States must carefully review and update this information to reflect FY 2021 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2021 update). Include descriptions of the changes to your program, including how data tables were modified.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized

individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

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

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

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

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

The Georgia Department of Public Safety (DPS) is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) within the State of Georgia. The Department of Public Safety's Motor Carrier Compliance Division (MCCD) is responsible for the development and the implementation of Georgia's MCSAP program.

It is the mission of this agency to reduce the number of fatal and injury related crashes upon Georgia's highways through the effective and fair regulation of the commercial motor carrier industry and to raise public awareness concerning safely sharing our roadways with commercial motor vehicles.

By implementing the plans developed within this 2021-2023 Commercial Motor Vehicle Safety Plan, the Motor Carrier Compliance Division's goal is to reduce Georgia's FY 2023 fatal crash rate by 3%, or 1% per year. Additionally, MCCD will continue to develop data quality programs and procedures to efficiently identify high risk drivers, vehicles, carriers, and highways within the State.

Part 1 Section 3 - MCSAP Structure Explanation**Instructions:**

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

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

The Georgia Department of Public Safety's Motor Carrier Compliance Division currently employs 246 sworn law enforcement officers. It is our goal, based on the Department's Strategic Plan, to reach 275 sworn law enforcement officers by the end of FY 2023. Of the 246 currently employed, 232 are NAS certified.

The Motor Carrier Compliance Division is committed to performing random driver vehicle inspections and dedicated to a highly visible traffic enforcement program on Georgia's interstates and rural routes across the state. MCCD has a viable hazardous materials inspection program and has established a nuclear radiological detection (NRAD) team that is trained and equipped for the detection, identification, and response to a radiological nuclear incident.

MCCD's training division coordinates and conducts basic and advanced in-service law enforcement training as well as the Motor Carrier Officer Academy which provides robust training for new cadets. The Motor Carrier Officer course offers a 21 week program that consists of 9 weeks of in house training, including NAS Parts A and B, and 12 weeks of field training. Upon completion, MC01 officers are fully trained and ready to be deployed to their respective regions. As of FY 2020, 6 Motor Carrier Officer Academies have been conducted. During FY2021-2023 new recruits will be hired and trained as budget constraints permit.

MCCD has nine geographic regions and one administrative region. The administrative region is comprised of the Safety Compliance Unit which conducts Safety Analysis investigations and New Entrant audits. Statewide, there are 19 inspection stations located on major interstates. One permanent inspection station is located in Early County on a state route with a high volume of commercial vehicle traffic. Each interstate inspection station is equipped with main-line weigh-in-motion technology paired with cameras for the detection of license plates (LPR) and U.S.DOT numbers. This technology allows MCCD to identify motor carriers operating under a Federal Out of Service order prior to the inspection process.

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Part 1 Section 4 - MCSAP Structure**Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	GEORGIA DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	265
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	242
Traffic Enforcement Activities	232
Investigations *	10
Public Education and Awareness	265
Data Collection and Reporting	7
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations *	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	
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 2021 - 2023 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

Part 2 Section 2 - CMV Crash Reduction

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

Trend Analysis for 2015 - 2019

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			
01/01/2018	12/31/2018	188	0.13	0.1430
01/01/2017	12/31/2017	235	0.13	0.1884
01/01/2016	12/31/2016	188	0.13	0.1531
01/01/2015	12/31/2015	180	0.13	0.1524
01/01/2014	12/31/2014	185	0.13	0.1659

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			
01/01/2018	12/31/2018	11		
01/01/2017	12/31/2017	10		
01/01/2016	12/31/2016	20		
01/01/2015	12/31/2015	4		
01/01/2014	12/31/2014	8		

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			
01/01/2018	12/31/2018	0		
01/01/2017	12/31/2017	0		
01/01/2016	12/31/2016	0		
01/01/2015	12/31/2015	0		
01/01/2014	12/31/2014	0		

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

The Vehicle Miles Traveled (VMT) data source for this section is the "State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million total Vehicle Miles Traveled" report, which is published and available through the FMCSA Portal in the Analysis and Information Online (A&I) System site. Fatal crash data for CY2016-2018 was obtained from the MCMIS data snapshot as of 6.26.2020, and Fatal Crash data for CY2014-2017 was obtained from the MCMIS data snapshot as of 4.30.2017. The fatality rate was calculated by taking the total number of fatalities and dividing them by the "State Total VMT," then multiplying this sum by 100. Georgia has selected the calendar years of 2014 to 2018 as the state's measurement period in this document for crash data. In July 2019, the Georgia Department of Public Safety was struck by a criminal ransom-ware attack that impacted all aspects of agency's electronic reporting, including crash reporting and crash investigations. Because of this criminal act, the most accurate crash data, available when this document was being drafted, is 2018.

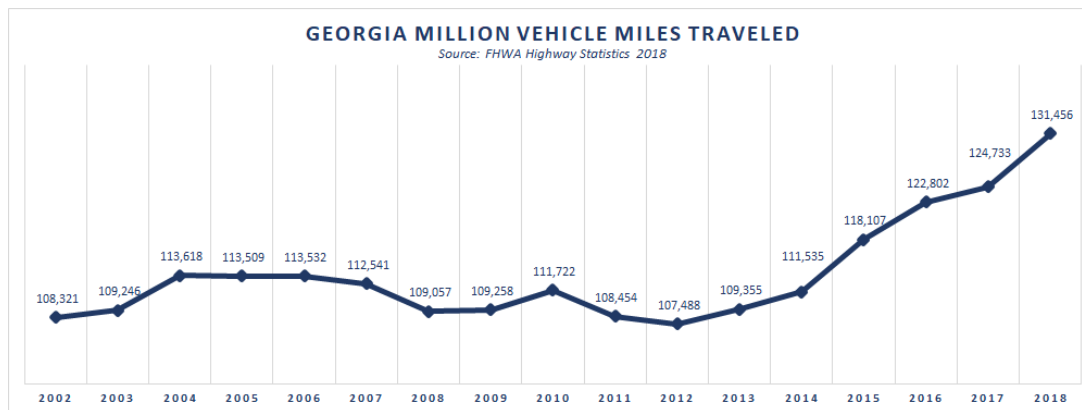
Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

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Georgia continues to experience unparalleled economic and population growth. Georgia's competitive job market and investment in industry has made it one of the fastest-growing states in the nation. According to the U.S. Census Bureau, the state has experienced an estimated 10% increase in population from 2010 to 2019, and Georgia now has over 6.6 million residents. Furthermore, the expansion of the Port of Savannah, which began in 2015, has fueled increased growth in the transportation sector of Georgia's economy. The Port of Savannah now handles one in five containers crossing East Coast docks and is the nation's third busiest gateway for containerized freight. Further, Georgia's second deep-water port, the Port of Brunswick, is the nation's second busiest auto-port. Consequently, both locally and statewide, this growth also stresses an already aging state highway and bridge infrastructure, which demands constant maintenance and construction efforts.

According to National Highway Traffic Safety Administration data, I-285 in Georgia ranks as one of the deadliest interstates in America. Additionally, Georgia had 7 of the top 100 spots in the 2020 American Transportation Research Institute (ATRI) edition of "The Nation's Top 100 Truck Bottlenecks", including 3 bottlenecks that are ranked in the top 10 in the country.

As the chart below illustrates, Vehicle 100 Million Miles Traveled (VMT) data shows Georgia experienced a 22% increase in VMT from 2012 to 2018. Preliminary VMT data from the Federal Highway Administration indicates Georgia's VMT continued to rise in 2019, increasing 1.5% over 2018.



The Motor Carrier Compliance Division (MCCD) of the Georgia Department of Public Safety has reviewed the "tried-and-true" methods of commercial vehicle enforcement and continues to look outside the box for new approaches to crash reduction.

- MCCD recruits and hires law enforcement personnel that possess a broad level of law enforcement knowledge and experience.
- In 2017, MCCD implemented a 21-week training program for all newly hired officers, which focuses primarily on commercial vehicle safety. The 6th class of the Motor Carrier Officer Academy will graduate in December 2020.
- MCCD has placed a focus on unsafe CMV driver behavior, particularly behaviors known to contribute to crashes: speeding, following too closely, distracted driving, improper lane use, failure to obey traffic control devices, and any type of impaired driving, including fatigued driving.
- MCCD routinely performs judicial outreach training to judges, prosecutors, and others who are involved with the adjudication of traffic citations on CMV drivers engaging in unsafe driving behavior.

- To better educate local and state law enforcement officers responsible for investigating traffic crashes, MCCD added a CMV training component to the training curriculum which enhances the accurate identification of motor carriers involved in traffic crashes.
- MCCD utilizes a Quality Control team to audit MCSAP inspections to ensure accuracy. Such findings are also utilized to make training recommendations to address any deficiencies found.
- MCCD offers statewide access to CMV Awareness and Enforcement training, free of charge, to both state and local law enforcement agencies.
- MCCD continues to update our Public Information and Education (PIE) materials to ensure broader outreach opportunities.
- MCCD actively participates in Operation Safe DRIVE, a multi-state high visibility, crash elimination effort on major interstates such as I-95, I-85, I-75, and I-20.

Georgia's CMV crash rate has remained relatively stable despite the state's unprecedented growth. MCCD will continue to maintain a steadfast focus on unsafe CMV driver behavior and crash reduction. Our goal is to make Georgia's roadways and highways safer for everyone.

Narrative Overview for FY 2021 - 2023

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 2021 - 2023. 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 0.01 each year. Georgia's CMV fatality rate for CY 2018 was 0.14; preliminary fatality and VMT data for CY 2019 indicates the CMV fatality rate stayed relatively stable. Therefore, the crash reduction goal is to lower the CMV fatality rate to 0.13 for large truck and bus crashes.

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 drivers. In July, 2019, MCCD participated in the Passenger Carrier Strike Force however, the Passenger Carrier Strike Force was cancelled for FY 2020 due to COVID-19. MCCD's participation in the Sunbelt Agricultural Expo for the 18th year was hampered by Hurricane Michael and the destruction it caused in the southern part of the State. At this time, we are unsure that the Sunbelt Agricultural Expo will be held in FY 2021. Unannounced terminal inspections are conducted statewide throughout the federal fiscal year.

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 21,000 school busses annually. These 21,000 inspections are in addition to the 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 enforcement personnel also conduct MCSAP roadside safety inspections of large trucks and busses when they are not inspecting school busses. MCCD utilized 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 is 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:

A crash reduction goal specific to the release and/or spill of hazardous materials (Hazmat) has not been identified. Georgia continues to focus on overall safety and the compliance of motor carriers transporting hazardous materials. MCCD conducted 9,806 Hazmat inspections in FFY 2019 and had a 5.54% Hazmat OOS Rate.

Enter the data source and capture date:

The Vehicle Miles Traveled (VMT) data source for this section is the "State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million total Vehicle Miles Traveled" report, which is published and available through the FMCSA Portal in the Analysis and Information Online (A&I) System site. Preliminary VMT data for 2019 was sourced from the FHWA Traffic Volume Trends monthly reports, specifically, Table 5. Crash data and HM inspection data was sourced from the MCMIS data snapshot dated 6.26.2020. Strike Force and school bus inspection data was sourced from MCCD internal documentation.

Projected Goal for FY 2021 - 2023:

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
2021	1
2022	1
2023	1

Georgia's crash reduction goal is to reduce the CMV fatality rate per 100 Million Vehicle Miles Traveled (VMT) by 0.01 each year, which equates to 1% each year. Therefore, the overall crash reduction goal for FY 2021-2023 is a 3% reduction in CMV-involved crashes.

Program Activities for FY 2021 - 2023: 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.

To date, the Motor Carrier Compliance Division (MCCD) currently employs 232 certified law enforcement officers.

MCCD officers spend an average of 20 hours or more per week performing traffic enforcement activities. Officers are periodically assigned to a fixed-facility location to 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 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.

For FY 21, the inspection goal is set for 68,000. The FY 21 goal for Hazmat Inspections is set at 10% or 6,800 inspections. While no inspection goal has been set for traffic enforcement, it is anticipated, based on past performance, that approximately 35%, or some 23,800 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.**

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.

Officer's complete a daily recap of their activity and at the end of the month it is submitted to the Region command staff. Command staff compiles a monthly supervisor report showing the total inspections for that Region along with other pertinent information for the month. All activity from each region is compiled into one monthly report and distributed to MCCD Command staff members. Quarterly reports are compiled from this data and reported to FMCSA.

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 bi-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 statistics with the previous years.

Preliminary Vehicle Miles Traveled is tracked monthly from the FHWA Traffic Volume Trends monthly reports.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2021 - 2023.

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 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	23064	26854	25934	28050	24589
Level 2: Walk-Around	21045	22707	22430	24310	20617
Level 3: Driver-Only	41324	38789	40074	42626	38642
Level 4: Special Inspections	15	11	16	25	22
Level 5: Vehicle-Only	953	727	637	1236	1378
Level 6: Radioactive Materials	0	0	1	0	0
Total	86401	89088	89092	96247	85248

Narrative Overview for FY 2021 - 2023

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's current staffing consists of 232 certified law enforcement officers. These certified 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 current staffing level of NAS certified officers including supervisory personnel is as follows: Region 1 (16) officers, Region 2 (22) officers, Region 3 (45) officers, Region 4 (18) officers, Region 5 (18) officers, Region 6 (24) officers, Region 7 (26) officers, Region 8 (19) officers, Region 9 (20) officers, Region 10(13) officers and (10) non-sworn credentialed investigators. Headquarters, including officers assigned to school bus safety and the training division (25) officers.

Region 3 has the largest number of certified officers. Region 3 encompasses the 8 county metro Atlanta area. With six individual designated interstate routes, Region 3 has the highest crash rate in the State. MCCC officers patrol Georgia's interstates and highways in urban and rural areas. Inspectors perform random driver vehicle inspections on a daily basis. Each officer is scheduled a 40 hour work week. MCCC officers are routinely assigned to designated high risk rural routes, as determined by commercial motor vehicle crash data and analysis. Officers are periodically assigned to fixed-facility locations to perform driver-vehicle inspections while screening for violations of hours-of-service, impaired driving (drug/alcohol and ill/fatigued) violations, seat belt usage, and other safety violations.

Georgia's program is monitored through a series of individual daily and region monthly activity reports such as personal time distribution reports distinguishing MCSAP and non-MCSAP activities, traffic enforcement and inspection activities, new entrant audits, and crash analysis. Safety-Net analysis of activities and quarterly reports are compared to individual's and region reports.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2021, 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: 232

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17700	1575	100	19375	28.49%
Level 2: Walk-Around	18500	100	0	18600	27.35%
Level 3: Driver-Only	29200	75	0	29275	43.05%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	285	50	400	735	1.08%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	65700	1800	500	68000	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2021 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2021:	

Summary

Projected Goals for FY 2021 - Roadside Inspections Summary

Projected Goals for FY 2021 Summary for All Agencies					
MCSAP Lead Agency: GEORGIA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 232					
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	17700	1575	100	19375	28.49%
Level 2: Walk-Around	18500	100	0	18600	27.35%
Level 3: Driver-Only	29200	75	0	29275	43.05%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	285	50	400	735	1.08%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	65700	1800	500	68000	

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

Note: States in Year 2 or Year 3 of a multi-year plan cannot edit the table shown below. It should be used as a reference.

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	69000	0	0	69000
Enter total number of certified personnel	245	0	0	245
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	70000	0	0	70000
Enter total number of certified personnel	275	0	0	275

Part 2 Section 4 - Investigations

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

☐

The 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 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
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	2015	2016	2017	2018	2019
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 2021 - 2023**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 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	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	158	0	158	0	158	0
CSA On-Site Comprehensive	52	0	52	0	52	0
Total Investigations	210	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.

For FY 2021- FY 2023, non-rated reviews will only be conducted if we receive a request by FMCSA or if we receive a complaint. CSA Off-site reviews may be conducted upon request from FMCSA. Georgia is experiencing an unprecedented influx of new motor carriers into the safety audit program.

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 7 sworn and 1 non-sworn credentialed investigators performing investigations. Of the 7 sworn officers, 3 have supervisory duties and will perform investigations to maintain their certifications for FY2021 - FY2023. We currently have 4 sworn investigators in training; however, their certification course has been recently rescheduled due to the COVID-19 pandemic. Due to the continued increase, MCCD is focusing its resources on New Entrant Audit requirements. While MCCD's stated goal is 210, investigations will be completed as resources allow.

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 measures performance by the number of investigations performed. Investigations are reviewed by an FMCSA Federal Program Specialist prior to uploading. Any needed corrections are sent back to the investigator and the responsible supervisor.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2015 - 2019

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		
10/01/2018	09/30/2019	28022	19157
10/01/2017	09/30/2018	29030	28774
10/01/2016	09/30/2017	25627	27411
10/01/2015	09/30/2016	22966	12442
10/01/2014	09/30/2015	11002	5438

☒ 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 A&I with a MCMIS data snapshot of 6.26.20. Data for citations and warnings pulled from Safetynet year end administrative reports. .

Narrative Overview for FY 2021 - 2023

Instructions:

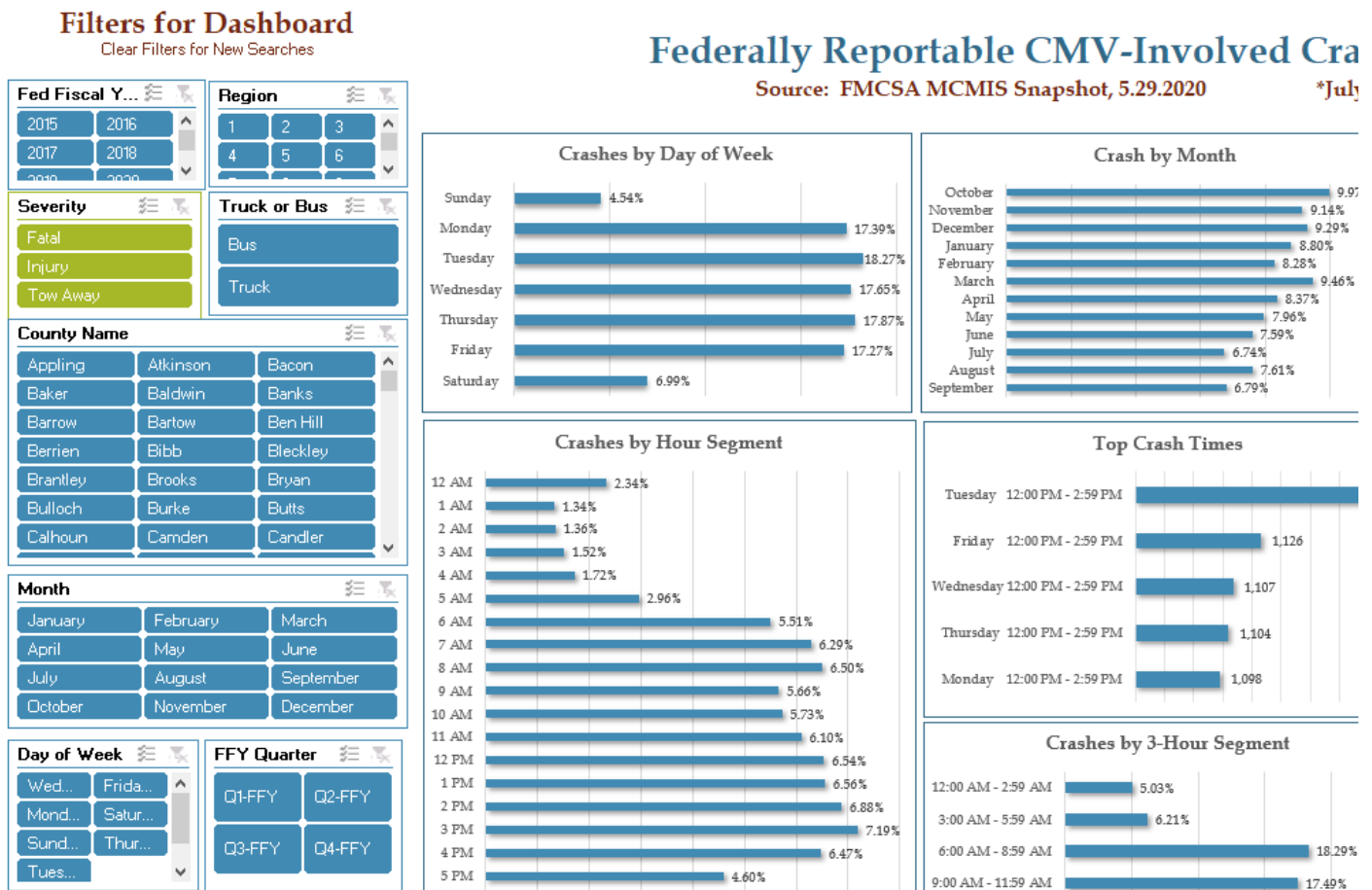
Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction 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) currently employs 232 certified officers. 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. MCCD routinely perform patrols on rural roads. Routes are determined on a quarterly basis by regional command staff based on crash locations in their respective regions. The routes are identified in a quarterly high crash corridor plan submitted to headquarters command staff.

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.

MCCD region commanders consider local traffic activity, including peak traffic hours, known traffic congestion points, and high crash corridors when determining officer assignments. The CMV-involved Interactive Crash Dashboard, shown below, is an additional tool commanders use to determine region trends, such as time of day, day of week, and vehicle types involved in crashes.



Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2004/2005 safety activities because no reimbursement will be requested. If you answer "No" and then

click the *SAVE* button, the *Planned Safety Activities* table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	23800	24150	24500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3564	3564	3564

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 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 2021 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2021 Activities	Average 2004/05 Activities
68000	210	1771	69981	90438

The sum of your planned FY 2021 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 2021 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

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 within 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 MCCD Command staff members for review.

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the 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	Exceeds Full Participation	No

Available data sources:

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

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

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 2021 - 2023

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 2021 - 2023: 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

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

Trend Analysis for 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
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 2021 - 2023

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

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

The Motor Carrier Compliance Division plans to conduct approximately 175 public education and awareness activities 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 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 provides 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 conducts public education and awareness activities. An estimated 650 hours will be spent conducting these activities. This plan is subject to the developments of COVID-19 and other civil unrest.

Projected Goals for FY 2021 - 2023

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

			Performance Goals		
Yes	No	Activity Type	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	60	60	60
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	40	40	40
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	15	15	15
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	35	35	35
<input checked="" type="radio"/>	<input type="radio"/>	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.

MCCD continues to show the number of public awareness and outreach programs conducted on a monthly basis within the quarterly reports. The quarterly report includes the number of attendees and activity type.

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

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

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

Enter the agency name responsible for DQ in the State, if other than the Lead MCSAP Agency: Georgia Department of Public Safety

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 2021 - 2023.

SSDQ Category	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	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	Fair	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: 6.26.20

Narrative Overview for FY 2021 - 2023

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.).

In July, 2019, DPS was hit with an intentional cyber attack that totally destroyed our networks and programming. Safetynet was off-line from July 26 - September 23, 2019. Driver vehicle inspection reports were hand-written in the field and had to be hand-keyed into Aspen. During this time, crash and driver vehicle inspections reports were unable to be uploaded to MCMIS. New computers had to be purchased and Aspen was not loaded on computers statewide until November, 2019. It wasn't until that point that hand-written inspections could be keyed into Aspen and uploaded to Safetynet. Available crash data was not uploaded from Lexis Nexis (Contractor for Georgia Department of Transportation) until the middle of October.

Program Activities FY 2021 - 2023: Describe activities that will be taken to maintain a "Good" overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a "Good" rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

The MCCD is currently in a "good" status and will continue that goal for FY 2021-2023.

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.

MCCD monitors our SSDQ scores on a monthly basis. We are rated at "Good" in all but two categories, we continue to monitor and improve the data with a goal of reaching 100% in each measure. We 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.

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.201](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program.

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

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

Trend Analysis for 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
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 2021 - 2023

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: The Statutory time limit for processing and completing interstate safety audits is: If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later, a safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2021 - 2023

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 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	447	0	457	0	457	0
# of Safety Audits (Offsite)	1320	0	1330	0	1330	0
# Group Audits	4	0	4	0	4	0
TOTAL Safety Audits	1771	0	1791	0	1791	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.

MCCD's New Entrant Unit currently consists of 7 sworn officers and 9 non-sworn investigators. We have transitioned into requiring all Region 10 personnel to conduct safety audits to keep pace with the ever-increasing number of new carriers in the new entrant program. Due to the current COVID 19 pandemic we are not conducting on-site safety audits which may impact our requirements in that area. We currently have 4 sworn investigators in training; however, their certification class has repeatedly been rescheduled due to COVID 19 pandemic.

Activity Plan for FY 2021 - 2023: 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 unit is estimating that 1,771 audits will be performed in FY 2021. We plan to hold 4 group audits in FY 2021. Two in the northern portion of Georgia and 2 in the southern portion of Georgia however, COVID 19 may impact our ability to perform group audits. Locations may be adjusted depending on where the majority of carriers are located. We will increase the number of group audits if necessary.

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.

MCCD's New Entrant Unit is estimating that for FY2021 a total of 1,771 audits will be performed. For FY2022 a total of 1,791 audits will be performed and for FY2023 a total of 1,791. will be performed. Georgia has seen a large influx of motor carriers registering. Due to this influx, we will prioritize and focus our efforts on maintaining a minimum amount of past due carriers.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

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

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

Check this box if:

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

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

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

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 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 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 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.

Implementation of Electronic Logging Device (ELD) Regulations

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

The goal for MCCC 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 MCCC Training Academies.

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

Each MCCC inspector has been trained to identify, transfer, and review hours-of-service and records of duty status from the various approved electronic logging devices in use within the commercial transportation industry to date. MCCC conducted five Motor Carrier Officer (MCO) Academy classes during this reporting period. The participants within each academy class received comprehensive ELD instruction in a classroom setting and supervised, hands-on experience during field training prior to graduating the MCO Academy.

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

MCCC bore the financial burden to send one of its personnel, a certified NAS Instructor to attend ELD Train-the-Trainer. This instructor returned to train additional in-state instructors to more efficiently conduct the ELD training for each inspector throughout the State. Additional periodic guidance remained necessary as inspectors gained experience and increased their confidence in the methods and technology.

Activity #2

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

Establishment of a Quality Control Team to perform internal audits of inspections and make training recommendations based on the team's findings.

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

MCCC 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.

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

The MCCC Quality Control Team conducted approximately 4200 inspection reviews during FY2018. The number of reviews increased to approximately 5400 during FY2019. To date, in FY2020, the team has reviewed approximately 3000 driver/vehicle inspection reviews.

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

MCCD's Quality Control Team met several times during FY2018 with less than the anticipated number of reviews. The initial plan of action required administrative review and adjustment. The Team began to produce the anticipated results. During FY2019, the team's results proved to be productive and enlightening revealing inspection trends that varied Region to Region. In-service training helped to refocus inspector's goals and the procedures to achieve the statewide inspection quality desired. MCCD was technologically crippled as the results of a criminal cyber-attack two months prior to FY2019's end. FY2020 continued to prove difficult due to the slow remediation from the cyber-attack. COVID-19 and pervasive social unrest manifested through numerous protests and riots further impeded the Team's efforts. However, the positive results of the team's efforts can not be ignored. As reflected in FMCSA's A&I State Safety Data Quality report, MCCD's current Inspection Accuracy is 99% and its Inspection Record Completeness is 100% (July 31, 2020). The Quality Control Team is a factor in maintaining such positive data quality ratings.

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2021 - 2023. 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.

Enhance the MCCC Quality Control Team.

Narrative Overview for FY 2021 - 2023

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

MCCD operates an established Quality Control Team that meets on a monthly basis to audit the accuracy and completion of driver / vehicle inspection reports. An inspector from each geographical region is selected for review. This selection may be random or focused. At the end of the review process, any discrepancies that are noted are reported to the inspector's chain of supervision. A supervisor will then address any issues and ensure that the proper corrections are made. The team may discover that remedial training may be required for an inspector or MCCD in general. In-service training will be developed to address training needs. MCCD's quality control measures, as reported in A&I Safety Data Measures 07-31-2020, has an Inspection Timeliness rate of 82% with a leading indicator of 93%. MCCD's Inspection Accuracy is 99% with a leading indicator of 99% and an Inspection Completeness Rate of 100% with a leading indicator of 100%. MCCD desires to enhance the Quality Control Team by widening its review scope to include Inspection Timeliness and Inspection VIN Accuracy.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

In general, MCCD officers have a minimum goal of 60 inspections per month. When additional details are assigned that number may decrease. Based on the minimum goal of 60, the team may review as many as 600 inspection reports per month. MCCD's goal is to achieve an overall Inspections Measures rate of 100% as reported in A&I Safety Data Measures by the end of FY2021 and maintain that rating through FY2023.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

For FY 2021-2023, 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 the number of driver inspections reviewed each quarter and Data Safety Measures Rate as reported in A&I.

State Objective #2

Enter the title of your State-Identified Objective.

Narrative Overview for FY 2021 - 2023

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

Projected Goals for FY 2021 - 2023:
Enter performance goal.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

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.

State Objective #3

Enter the title of your State-Identified Objective.

Narrative Overview for FY 2021 - 2023

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

Projected Goals for FY 2021 - 2023:
Enter performance goal.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

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.

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 2021 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$10,196,791.00	\$1,799,293.00	\$11,996,084.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,799,293.00
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 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,799,293.00
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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
Major	2	50.0000	\$114,207.28	\$114,207.28	\$97,087.61	\$17,119.67	\$0.00
MCCD Captain	12	50.0000	\$102,786.38	\$616,718.28	\$524,272.21	\$92,446.07	\$0.00
MCCD Lieutenant	12	58.0000	\$77,912.57	\$542,271.48	\$460,984.99	\$81,286.49	\$0.00
MCCD Sergeant First Class	22	58.0000	\$68,822.62	\$878,176.63	\$746,537.95	\$131,638.68	\$0.00
MCCD Sergeant	24	58.0000	\$61,421.23	\$854,983.52	\$726,821.49	\$128,162.03	\$0.00
MCCD Officer	155	58.0000	\$46,913.72	\$4,217,543.42	\$3,585,333.66	\$632,209.76	\$519,591.82
Administrative Professional	12	97.0000	\$36,358.68	\$423,215.03	\$359,775.10	\$63,439.93	\$0.00
Compliance Specialist, Non-Sworn	9	97.0000	\$39,731.04	\$346,851.97	\$294,858.86	\$51,993.11	\$0.00
Subtotal: Salary				\$7,993,967.61	\$6,795,671.87	\$1,198,295.74	\$519,591.82
Overtime Project Costs							
MCCD Officer	155	1.0000	\$46,913.72	\$72,716.26	\$61,816.09	\$10,900.17	\$0.00
Subtotal: Overtime				\$72,716.26	\$61,816.09	\$10,900.17	\$0.00
TOTAL: Personnel				\$8,066,683.87	\$6,857,487.96	\$1,209,195.91	\$519,591.82
Accounting Method:	Cash						

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

MCCD Major

The Commanding Officers of the Motor Carrier Compliance Division (MCCD). The Comanding Officers oversee the MCSAP and CVSP programs for the State of Georgia. This includes the commercial motor vehicle safety program, size and weight program, School Bus Safety Program, Regulatory Compliance Programs, and all sworn and non-sworn administrative personnel.

MCCD Captain

MCCD Captains typically oversee one of the ten geographical areas of the State or a specific administrative function such as Regulatory Compliance. Captains are mid-management personnel. They manage human resources and direct administrative activities such as interviewing, training, evaluating staff performance, and when necessary, disciplines and makes recommendations for other adverse actions. In addition to management responsibilities, Captains patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. Captains 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 are upper-level supervisors. Lieutenants report to Captains and manage in the absence of the Captain. Lieutenants patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA 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 Sergeant First Class

Sergeants First Class (SFC) are Supervisors. SFCs report to Captains or the Lieutenant in the absence of the Captain. SFCs manage human resources and conducts administrative activities such as interviews, training, assigned staff performance evaluations, and directs minor discipline when necessary. They assess, plan, and allocate resources to meet local operational needs. Sergeants First Class patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA 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.

MCCD Sergeant

Sergeants are front-line supervisors. Sergeants monitor the attendance and work performance of subordinate personnel. They ensure all personnel have completed all required and/or necessary Federal, State, and Departmental training. Sergeants assume the Sergeant First Class role in the absence of the SFC. Sergeants patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA 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 Officers

MCCD Officers are State law enforcement officers. Officers patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA 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.

Administrative Professionals

Administrative Professionals support various functions of MCCD. Five administrative professionals perform the functions of the SafetyNet Unit. SafetyNet conducts inspection and crash uploads to MCMIS and certifies inspection reports. They prepare a variety of correspondence, reports, data entry, and complete forms through SafetyNet databases and programs. Administrative support staff are directly responsible for managing and the preparing quarterly reports and assisting with eCVSP development and submission. Additional administrative personnel support the Command Staff and their specific management functions. Two staff members are dedicated customer service representatives and answer all incoming calls from the general public and motor carrier industry. One professional provides enforcement support statewide for MCCD's sworn officers through verification of driver's licenses, vehicle registrations, and other pertinent CMV information. Additional administrative staff responsibilities include supervising, monitoring the use of supplies, supply replenishment, and support of supervisors and mid-management personnel. All administrative roles include providing general information to the public.

Non-Sworn Compliance Specialists

Compliance Specialists are non-sworn NAS certified personnel specifically trained to perform New Entrant Safety Audits and Compliance Reviews. Compliance Specialist perform CVSA safety compliance inspections but are not qualified to perform traffic enforcement and criminal intervention activities. Compliance Specialist are not required to perform relief efforts related to natural disasters, civil unrest, and dignatary protection functions.

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: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ 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
MCCD Command	67.7600	50.0000	\$730,925.56	\$247,637.57	\$210,516.70	\$37,120.87	\$0.00
MCCD Sworn Personnel	67.7600	58.0000	\$6,492,975.05	\$2,551,791.13	\$2,169,277.64	\$382,513.49	\$519,591.81
MCCD Non-Sworn Personnel	65.5100	97.0000	\$770,067.00	\$489,336.76	\$415,985.18	\$73,351.58	\$0.00
TOTAL: Fringe Benefits				\$3,288,765.46	\$2,795,779.52	\$492,985.94	\$519,591.81

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:

MCCD Command

Includes personnel positions of: Major and Captain.

FICA will be paid for all full-time officers $7.65\% \times \$730,925.56$

Health Insurance will be paid for all full-time officers $29.45\% \times \$730,925.56$

Personal Liability Insurance will be paid for all full-time officers $2.5\% \times \$730,925.56$

Retirement will be paid for all full-time officers $24.66\% \times \$730,925.56$

Workers Compensation will be paid for all full-time officers $3.5\% \times \$730,925.56$

Merit System Assessments will be paid for all full-time civilian employees $.25\% \times \$730,925.56$

MCCD Sworn Personnel

Includes personnel positions of: Lieutenant, Sergeant First Class, Sergeant, and Officer.

FICA will be paid for all full-time officers $7.65\% \times \$6,492,975.05$

Health Insurance will be paid for all full-time officers $29.45\% \times \$6,492,975.05$

Personal Liability Insurance will be paid for all full-time officers $2.5\% \times \$6,492,975.05$

Retirement will be paid for all full-time officers $24.66\% \times \$6,492,975.05$

Workers Compensation will be paid for all full-time officers $3.5\% \times \$6,492,975.05$

Merit System Assessments will be paid for all full-time civilian employees $.25\% \times \$6,492,975.05$

MCCD Non-Sworn Personnel

Includes personnel positions of: Administrative Professional & Compliance Specialist.

FICA will be paid for all full-time civilian employees $7.65\% \times \$770,067.00$

Health Insurance will be paid for all full-time civilian employees $29.45\% \times \$770,067.00$

Retirement will be paid for all full-time civilian employees $24.66\% \times \$770,067.00$

Workers Compensation will be paid for all full-time civilian employees $3.5\% \times \$770,067.00$

Merit System Assessments will be paid for all full-time civilian employees $.25\% \times \$770,067.00$

*Due to steadily increasing Worker's Compensation rates and Personal Liability rates and anticipated hiring of additional officers, fringe benefits continue to increase over what is shown on the fringe line item. Any overages 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, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Meal Allowances	43	63	100.0000	\$13,530.00	\$11,501.85	\$2,028.15	\$0.00
Lodging	43	53	100.0000	\$20,700.00	\$17,597.07	\$3,102.93	\$0.00
Misc. Other (Parking, Tolls, etc.)	7	63	100.0000	\$1,020.00	\$867.10	\$152.90	\$0.00
Car Rental and Fuel	3	63	100.0000	\$660.00	\$561.07	\$98.93	\$0.00
Out of State Commercial Transportation	30	16	100.0000	\$12,800.00	\$10,881.28	\$1,918.72	\$0.00
TOTAL: Travel				\$48,710.00	\$41,408.37	\$7,301.63	\$0.00

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

Travel for Conferences and Training

Commercial Vehicle Safety Alliance (CVSA) Spring Workshop

5 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 6 days = \$1,650.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 5 personnel x 5 days= \$2,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Car Rental and Fuel related to MCSAP travel cost: \$220.00 (1 vehicle for the group)

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00 (round trip) X 5 personnel = \$2000.00

Commercial Vehicle Safety Alliance CVSA Fall Conference

5 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 6 days = \$1,650.00

Conference Lodging for MCSAP related travel average cost: \$ 100.00 x 5 personnel x 5 days = \$2,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Car Rental and Fuel related to MCSAP travel cost: \$220.00 (1 vehicle for the group)

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$ 400.00
(round trip) X 5 personnel = \$2,000.00

Motor Carrier Safety Assistance Program (MCSAP) Leadership Conference

5 personnel; 4 Days, 3 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 4 days = \$1,100.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 5 personnel x 3 days = \$1,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$136.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 5 personnel = \$2,000.00

Innovative Technology Deployment (ITD) Conference

5 personnel; 3 Days, 2 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 4 days = \$1,100.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 5 personnel x 3 days = \$1,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$136.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 5 personnel = \$2,000.00

Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 3 personnel x 6 days = \$990.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 3 personnel x 5 days = \$1,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 5 personnel = \$2,000.00

North American Inspectors Championship (NAIC)

2 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 2 personnel x 6 days = \$660.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 2 personnel x 5 days = \$1000.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$68.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 2 personnel = \$800.00

North American Standard (NAS) Part A Training

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: $\$55.00 \times 3 \text{ personnel} \times 6 \text{ days} = \990.00

Conference Lodging for MCSAP related travel average cost: $\$100.00 \times 3 \text{ personnel} \times 5 \text{ days} = \$1,500.00$

North American Standard (NAS) Part B Training

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: $\$55 \times 3 \text{ personnel} \times 6 \text{ days} = \990.00

Conference Lodging for MCSAP related travel average cost: $\$100.00 \times 3 \text{ personnel} \times 5 \text{ days} = \$1,500.00$

Investigative Safety Analysis Training

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: $\$55.00 \times 3 \text{ personnel} \times 5 \text{ days} = \990.00

Conference Lodging for MCSAP related travel average cost: $\$100.00 \times 3 \text{ personnel} \times 5 \text{ days} = \$1,500.00$

CVSA/FMCSA Data Management and Quality Training

5 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: $\$55.00 \times 5 \text{ personnel} \times 6 \text{ days} = \$1,650.00$

Conference Lodging for MCSAP related travel average cost: $\$100.00 \times 5 \text{ personnel} \times 5 \text{ days} = \$2,500.00$

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Car Rental and Fuel related to MCSAP travel cost: \$220.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: $\$400.00 \text{ (round trip)} \times 5 \text{ personnel} = \$2,000.00$

New Entrant Group Audits

4 personnel; 8 Days

Meal Allowances for MCSAP related travel average cost: $\$55 \times 4 \text{ personnel} \times 8 \text{ days} = \$1,760.00$

Lodging for MCSAP related travel average cost: $\$100.00 \times 4 \text{ personnel} \times 8 \text{ days} = \$3,200.00$

Projected Costs per Planned MCSAP Related Event

EVENT	Meals	Lodging	Misc.	Car Rental	Transportation	Total
CVSA						
Spring	1650	2500	170	220	2000	\$6,540
CVSA						

Fall	1650	2500	170	220	2000	\$6,540
MCSAP Leadership	1100	1500	136		2000	\$4,736
ITD	1100	1500	136		2000	\$4,736
COHMED	990	1500	170		2000	\$4,660
NAIC	660	1000	68		800	\$2,528
NAS A	990	1500				\$2,490
NAS B	990	1500				\$2,490
ISA	990	1500				\$2,490
DQ Workshop	1650	2500	170	220	2000	\$6,540
New Entrant Group Audit	1760	3200				\$4,960
TOTAL	\$13,530	\$20,700	\$1,020	\$660	\$12,800	\$48,710

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
Laptop w/ vehicle dock	1	\$5,724.00	100	\$5,724.00	\$4,865.97	\$858.03	\$0.00
TOTAL: Equipment				\$5,724.00	\$4,865.97	\$858.03	\$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.

vehicle docking station (1 laptop X \$ 5,724.00= \$ 5,724.00) Laptop computer with

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 & Outside Media	1 Year	\$6,500.00	100.0000	\$6,500.00	\$5,525.65	\$974.35	\$0.00
Supplies & Materials - Computer	12 Months	\$665.00	100.0000	\$7,980.00	\$6,783.80	\$1,196.20	\$0.00
Supplies & Materials - Office Supplies	12 Months	\$2,915.00	100.0000	\$34,980.00	\$29,736.50	\$5,243.50	\$0.00
Supplies & Materials - Building/Maintenance Supplies	12 Months	\$425.00	100.0000	\$5,100.00	\$4,335.51	\$764.49	\$0.00
Supplies & Materials - Other	12 Months	\$1,416.00	100.0000	\$16,992.00	\$14,444.90	\$2,547.10	\$0.00
Supplies & Materials - Uniforms & Related Items	12 Months	\$7,912.92	100.0000	\$94,955.04	\$80,721.28	\$14,233.76	\$0.00
Postage	12 Months	\$200.00	100.0000	\$2,400.00	\$2,040.24	\$359.76	\$0.00
TOTAL: Supplies				\$168,907.04	\$143,587.88	\$25,319.16	\$0.00

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

SUPPLIES**Printing, Publications and Media**

Outside Printing: \$6,500.00 Handwritten inspection reports, Out-of-Service Decals, etc.

Supplies & Materials

Computer: \$7,980.00 (\$665.00 X 12 months) AC & DC charge cables, adapters, toner, etc.

Office Supplies: \$34,980.00 (\$2,915.00 X 12 months) printer paper, ink pens, staples, etc.

Building/Maintenance Supplies: \$5,100.00 (\$425.00 X 12 months) light bulbs, HVAC filters, etc.

Other: \$16,992.00: (\$1,416.00 X 12 months) Code of Federal Regulations, Out-of-Service Criteria, misc.

Uniforms & Related Items: \$94,955.04 (\$7,912.92 X 12 months) uniforms, badges, name plates, hats, etc.

Postage

\$2,400.00 (\$200.00 X 12 months) US Postal Service

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	\$4,250.50	\$749.50	\$0.00
Description of Services: Operation and Maintenance - ITD Services							
TOTAL: Contractual and Subaward				\$5,000.00	\$4,250.50	\$749.50	\$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 the lead agency for ITD via an Intragovernmental Agreement (IGA) with the Georgia Department of Revenue. This contractual line item includes anticipated Operation and Maintenance (O&M) and ITD expenses that requires a contract or outside contractor 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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Computer Supplies & Materials	12 Months	\$943.00	100.0000	\$11,316.00	\$9,619.73	\$1,696.27	\$0.00
Freight	12 Months	\$135.00	100.0000	\$1,620.00	\$1,377.16	\$242.84	\$0.00
Other: Dues & Subscriptions	1 Year	\$4,860.00	100.0000	\$4,860.00	\$4,131.49	\$728.51	\$0.00
Other: Testing & Certification	12 Months	\$250.00	100.0000	\$3,000.00	\$2,550.30	\$449.70	\$0.00
Other: DTAE - Health Testing	12 Months	\$295.00	100.0000	\$3,540.00	\$3,009.35	\$530.65	\$0.00
Insurance & Bonding: Vehicles	12 Months	\$2,915.00	100.0000	\$34,980.00	\$29,736.50	\$5,243.50	\$0.00
Infrastructure & Telecomm: Managed Network	12 Months	\$1,247.25	100.0000	\$14,967.00	\$12,723.45	\$2,243.55	\$0.00
Infrastructure & Telecomm: <\$5,000.00 Mobile Communication Devices	4 Quarters	\$25,325.50	100.0000	\$101,302.00	\$86,116.83	\$15,185.17	\$0.00
Infrastructure & Telecomm: Mobile Communication Device Repair & Maintenance	12 Months	\$298.00	100.0000	\$3,576.00	\$3,039.96	\$536.04	\$0.00
Rent: PO Box Rental	1 Year	\$400.00	100.0000	\$400.00	\$340.04	\$59.96	\$0.00
Rent - Other than Real Estate - Meeting Rooms	1 Year	\$2,419.30	100.0000	\$2,419.30	\$2,056.65	\$362.65	\$0.00
Repairs & Maintenance: Radio, Equipment, & Maintenance Agreements	12 Months	\$525.00	100.0000	\$6,300.00	\$5,355.63	\$944.37	\$0.00
Motor Vehicle Expense: Vehicle Repair & Maintenance	12 Months	\$671.00	100.0000	\$8,052.00	\$6,845.01	\$1,206.99	\$0.00
Motor Vehicle Expense: Other	12 Months	\$545.00	100.0000	\$6,540.00	\$5,559.65	\$980.35	\$0.00
Motor Vehicle Expenses: Gasoline	1 Year	\$154,421.33	100.0000	\$154,421.33	\$130,193.55	\$24,227.78	\$0.00
ITD O&M	1 Year	\$55,000.00	100.0000	\$55,000.00	\$46,755.50	\$8,244.50	\$0.00
TOTAL: Other Costs				\$412,293.63	\$349,410.80	\$62,882.83	\$0.00

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

Computer Supplies & Materials

\$11,316.00 (\$943.00 X 12 months) monitors, docking stations, scanners, printers, etc.

Freight

\$1,620.00 (\$135.00 X 12 months) historic costs of shipping (UPS, FedEx, currier, etc.)

Other Operating Expenses

Dues & Subscriptions: \$ 4,860.00 (year) approximately 25% of annual CVSA membership dues

Testing & Certification: \$3,000.00 (\$250.00 X 12 months) CMV speed detection calibrations

DTAE – Health Testing: \$3,540.00 (\$295.00 X 12 months) random employee drug screens

Insurance & Bonding

Vehicles: \$34,980.00 (\$2,915.15 X 12 months) State Law Enforcement vehicle insurance

Infrastructure & Telecommunications

Managed Network: \$14,967.00 (\$1,247.25 X 12 months) MCCC pro-rated network expenses

<\$5,000.00 Mobile Communication Devices: \$101,302.00 (\$25,325.50 X 4 quarters) cell phones, PDA, radios, etc.

Mobile Communication Device Repairs & Maintenance: \$3,576.00 (\$298.00 X 12 months) cell phones, PDA, radios, etc.

Rent – Other Than Real Estate

PO Box Rental: \$400.00 (Year) U.S. Postal Service Fees

Meeting Rooms: \$2,419.30 (year) historic costs of New Entrant group audit locations and training room rentals

Repairs & Maintenance

Radio, Equipment, & Maintenance Agreements: \$ 6,300.00 (\$525.00 X 12 months)

Motor Vehicle Expense

Vehicle Repairs & Maintenance: \$8,052.00 (\$671.00 X 12 months) fluid changes, wipers, & batteries, etc.

Gasoline: \$154,421.33 (year) pro-rated MCSAP gasoline expenses

Other: \$6,540.00 (545.00 X 12 months) emergency lighting, sirens, electronic controls, etc.

ITD

The Georgia Department of Public Safety is the lead State agency for ITD, through an MOU with the Georgia Department of Revenue (GDOR). The ITD servers and programs are housed, maintained, and operated by GDOR. MCCD is estimating \$55,000.00 for operating and maintenance (O&M) costs for existing systems that provide access to and utilized by MCCD. This line item is merely an estimate and is reserved for potential costs necessary to maintain the current level of ITD core compliance. MCCD does not manage the ITD systems and has no way to determine actual or historic costs for ITD O&M.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$10,196,791.00	\$1,799,293.00	\$11,996,084.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$1,799,293.00
MOE Baseline:	\$1,039,183.63

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$97,087.61	\$17,119.67	\$114,207.28	\$0.00
MCCD Captain	\$524,272.21	\$92,446.07	\$616,718.28	\$0.00
MCCD Lieutenant	\$460,984.99	\$81,286.49	\$542,271.48	\$0.00
MCCD Sergeant First Class	\$746,537.95	\$131,638.68	\$878,176.63	\$0.00
MCCD Sergeant	\$726,821.49	\$128,162.03	\$854,983.52	\$0.00
MCCD Officer	\$3,585,333.66	\$632,209.76	\$4,217,543.42	\$519,591.82
Administrative Professional	\$359,775.10	\$63,439.93	\$423,215.03	\$0.00
Compliance Specialist, Non-Sworn	\$294,858.86	\$51,993.11	\$346,851.97	\$0.00
Salary Subtotal	\$6,795,671.87	\$1,198,295.74	\$7,993,967.61	\$519,591.82
MCCD Officer	\$61,816.09	\$10,900.17	\$72,716.26	\$0.00
Overtime subtotal	\$61,816.09	\$10,900.17	\$72,716.26	\$0.00
Personnel total	\$6,857,487.96	\$1,209,195.91	\$8,066,683.87	\$519,591.82

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCCD Command	\$210,516.70	\$37,120.87	\$247,637.57	\$0.00
MCCD Sworn Personnel	\$2,169,277.64	\$382,513.49	\$2,551,791.13	\$519,591.81
MCCD Non-Sworn Personnel	\$415,985.18	\$73,351.58	\$489,336.76	\$0.00
Fringe Benefits total	\$2,795,779.52	\$492,985.94	\$3,288,765.46	\$519,591.81

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Meal Allowances	\$11,501.85	\$2,028.15	\$13,530.00	\$0.00
Lodging	\$17,597.07	\$3,102.93	\$20,700.00	\$0.00
Misc. Other (Parking, Tolls, etc.)	\$867.10	\$152.90	\$1,020.00	\$0.00
Car Rental and Fuel	\$561.07	\$98.93	\$660.00	\$0.00
Out of State Commercial Transportation	\$10,881.28	\$1,918.72	\$12,800.00	\$0.00
Travel total	\$41,408.37	\$7,301.63	\$48,710.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop w/ vehicle dock	\$4,865.97	\$858.03	\$5,724.00	\$0.00
Equipment total	\$4,865.97	\$858.03	\$5,724.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printing, Publications & Outside Media	\$5,525.65	\$974.35	\$6,500.00	\$0.00
Supplies & Materials - Computer	\$6,783.80	\$1,196.20	\$7,980.00	\$0.00
Supplies & Materials - Office Supplies	\$29,736.50	\$5,243.50	\$34,980.00	\$0.00
Supplies & Materials - Building/Maintenance Supplies	\$4,335.51	\$764.49	\$5,100.00	\$0.00
Supplies & Materials - Other	\$14,444.90	\$2,547.10	\$16,992.00	\$0.00
Supplies & Materials - Uniforms & Related Items	\$80,721.28	\$14,233.76	\$94,955.04	\$0.00
Postage	\$2,040.24	\$359.76	\$2,400.00	\$0.00
Supplies total	\$143,587.88	\$25,319.16	\$168,907.04	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vendor Contract	\$4,250.50	\$749.50	\$5,000.00	\$0.00
Contractual and Subaward total	\$4,250.50	\$749.50	\$5,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Computer Supplies & Materials	\$9,619.73	\$1,696.27	\$11,316.00	\$0.00
Freight	\$1,377.16	\$242.84	\$1,620.00	\$0.00
Other: Dues & Subscriptions	\$4,131.49	\$728.51	\$4,860.00	\$0.00
Other: Testing & Certification	\$2,550.30	\$449.70	\$3,000.00	\$0.00
Other: DTAE - Health Testing	\$3,009.35	\$530.65	\$3,540.00	\$0.00
Insurance & Bonding: Vehicles	\$29,736.50	\$5,243.50	\$34,980.00	\$0.00
Infrastructure & Telecomm: Managed Network	\$12,723.45	\$2,243.55	\$14,967.00	\$0.00
Infrastructure & Telecomm: <\$5,000.00 Mobile Communication Devices	\$86,116.83	\$15,185.17	\$101,302.00	\$0.00
Infrastructure & Telecomm: Mobile Communication Device Repair & Maintenance	\$3,039.96	\$536.04	\$3,576.00	\$0.00
Rent: PO Box Rental	\$340.04	\$59.96	\$400.00	\$0.00
Rent - Other than Real Estate - Meeting Rooms	\$2,056.65	\$362.65	\$2,419.30	\$0.00
Repairs & Maintenance: Radio, Equipment, & Maintenance Agreements	\$5,355.63	\$944.37	\$6,300.00	\$0.00
Motor Vehicle Expense: Vehicle Repair & Maintenance	\$6,845.01	\$1,206.99	\$8,052.00	\$0.00
Motor Vehicle Expense: Other	\$5,559.65	\$980.35	\$6,540.00	\$0.00
Motor Vehicle Expenses: Gasoline	\$130,193.55	\$24,227.78	\$154,421.33	\$0.00
ITD O&M	\$46,755.50	\$8,244.50	\$55,000.00	\$0.00
Other Costs total	\$349,410.80	\$62,882.83	\$412,293.63	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$10,196,791.00	\$1,799,293.00	\$11,996,084.00	\$1,039,183.63
Total Costs Budgeted	\$10,196,791.00	\$1,799,293.00	\$11,996,084.00	\$1,039,183.63

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$10,196,791.00	\$1,799,293.00	\$11,996,084.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$1,799,293.00
MOE Baseline:	\$1,039,183.63

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$6,795,671.87	\$1,198,295.74	\$7,993,967.61	\$519,591.82
Overtime Subtotal	\$61,816.09	\$10,900.17	\$72,716.26	\$0.00
Personnel Total	\$6,857,487.96	\$1,209,195.91	\$8,066,683.87	\$519,591.82
Fringe Benefits Total	\$2,795,779.52	\$492,985.94	\$3,288,765.46	\$519,591.81
Travel Total	\$41,408.37	\$7,301.63	\$48,710.00	\$0.00
Equipment Total	\$4,865.97	\$858.03	\$5,724.00	\$0.00
Supplies Total	\$143,587.88	\$25,319.16	\$168,907.04	\$0.00
Contractual and Subaward Total	\$4,250.50	\$749.50	\$5,000.00	\$0.00
Other Costs Total	\$349,410.80	\$62,882.83	\$412,293.63	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$10,196,791.00	\$1,799,293.00	\$11,996,084.00	\$1,039,183.63
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$10,196,791.00	\$1,799,293.00	\$11,996,084.00	\$1,039,183.63

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? Colonel Gary Vowell
2. What is this person's title? Commissioner, Georgia Department of Public Safety
3. Who is your Governor's highway safety representative? Alan Poole
4. What is this person's title? Director

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

- ☐ Yes
- ☐ No

State Certification declaration:

I, Colonel Gary Vowell, Commissioner, Georgia Department of Public Safety, 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](#).

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? Colonel Gary Vowell
2. What is the title of your certifying State official? Commissioner
3. What are the phone # and email address of your State official? 404-624-7477 gvowell@gsp.net

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

- ☐ Yes
- ☐ No

I, Colonel Gary Vowell, 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

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
HB861	06/29/2020	O.C.G.A. §40-1-1	Annual codification of existing laws relating to identification and regulation of motor vehicles, so as to amend certain definitions relating to commercial carriers; to provide for an effective date; to repeal conflicting laws; and for other purposes. http://www.legis.ga.gov/legislation/en-US/Display/20192020/HB/861

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

☐ Yes ☒ No

From: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Sent: Wednesday, April 15, 2020 12:24 PM
To: Capt. Daniel Carroll <dcarroll@gsp.net>
Subject: RE: Georgia Title VI Program

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon, Captain. Good to hear from you. Thank you. I hope the same for you and your family. Quite an uncertain time we are in.

I understand completely. As I am teleworking, I am approving Plans via e-mail and will follow-up with the approval letter upon my return to the Office.

I have reviewed the final Plan for FY 2021 and find all elements identified in the FMCSA FY 2021 Title VI Program Compliance Plan Checklist. I am approving the FY 2021 Title VI Program Compliance Plan via this e-mail and will follow-up with the approval letter when I have returned to the Office. I greatly appreciate your efforts to updated the Plan for FY 2021 approval especially during this time we are in. Thank you.

Lester

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

From: Capt. Daniel Carroll [<mailto:dcarroll@gsp.net>]
Sent: Wednesday, April 15, 2020 12:04 PM
To: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Subject: Georgia Title VI Program

Greetings and salutations. I trust you are healthy and doing well.

I respectfully request your review of our Title VI Program. Revisions have been made this year.

Unfortunately, we are having a few technical issues with our network and the majority of our computer services staff are teleworking ... I am currently unable to scan the program into a single document file. I am forced to send the program to you in three parts. I apologize for the disruption of the information flow of the document. I have included a red letter version for your convenience. This version has each revision in red ink to readily identify a change within the document.

If additional information or documentation is desired, please let me know.

Stay as safe as you can in this uncertain environment.

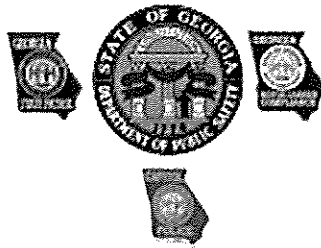
Respectfully,

[illegible]



TITLE VI PROGRAM

STATUS OF CORRECTIVE ACTIONS



Status of Corrective Actions Implemented by Applicant to Address Deficiencies Previously Identified During a Title VI Program Compliance Review

The FMCSA Title VI Program Director, Mr. Lester Finkle, reviewed the Georgia Department of Public Safety's Title VI Program on April 25, 2017 at the DPS Headquarters in Atlanta, Georgia. The DPS Title VI Program was determined to be sufficient; therefore, no corrective actions are required.

The Georgia Department of Public Safety has not been the focus of a Title VI discriminatory complaint investigation by a Federal agency.



Appendix A

AUTHORITIES



AUTHORITIES

- **Title VI of the 1964 Civil Rights Act**, 42 U.S.C. 2000 provides in section 601 that: “No person in the United States shall, on the grounds of race, color, national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (implementation through 23 CFR 200.9 and 49 CFR 21). Related statutes have broadened the grounds to include age, sex, low income, and disability. The Civil Rights Restoration Act of 1987 also broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100- 259 [S. 557] March 22, 1988).
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, 42 U.S.C. 4601, provides for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance.
- **Section 162(a) of the Federal-aid Highway Act of 1973**, (Section 324, Title 23 U.S.C.) No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance under this title or carried on under this title.
- **Section 504 of the Rehabilitation Act of 1973** No qualified handicapped person shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives or benefits from federal financial assistance.
- **The Age Discrimination Act of 1975**, as amended 42 U.S.C. 6101, provides that no person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
- **The Civil Rights Restoration Act of 1987**, P.L. 100-209—clarifies the original Congressional intent of Congress in implementing the Title VI of the 1964 Civil Rights Act, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973. (Restores the broad, institution-wide scope and coverage of the non-discrimination statutes to include all programs and activities of federal-aid recipients, sub-recipients and contractors, whether such programs and activities are federally assisted or not).
- **Federal Motor Carrier Safety Administration**, Title VI Nondiscriminatory Regulation: 49 CFR Part 303.



- **The Americans with Disabilities Act of 1990**, P.L. 101-336, provides that no qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied benefits of, or be subjected to discrimination by a department, agency, special purpose district, or other instrumentality of a State or a local government.” The legislative intent is to provide enforceable standards to address discrimination against people with disabilities.
- **USDOT ORDER 1050.2** – Standard Title VI Assurances

Executive Order 12898 (issued February 11, 1994) – Addresses Environmental Justice in Minority Populations and Low Income Populations.

- **Executive Order 13166** (August 16, 2000) – requires Federal agencies and their recipients to improve access to federally sponsored programs for persons with limited English proficiency.
- **28 CFR Part 50.3** – DOJ’s Guidelines for the enforcement of Title VI, Civil Rights Act of 1964

23 CFR Part 200 – FHWA’s Title VI Program Implementation and Review Procedures



TITLE VI PROGRAM

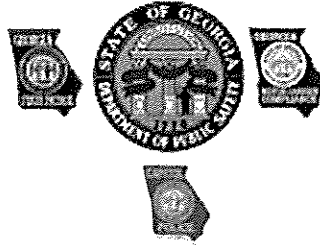
Appendix B

Georgia Department of Public Safety

Organization and Staffing

Title VI Program Supporting Policy

Community Participation Process



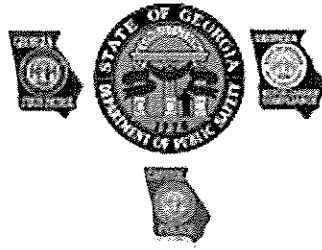
Organization and Staffing

Title VI Coordinator Responsibilities

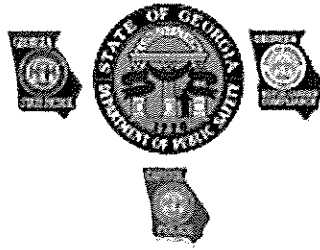
The Georgia Department of Public Safety Title VI Coordinator has specific roles and responsibilities to ensure continual compliance of Title VI of the Civil Rights Act of 1964, and civil rights provisions of other federal statutes to the extent that they prohibit discrimination on the grounds of race, color, national origin, sex, disability, or age in programs receiving federal financial assistance.

These roles and responsibilities include, but not limited to:

1. Monitor Federal Regulations and publications specific to changes in Federal Title VI requirements and inclusions.
2. Ensure the maintenance of the DPS Title VI plan.
3. Develop and submit policy revisions required to maintain Title VI compliance.
4. Ensure that the DPS Human Resources Director remains informed of current Title VI complaints that may affect DPS employment or disciplinary decisions.
5. Ensure that each DPS employee, assigned to, or receiving benefits from, FMCSA funded projects, receives biennial classroom style training designed to educate and reinforce the DPS commitment to Title VI initiatives.
6. Provide Title VI compliance assistance, as requested, to any sub-division (specialty unit, investigator, or appointed board) of the Department of Public Safety.
7. Ensure the DPS commitment to Title VI is communicated through a written medium (posters, brochures, fliers, etc.) posted on an information board in plain view of employees and members of the general public in each fixed work location (Posts, Stations, Training locations, etc.) and on the DPS website: <http://dps.georgia.gov>. Where appropriate, based on known demographics, such notifications shall also be available in languages other than English.



8. Conduct pre-grant reviews of proposed programs to ensure the uninterrupted compliance of Title VI guidelines.
9. Prepare an annual report of Title VI investigations conducted. This report shall include the type of grievance discovered and the associated remedy administered. This report shall be based on the Federal fiscal calendar of October 1 – September 30. The report shall be forwarded to the DPS Directors of the Office of Professional Standards, Legal Services, Human Resources, and the MCCD Commanding Officer.



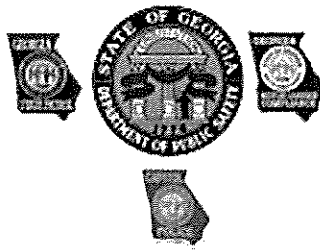
Georgia Department of Public Safety Policy

The Georgia Department of Public Safety ensures the perpetual compliance of Title VI in the actions and behaviors of its various members through an established written Policy. The DPS Policy Manual is a 25 Chapter Policy containing instructions incumbent upon each member of DPS, regardless of race, color, national origin, sex, age, or organizational status. The purpose of this policy is to define and communicate the accepted and prohibited behaviors and actions of its various members. Each member's compliance with written policy is mandatory and non-negotiable. Specific policies governing the DPS core mission; defining its values; and cross-sections of policy governing the prohibiting discrimination in any of its various forms are outlined below:

DPS Policy 1.01 Mission and Core Beliefs specifically identifies the Department's core mission and communicates its commitment to conduct its affairs in a manner consistent with its identified values or core beliefs.

DPS Policy 5.01 Unlawful Harassment and Prohibited Work Place Behavior specifically communicates the Department's commitment to creating and maintaining a work environment that promotes equal employment opportunities and is free from unlawful harassment, discriminatory practices, and inappropriate workplace behavior. This policy not only defines harassment and discrimination, but also provides a course of remedy without fear of adverse action. Additionally, this policy provides supervision roles and responsibilities to ensure uniformity of member compliance. The policy is very clear that DPS desires to prevent, promptly correct, and discipline behavior that violates this policy.

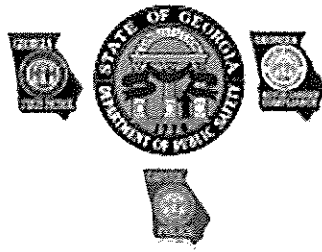
DPS Policy 5.02 Equal Employment Opportunity has been developed to ensure equal employment opportunities for employment and employment conditions for all applicants and employees. The Georgia Department of Public Safety is an Equal Opportunity Employer. Applicants and/or employees will be treated fairly in hiring, promotions, pay, job assignments, training opportunities, benefits, discipline and all other employment-related actions. Employees will not be discriminated against on the basis of race, color, religion, gender, national origin, age or disability.



DPS Policy 8.01 Complaints establishes the procedures to be utilized to receive, process and investigate citizen complaints and/or internal department complaints. It is the policy of the Georgia Department of Public Safety to fairly, efficiently, thoroughly, and impartially investigate all complaints against department personnel. The department is dedicated to the preservation of integrity through the effective evaluation of its practices, procedures, and the conduct of its employees.

DPS Policy 11.02 Biased Based Profiling prohibits the use of biased based profiling by any sworn member of the Georgia Department of Public Safety. Sworn members possess law enforcement authority and statutory powers of arrest. DPS policy dictates that sworn members shall exercise their law enforcement powers in a manner that does not unlawfully discriminate against individuals based on race, ethnicity, gender, religion, age, sexual orientation or any other identifiable group characteristic.

DPS Policy 14.07 Limited English Proficiency is designed to ensure the rights of non-English speaking persons are protected. This policy provides a means of remedy for communication barriers through a Georgia based interpreter network.

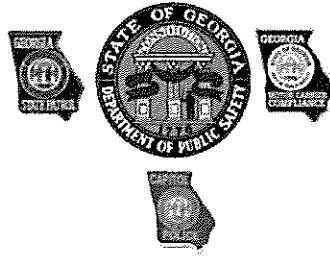




Title VI Program

FFY 2021





TITLE VI PROGRAM

POLICY STATEMENT

TITLE VI PROGRAM POLICY STATEMENT

The Georgia Department of Public Safety Title VI Program is a system of requirements developed to implement Title VI of the Civil Rights Act of 1964 to include the provisions of Title 49 CFR Part 21. References to Title VI requirements and regulations shall not be limited to only Title VI of the Civil Rights Act of 1964. Where appropriate, this term also refers to the civil rights provisions of other Federal related statutes to the extent that they prohibit discrimination on the grounds of race, color, national origin, sex, disability or age in programs receiving Federal financial assistance.

The Georgia Department of Public Safety (DPS) is committed to conducting its business, programs, and activities in a manner which meets or exceeds the requirements of Title VI of the Civil Rights Act of 1964 and all related nondiscrimination authorities. Georgia DPS assures that no person shall be excluded from employment, be denied the benefits of, excluded from the participation in any program, subjected to enforcement action by, or be otherwise subjected to discrimination, based on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259); nor on the ground of sex, as provided under Section 162a of the Federal-Aid Highway Act of 1973 (section 324, title 23 U.S.C.). Additionally, the Federal Motor Carrier Administration (FMCSA) prohibits discrimination based on age, disability, low-income, and limited English proficiency.

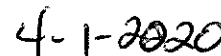
DPS further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded. In addition, DPS will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

DPS Policies 5.01 and 11.02 specifically communicate the accepted and prohibited behaviors and actions of each member of the department to prevent discrimination within its actions and within the administration of its programs. Adherence to DPS Policy is paramount in maintaining the non-discriminatory assurances made by DPS to the FMCSA and the United States Department of Transportation.

The Georgia Department of Public Safety's Title VI Program Coordinator is authorized to initiate, monitor, and update DPS Title VI Program activities, prepare required reports and perform other DPS responsibilities. The Title VI Coordinator is assigned to the Office of Professional Standards, which reports directly to the DPS Commissioner. Specifically, the Title VI Program coordinator shall ensure DPS adherence to FMCSA regulations as communicated in Title 49 CFR Part 303 (FMCSA's Title VI Program regulation). The Title VI Program Coordinator is authorized and directed to record, investigate, and process Title VI complaints. Complaints that do not allege violations of the Title VI Program shall be investigated as set forth in DPS Policy 5.01. DPS Division Directors, Program Managers, and all Supervisors are directed to support the Title VI Program Coordinator and cause each employee under their command to be aware of and routinely apply Title VI of the Civil Rights Act of 1964 in performing assigned duties.



Colonel Gary Vowell
Commissioner



Date



TITLE VI PROGRAM ASSURANCES

The United States Department of Transportation

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

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

Statutory/Regulatory Authorities

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

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

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

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

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

General Assurances

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

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

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

Specific Assurances

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

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

“The GEORGIA DEPARTMENT OF PUBLIC SAFETY, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any

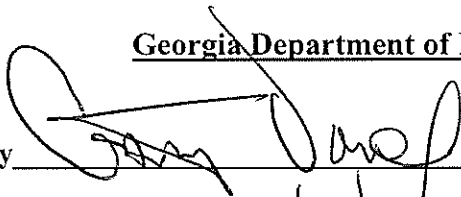
contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration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

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

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

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

Georgia Department of Public Safety

by  _____

DATED 4/1/20 _____

APPENDIX A

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

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

protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

APPENDIX B

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

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the (*Title of Recipient*) will accept title to the lands and maintain the project constructed thereon in accordance with (*Name of Appropriate Legislative Authority*), the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the (*Title of Recipient*) all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

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

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

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

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

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the (***Title of Recipient***) pursuant to the provisions of Assurance 7(a):

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

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

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

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by (*Title of Recipient*) pursuant to the provisions of Assurance 7(b):

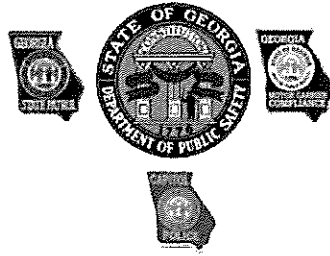
- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, (*Title of Recipient*) will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, (*Title of Recipient*) will there upon revert to and vest in and become the absolute property of (*Title of Recipient*) and its assigns.*

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

APPENDIX E

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

- Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d *et seq.*), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. part 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794 *et seq.*) (prohibits discrimination on the basis of disability); and 49 C.F.R. part 27;
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (Pub. L. 97-248 (1982)), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (102 Stat. 28) (“....which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.”);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189), as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 *et seq.*).



TITLE VI PROGRAM

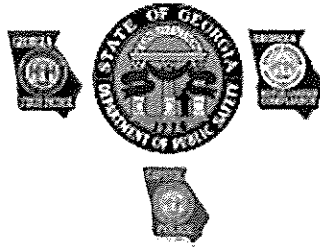
DESCRIPTION OF FEDERAL AID PROGRAMS

NOTIFICATION TO BENEFICIARIES

SUB-RECIPIENT COMPLIANCE REPORTS

TRAINING

ACCESS TO RECORDS



Description of Federal Aid Programs

The Georgia Department of Public Safety oversees the day-to-day operations of the Georgia State Patrol (GSP), Capitol Police and the Motor Carrier Compliance Division (MCCD). GSP troopers investigate traffic crashes and enforce traffic and criminal laws on the state's roads. Capitol Police officers prevent and detect criminal acts, and enforce traffic regulations throughout Capitol Hill.

The Department of Public Safety is the State Lead Agency for the Federal Motor Carrier Safety Assistance Program (MCSAP). Under this program, the DPS Motor Carrier Compliance Division conducts safety inspections of commercial motor vehicles (primarily trucks and buses), inspects highway shipments of hazardous materials, and performs compliance reviews (safety performance audits) on motor carriers. The Department adopts and enforces driver and vehicle safety regulations and hazardous materials regulations as part of this program.

The Motor Carrier Compliance Division of DPS will seek federal funding in 2020 for MCSAP Basic and Incentive grants through the Federal Motor Carrier Safety Administration. Periodically, MCCD seeks additional grant funding through High Priority (HP) and Innovative Technology Development (ITD) grant programs. Since 2006, FMCSA has provided annual Basic MCSAP funding to MCCD.

Continued funding through FMCSA's MCSAP and other federally funded programs enable MCCD to reduce the number of large truck and bus crashes with fatalities and serious injuries and to promote commercial motor vehicle safety on Georgia's roadways.

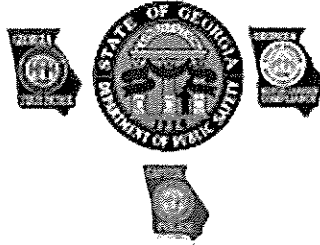


Title VI Program Notification to Beneficiaries and Participants

The U.S. Department of Transportation's Public Dissemination of Title VI Information {49 CFR 21.9(d)} requires recipients of Federal financial assistance to publish or broadcast program information in the news media. Advertisements must state that the program is an equal opportunity program and/or indicate that Federal law prohibits discrimination. Additionally, reasonable steps shall be taken to publish information in languages understood by the population eligible to be served or likely to be directly affected by the program. The following is the public notice posted by the Georgia Department of Public Safety in its 22 MCSAP inspection stations and on its official website: <http://dps.georgia.gov> .

Georgia Department of Public Safety hereby gives public notice that it is the policy of the Department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related non-discrimination authorities in all programs and activities. It is our policy that no person in the State of Georgia shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or limited English proficiency be excluded from the participation in, be denied the benefits of or be otherwise subjected to discrimination under any of our programs or activities.

Any person who believes they have been subjected to discriminatory practice under the Title VI nondiscriminatory program has a right to file a formal complaint. The complaint must be filed in writing or in person with the Georgia Department of Public Safety, Title VI Program Coordinator, within ninety (90) days from: the date of the alleged discriminatory act or upon notice of the discriminatory act. Title VI Program Discrimination Complaint Forms may be obtained online at <http://gamccd.net>. For additional information regarding Title VI protections or to request a complaint form by mail contact the DPS Office of Professional Standards by calling (404) 624-7523; or in person at 959 United Avenue SE, Atlanta, Georgia 30316.



Sub-Recipient Compliance Reports

DPS is the lead Motor Carrier Safety Assistance Program (MCSAP) agency as appointed by the Governor of the State of Georgia. DPS does not currently sub-award Federal funding received for the administration of the MCSAP program or any of its many functions. DPS does not sub-award Federal funding received for High Priority grant projects or Performance and Registration Information Systems Management (PRISM) grant programs.

Training

DPS requires its directors, managers, supervisors, and employees to be aware of and routinely apply Title VI of the Civil Rights Act of 1964 in performing assigned duties. Increased awareness and compliance is facilitated through operational policy and specially designed training classes jointly developed by DPS Legal Services and Human Resources. Additional DPS Training includes, but not limited to: classroom training materials developed by FMCSA entitled "FMCSA Basic Title VI Program Training"; DPS policies related to Title VI program authorities; DPS Title VI Program assurances and statements; and current workplace behavior issues. This training shall be conducted upon employment for new-hire employees and biennially for current employees. Title VI Program training may be conducted by the DPS MCD staff for new employees and by other DPS professional staff during the biennial sessions.

By providing the requisite education needed, with the enforcement of established DPS Policy, and by engaging in continuous interaction to ensure nondiscrimination in all programs, policies and activities, the department will consistently remain compliant with Title VI of the Civil Rights Act of 1964 and all related nondiscriminatory authorities in its programs, policies, and activities.

Access to Records

Upon request, DPS shall provide FMCSA with all documents related to a Title VI compliance review or a complaint investigation as required by Title 49 Code of Federal Regulations Part 21. The review or reproduction of requested documents shall be available by appointment Monday thru Friday, 0800 – 1600 hours. Appointments shall be confirmed by the DPS Title VI Coordinator, Captain Daniel Carroll, Georgia Department of Public Safety, Office of Professional Standards, PO Box 1456 / 959 United Avenue SE / Atlanta, Georgia 30316; or by telephone request: 404-624-7212.



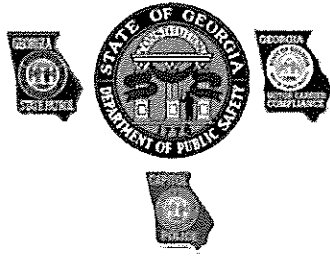
TITLE VI PROGRAM

Community Participation Process



Community Participation Process

The Georgia Department of Public Safety does not conduct motorist licensure or motor vehicle registration related services or activities. The Community Participation Process does not apply to the Georgia Department of Public Safety.



TITLE VI PROGRAM

COMPLAINT DISPOSITION PROCESS

COMPLAINT FORM

COMPLAINT LOG



Complaint Procedures

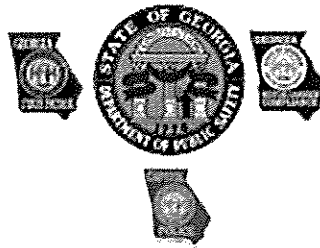
These procedures apply to all complaints filed under Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990, and related non-discrimination authorities relating to any program or activity administered by DPS. Intimidation or retaliation of any kind is prohibited by law. Should the complaint not meet Title VI qualifications, but is determined to require further inquiry, that complaint shall be addressed in accordance with procedures outlined in DPS Policy 8.01 Complaints.

These procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies which include punitive damages or compensatory remuneration for the complainant.

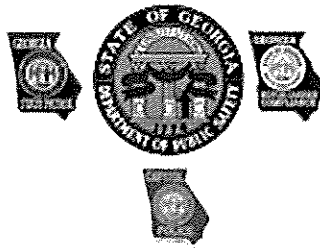
However, every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Department may be utilized for resolution, at any stage of the process. The Title VI Coordinator will make every effort to pursue a resolution to the complaint. During initial interviews with the complainant and the respondent information regarding requested relief will be discussed and noted.

Procedures

1. Any individual, group of individuals, or entity that believes they have been subjected to Discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with the DPS Office of Professional Standards in the Atlanta, Georgia Headquarters Office or with the Department of Justice. A formal complaint must be filed within 90 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant and must meet the following requirements:
 - a. Complaint shall be in writing and signed by the complainant(s) or his representative.



- b. Complaint shall include complainant's name, address and telephone number, date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct). Should a third party write and sign the complaint on behalf of complainant, include that person's name, address, telephone number and his/her relationship to complainant. If complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the Title VI Coordinator. Under these circumstances, the complainant will be interviewed, and the assigned investigator will assist the complainant in converting the verbal allegations to writing.
 - c. Complaint shall provide the name of the alleged discriminatory institution, official, job title and a description of the issues, including names of witnesses or anyone who can clarify the circumstances surrounding your complaint.
 - d. Complaints received by fax or e-mail will be acknowledged and processed, once the identity (ies) of the complainant(s) and the intent to proceed with the complaint have been established. Otherwise, Title VI complaints may be mailed, or hand delivered to **DPS Office of Professional Standards, 959 United Avenue, SE Atlanta, Georgia 30316.**
 - e. Allegations received by telephone, in accordance with subsection 1(b) of these procedures, will also require a written and signed statement. A Title VI complaint form will subsequently be forwarded to the complainant for him/her to complete, sign, and return to the **Office of Professional Standards** for processing. If complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the assigned investigator. Under these circumstances, the complainant will be interviewed, and the investigator will assist the complainant in converting the verbal allegations to writing.
2. Within five (5) days of receipt of the complaint, the Title VI Coordinator will mail an acknowledgement letter to complainant and forward a copy of the letter to the DPS Human Resources Director and to the Office of Professional Standards Director. A determination of need for additional information, as well as the investigative merit of the complaint will jointly be made by the DPS Directors of Human Resources and of the Office of Professional Standards.



3. A complaint may be dismissed for the following reasons:
 - a. The complainant requests the withdrawal of the complaint.
 - b. The complainant fails to respond to repeated requests for additional information needed to process the complaint.
 - c. The complainant cannot be located after reasonable attempts.
4. The complaint will be recorded and shall identify its basis and alleged harm along with the race, color, national origin, and gender of the complainant.
5. The assigned investigator shall provide the respondent with the opportunity to respond to the allegations in writing or by interviewing the respondent.
6. Within 60 calendar days of the acceptance of the complaint, the Title VI Investigator will prepare an investigative report inclusive of a narrative description of the incident, all evidentiary support documentation from each party, identification of persons interviewed, findings, and recommendations for disposition for review by the Director of the Office of Professional Standards.

Once the review is complete, the file will be submitted to the appropriate Division Director for adjudication. DPS will apprise the parties of the outcome of the complaint. Such notification shall be in accordance with the DPS Complaints policy. If the complaint results in disciplinary action against a DPS employee, the DPS Discipline policy shall apply.

GEORGIA DEPARTMENT OF PUBLIC SAFETY

Title VI Program Complaint Form

Title VI of the 1964 Civil Rights Act requires that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional nondiscriminatory authorities extend these guarantees to include age, sex, disability, low-income, and limited English proficiency.

Note: The following information is necessary to assist us in processing your complaint. Should you require any assistance in completing this form, please let us know. Complete and return this form to Office of Professional Standards: Captain Daniel Carroll, Title VI Program Coordinator, Georgia Department of Public Safety, 959 United Avenue, SE, Atlanta, GA 30316.

1. Complainant's Name _____

2. Address _____

3. City, State and Zip Code _____

4. Telephone Number (primary) _____ (secondary) _____

5. Person allegedly discriminated against (if someone other than the complainant)

Name _____

Address _____

City, State and Zip Code _____

6. Which of the following category of discrimination best describes the basis of your complaint?

☐ Race/Color

☐ National Origin

☐ Age

☐ Sex

☐ Level of Income

☐ Limited English Proficiency

☐ Disability

☐ Other _____

7. What date did the alleged discrimination take place? _____



8. In your own words, describe the alleged discrimination. Explain what happened and whom you believe was responsible. Please use the back of this form if additional space is required.

9. Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court?

☐ Yes

☐ No

If yes, check all that apply:

☐ Federal agency

☐

State agency

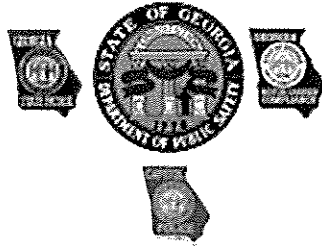
☐

Local agency

☐ Federal court

☐

State court



10. Please provide information about a contact person at the agency/court where the complaint was filed.

Name _____

Address _____

City, State, and Zip Code _____

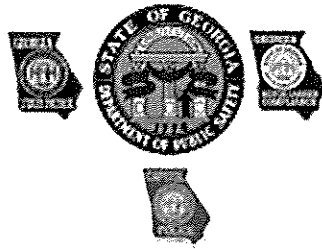
Telephone Number _____

11. Please sign below. You may attach any written materials or other information you think is relevant to your complaint.

I understand that this is an official document of the Department of Public Safety and that it will be used to determine whether an employee(s) is guilty of misconduct, unprofessional behavior or criminal activity. By my signature, I am verifying that I have carefully read this document and that based on my personal knowledge, I believe each and every allegation raised to be true. I also understand that it would be a felony to knowingly make any false statement on this form and that if I make any such false statement I would be subject to criminal prosecution under the laws of this state including, but not limited to, O.C.G.A. 16-10-20.

Complainant's Signature

Date





TITLE VI PROGRAM

COMPLAINT LOG

FY 2021 Certification of MCSAP Conformance (State Certification)

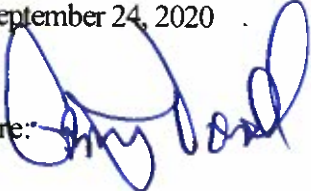
I, Colonel Gary Vowell, Commissioner, Georgia Department of Public Safety, on behalf of the State of Georgia, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

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

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

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

Date: September 24, 2020

Signature: 

Annual Review of Laws, Regulations, Policies and Compatibility Certification


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

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

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

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

Signature of Certifying Official:



Title of Certifying Official: Commissioner

Commissioner

Date of Certification: September 24, 2020