

eCVSP

GEORGIA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2024 - 2026
Annual Update FY 2025**

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. 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 2025:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

The Georgia Department of Public Safety (DPS) is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) 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 2024-2026 Commercial Motor Vehicle Safety Plan, the Motor Carrier Compliance Division's goal is to reduce Georgia's FY 2023 fatal crash rate by 3.9%, based on per vehicle million-miles travelled (VMT), or 1.3% 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

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

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 attain 275 sworn law enforcement officers by the end of FY2023. Of the 246 currently employed, 232 are NAS certified. An additional 26 Troopers of the department's State Patrol Division conduct commercial vehicle inspections at varying NAS certification levels for a total of 258 sworn members within Georgia's MCSAP inspection program.

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 for deployed to their respective regions. 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.

Update for FY 2025:

The Georgia Department of Public Safety's Motor Carrier Compliance Division currently employs 232 sworn law enforcement officers. It is our goal, based on the Department's Strategic Plan, to attain 275 sworn law enforcement officers. Of the 232 officers currently employed, 212 are NAS certified. To support the Region that is responsible for compliance reviews and safety audits, the department currently employs 8 NAS certified non-sworn civilians. An additional 16 Troopers of the department's State Patrol Division conduct commercial vehicle inspections at various NAS certification

levels. DPS currently utilizes an additional 16 non-sworn administrative assistants assigned various portions of our MCSAP administrative processes. The total number of current employees within Georgia's MCSAP inspection program is currently 272 members.

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. M CCD has a viable hazardous materials inspection program and has established a nuclear radiological detection (NRAD) team that is trained and equipped for the detection, and identification of undeclared radioactive materials, as well as response to a radiological nuclear incident.

M CCD'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. During FY2024-2026 new recruits will be hired and trained as budget constraints permit.

During FY 2024, M CCD implemented a robust CMV focused K-9 program to target illegal drug possession & transportation in commercial motor vehicles. The program began by conducting a vetting process to identify the most trained and experienced drug interdiction officers M CCD had within the division's ranks. Thus far, M CCD has deployed eight of the nine K-9s throughout the State. Once fully implemented, M CCD will have a K-9 officer in each of the nine geographical M CCD Region's.

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Part 1 Section 4 - MCSAP Structure

Please review your State’s MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	272
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	236
Traffic Enforcement Activities	248
Investigations*	21
Public Education and Awareness	240
Data Collection and Reporting	21
* 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 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2018 - 2022

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

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

Large Truck and Bus Fatal Crashes per 100 VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	251	0.13	0.1930
01/01/2021	12/31/2021	233	0.13	0.2070
01/01/2020	12/31/2020	250	0.13	0.2130
01/01/2019	12/31/2019	210	0.13	0.1630
01/01/2018	12/31/2018	188	0.13	0.1430

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			
01/01/2022	12/31/2022	6		
01/01/2021	12/31/2021	6		
01/01/2020	12/31/2020	10		
01/01/2019	12/31/2019	14		
01/01/2018	12/31/2018	11		

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			
01/01/2022	12/31/2022	1		
01/01/2021	12/31/2021	1		
01/01/2020	12/31/2020	2		
01/01/2019	12/31/2019	1		
01/01/2018	12/31/2018	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 CY2018-2022 was obtained from the MCMIS data snapshot as of 8.6.2023. 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.

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

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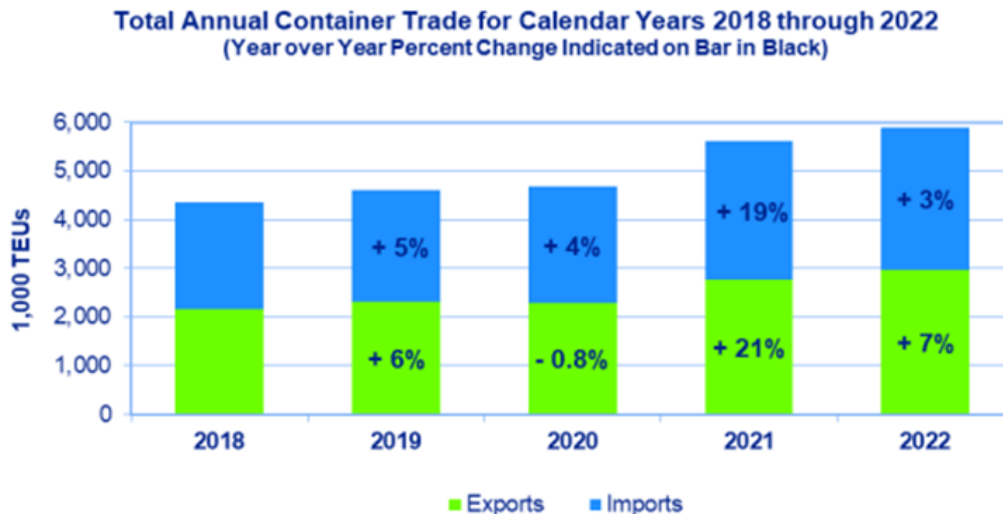
In July 2019, the Georgia Department of Public Safety was struck by a criminal ransom-ware attack that impacted all aspects of Agency electronic reporting, including inspections documented using the Aspen program. This operational obstacle presented unique challenges in multiple areas. The initial challenge MCCD faced, in terms of inspection efforts, was transitioning its personnel from Aspen to manually documenting inspections on a hand-written form. MCCD was able to overcome this challenge and sustain its commitment to commercial motor vehicle safety by successfully conducting 83,335 inspections. This was 12.4% greater than the CVSP minimum required 73,593 inspections. As a lesson learned, MCCD implemented a training update, which now requires officers going through the field training program to conduct a predetermined number of inspections utilizing the hand-written form. This update providing personnel with an opportunity to become familiar with this process will better aide MCCD in achieving its inspection goals should a similar circumstance be presented in the future.

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, Georgia is 8th in Nation in populations and is among the top five fastest growing states in the Nation, experiencing a 10.6% growth from 2010 to 2020. 60% of the state's population residing in the metropolitan Atlanta area.

Furthermore, the expansion of the Port of Savannah, which began in 2015, has fueled increased growth in the transportation sector of Georgia’s economy. As indicated in the charts below, from CY 2018 to CY 2022, the Port’s export and import operations boomed at a rate increase of 35%. And, from CY 2021 to CY 2022, the Port of Savannah had an increase of 5% to reach 5.89 million twenty-foot equivalent units (TEUs) processed.

Total Annual Container Trade for Calendar Years 2018 through 2022 (in TEUs)						
Savannah	2018	2019	2020	2021	2022	% Growth (5YR)
Exports	2,170,068	2,304,318	2,285,643	2,769,257	2,964,741	37%
Imports	2,181,908	2,294,855	2,396,607	2,843,906	2,927,390	34%
Total Port of Savannah	4,351,976	4,599,172	4,682,249	5,613,163	5,892,131	35%

Source: GPA Internal Data (EIS - Loaded and Empty)



Consequently, both locally and statewide, this growth continues to stress an already aging state highway and bridge infrastructure, which demands constant maintenance and construction efforts to support the number of personal vehicles and commercial motor vehicles traveling on Georgia's roadways.

According to the National Highway Traffic Safety Administration, 3 interstate systems that run through Georgia are in the top 5 deadliest roadways in the US: I-95, I-20, and I-75. Additionally, Georgia had 9 of the top 100 Spots in the 2023 American Transportation Research Institute (ATRI) edition of "The Nation's Top 100 Truck Bottlenecks", including 2 bottlenecks that are ranked in the top 10 in the country. Georgia ranks 4th in the Nation in Vehicle Miles Traveled (VMT).

Narrative Overview for FY 2024 - 2026

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 2024 - 2026. Describe the identified problem, include baseline data and identify the measurement method.

Overall Crash Reduction Goal:

MCCD constantly reviews crash data to identify crash trends relative to frequency, severity, location, and causation. Analysis of Georgia's crash reduction activity, as reported in A&I MCSAP Activity Dashboard, indicates that CMV involved crashes reached a four-year high during FY2023. Although Georgia's 2023 crash rate is 33.88% higher than FY2022, it is 44.24% higher than the previous three-year (FY2020, 2021, & 2022) average. While Georgia's CMV involved crash rate is trending upward, the CMV involved fatality crash rate is trending downward. The FY2023 fatality crash rate is 19.32% lower than the previous three-year average and 24.43% lower than FY2022. The number of fatalities resulting from CMV involved crashes is also trending downward. Georgia's fatality rate is 29% less than FY2022 but is 23.5% lower than the previous three-year average. During FY2023, MCCD crash analytics focused specific attention to reported crash causation factors. The results provided verified evidence that CMV crashes were the result of driver choices such as impaired driving, speeding, following too closely, failure to maintain lane, distracted driving, etc. in 95.1% of CMV at-fault reviewed crashes. With this data, Georgia sought and received permission from FMCSA to reduce our FY2023 eCVSP inspection benchmarks from 25% Level I inspections to 15% Level I inspections and increase our Level III inspections from 50% to 60%. The intent was to provide additional time to focus enforcement actions on crash causation behaviors more than general equipment violations.

Georgia consistently utilizes data analytics to drive education and enforcement programs. Georgia's fatality crash rate is now trending downward. Statistically, a single year is not sufficient data to establish a crash rate baseline. While we respect and appreciate FMCSA's national goal of reducing serious crashes in Georgia by 15% during FY2024, we do not believe it to be a reasonable goal for Georgia. Georgia proposes to continue its analytics driven crash reduction efforts. We have already achieved a 24.43 percent reduction in CMV involved fatality crashes in FY2023 over the previous three-year average.

Crash data analytics reveal that Georgia's CMV involved work zone crashes resulted in less than 1% of all CMV involved fatalities. Georgia crash investigators have reported 1103 work zone crashes resulting in 10 fatalities during FY2023. FY2020-2021 three-year period averaged 1362 crashes with a .78% fatal crash rate. Georgia's focus on crash prevention efforts are evident within work zones as well with a decrease of 20.7% crash reduction in FY2023 as compared to FY2022. While we appreciate this reduction, we remain very cognizant of a single interstate infrastructure project scheduled to begin within FY2024 and continue through the three-year period of this CVSP. This 41-mile project along Interstate 75 will establish two lanes restricted to commercial vehicles. The construction will consist of widening or replacing 18 bridges. The completed truck-only lanes will segregate and carry large trucks through one of the nation's top bottle necks. MCCD is pre-emptively working to establish technology and enforcement plans to help mitigate elevated crash rates in this massive and prolonged construction zone.

Committing to an additional 1% fatal crash reduction is more reasonable based on increases in population, registered commercial carriers, economic growth, and infrastructure construction. Should educational and enforcement programs continue to redefine Georgia's fatality crash baseline, Georgia will revise its crash reduction goals for FY2025.

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 bus crashes in Georgia. 10 of the 47 fatal crashes listed in the MOTORCOACH/PASSENGER CARRIER CRASHES table involved regulated operations. A review of all federally reportable bus-involved crashes, from CY 2018-2022, shows that 94.6% of crashes involved either a school bus or transit bus operation.

<i>Motorcoach / Passenger Carrier Type</i>	2018	2019	2020	2021	2022	Total
Charter	0.7%	0.5%	0.1%	0.3%	0.6%	2.2%
Intercity	0.3%	0.2%	0.1%	0.0%	0.4%	0.9%
Not Reported / Unknown	0.7%	0.5%	0.2%	0.2%	0.3%	1.8%
Other	0.6%	0.2%	0.1%	0.0%	0.6%	1.4%
School	17.9%	13.3%	9.1%	9.6%	12.7%	62.5%
Transit	7.4%	6.3%	5.1%	6.0%	6.3%	31.1%
Total	27.4%	21.0%	14.7%	16.1%	20.9%	100.0%

Yellow sections = 94.6%

Data source: SAFETYNET queries, 8/10/2023.

Passenger safety is a priority in Georgia. MCCD targets unsafe driving behaviors of all commercial motor vehicle drivers, including passenger carrier drivers. MCCD's participation in the Sunbelt Agricultural Expo remains strong with a continued 20+ year commitment to provide industry with passenger carrier/motor coach inspections during the Expo. During this event, certified inspectors performed inspections and provided passenger safety educational information to the industry. 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 buses annually. School bus inspections are in addition to the MCSAP inspections conducted annually by MCCD. School bus inspection supplies and activities are not funded through MCSAP resources. School Bus Safety enforcement personnel also conduct MCSAP roadside safety inspections of large trucks and buses when they are not inspecting school buses.

MCCD utilizes a department-developed School Bus Data program to record and track safety inspections, CDL status for each driver, and safety violations related to the school bus vehicle and the responsible school district. This program 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.

Update for FY 2025:

In respect to FMCSA's special emphasis regarding Migrant Worker Transportation, DPS reviewed Georgia domiciled carriers indicating Migrant Worker Transportation as an MS-150 Operation Classification. Of the carriers, two have been involved in a crash within the past five years. In each crash incident, the carriers were neither involved in passenger transportation nor at-fault in crash causation. Georgia has not identified a data basis for intervention efforts specific to migrant worker transportation during FY2025.

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. The FY 2024 to 2026 goals for Hazmat Inspections is set at 8% or 5,887 inspections.

Update for FY 2025:

During FY 2024, MCCD conducted an evaluation of its personnel assigned to the nine (9) geographical Regions within the State. Subsequent data obtained from the evaluation indicated a 36.2% decrease in Motor Carrier Officer 2's (MCO2) and Motor Carrier Officer 3s

(MCO3) from October 1, 2017, to October 1, 2023. This analytical trend is particularly problematic for hazardous material inspections as the officers within MCCD's ranks that hold the certifications to conduct all levels of hazmat inspections are made up of MCO2's and MCO3's. In response, MCCD made an adjustment to the FY 2024 hazmat inspection goals from 8% to 5%. For FY 2025 to 2026, the hazmat inspection goal will be 6%.

Analysis of Georgia's fatal crash reduction activity indicates that enforcement efforts and MCCD's strategies to reduce fatality crashes is working. From CY 2022 to CY 2023, there has been a 18.58% decrease in Georgia's fatality crashes with a leading indicator of a continued reduction for CY 2024. In comparing FFY 2022 to FFY 2023, there has been a 22.80% decrease in fatality crashes with a leading indicator of a continued reduction for FFY 2024.

Calendar Year CMV-Involved Fatal Crashes, as of 8.1.24								
	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Fatal Crashes	209	177	186	221	211	226	184	89
Fatalities	188	188	210	250	233	255	203	101
Avg Monthly Fatal Crashes	17.4	14.8	15.5	18.4	17.6	18.8	12.8	11.5
Avg Monthly Fatalities	15.7	15.7	17.5	20.8	19.4	21.3	15.9	13.0
Avg Weekly Fatal Crashes	4.0	3.4	3.6	4.3	4.1	4.3	3.6	3.0
Avg Weekly Fatalities	3.6	3.6	4.0	4.8	4.5	4.9	4.0	3.4

Federal Fiscal Year CMV-Involved Fatal Crashes, as of 8.1.24								
	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
Fatal Crashes	194	183	198	202	221	228	176	146
Fatalities	216	195	220	229	242	259	194	164
Avg Monthly Fatal Crashes	16.2	15.3	16.5	16.8	18.4	19.0	14.4	13.6
Avg Monthly Fatalities	18.0	16.3	18.3	19.1	20.2	21.6	16.2	15.3
Avg Weekly Fatal Crashes	3.7	3.5	3.8	3.9	4.3	4.4	3.3	3.4
Avg Weekly Fatalities	4.2	3.8	4.2	4.4	4.7	5.0	3.7	3.8

Indicating crash data for 2024 provides a positive overview that suggests the fatal crashes in Georgia will continue to fall compared to 2023 fatal crash data. In comparing 8/7/2023 to 8/7/2024, fatal crashes have dropped 9%.

Data Source: Internal MCCD CMV-Involved Fatal Database of Federally Reportable Crashes, 8.7.2024

	Fatal Crashes	Fatalities	Crash Difference	Fatalities Difference
This time last FFY, GA had:	150	161		
So far in the current FFY, GA has had:	149	166	-0.7%	3.1%
	Updated 8.7.24			

	Fatal Crashes	Fatalities	Crash Difference	Fatalities Difference
This time last CY:	100	107		
So far in the current CY:	91	103	-9.0%	-3.7%
	Updated 8.7.24			

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 2022 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 8.6.2023. School bus inspection data was sourced from MCCD internal documentation.

Projected Goal for FY 2024 - 2026:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2024	1
2025	1
2026	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 2024-2026 is a 3% reduction.

Program Activities for FY 2024 - 2026: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The Motor Carrier Compliance Division (MCCD) 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. To date, the Motor Carrier Compliance Division (MCCD) currently employs 235 certified law enforcement officers.

MCCD places 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. Consistent with National & State data, MCCD made an adjustment in the previous CVSP overall inspection goals to increase the focus on unsafe driver behavior. In CY 2023, FMCSA approved for MCCD to adjust the amount of level 1 inspections from 25% to 15% and adjust the amount of level 3 inspections from 50% to 60%. This adjustment is a clear demonstration of MCCDs forward thinking by following analytical data to drive its decisions in effective enforcement/inspection strategy development.

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.

MCCD prefers to recruit and hire 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 10th class of the Motor Carrier Officer Academy will graduate in October 2023. The 11th class is also anticipated to start in October 2023.

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, DPS added a CMV training component to the state mandated law enforcement training curriculum which enhances the accurate identification of motor carriers involved in traffic crashes. The information provided during this training is continually evaluated by the training staff.

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 1-95, 1-85, 1-75, and 1-20.

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

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.

Officers 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.

Each Region within the State will use the Georgia Reporting Incident Dashboard (GRID) to continually evaluate crash data and trends to ensure that MCCD personnel are optimally utilized during strategic CMV high crash times.

A monthly 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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	28075	24618	20180	20025	19665
Level 2: Walk-Around	24318	20623	17086	15063	13764
Level 3: Driver-Only	42620	38645	40480	42549	40223
Level 4: Special Inspections	25	22	17	24	0
Level 5: Vehicle-Only	1235	1375	1055	819	519
Level 6: Radioactive Materials	0	1	1	0	0
Total	96273	85284	78819	78480	74171

Narrative Overview for FY 2024 - 2026

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 the roadside inspection application name(s) (e.g., SafeSpect) used by the State.

Aspen Update for FY 2025: Beginning in September 2023 a test group of 46 MCCD NAS certified personnel began SafeSpect. Effective January 1, 2024 all personnel transitioned to SafeSpect.

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 staff consists of 235 certified law enforcement officers. These certified officers are located in nine geographical areas around the state. The current staffing level of NAS certified officers including supervisory personnel is as follows: Region A (20) officers, Region B (18) officers, Region C (25) officers, Region D (42) officers, Region E (18) officers, Region F (18) officers, Region G (10) officers, Region H (17) officers, Region I (14) officers. Region J, which conducts investigations, safety audits, and new entrant audits, has 18 officers assigned along with 8 non-sworn MCSAP investigators.

The Headquarters staff group consists of (12) certified officers. The School Bus Safety Unit consists of (15) certified officers and the Training Division consists of (4) certified officers.

MCCD officers patrol Georgia’s interstates and highways in urban and rural areas of the State. MCCD officers are routinely assigned high risk rural routes, as determined by commercial motor vehicle crash data and traffic volume 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. Officers perform, at a minimum, a Level 3 inspection with each commercial vehicle stop. Officers have discretion to elevate the level of inspection performed based on the circumstances observed at the

time of the stop. Carrier safety scores, previous inspection violations, current observed violations, etc. are determining factors when selecting the level of inspection to perform.

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. SAFETYNET analysis of activities and quarterly reports are compared to individual and regional reports.

MCCD has gradually decreased inspection projections since 2018. Multiple factors are driving this trend. One such factor is the number of personnel conducting inspections. MCCD has experienced a gradual decrease in personnel, approximately 10%, since 2018. Another primary factor is the re-focusing of MCCD's primary mission of fatal crash reductions. MCCD is purposely investing more time in crash causation traffic enforcement efforts. According to A&I MCSAP Activity Dashboard, Georgia's FY2023 fatality crash rate is 19.32% lower than the previous three-year average and 24.43% lower than FY2022.

Update for FFY 2025

The Motor Carrier Compliance Division's current staff consists of 232 certified law enforcement officers. These certified officers are located in nine geographical areas around the state. The current staffing level of NAS certified officers including supervisory personnel is as follows: Region A (19) officers, Region B (18) officers, Region C (25) officers, Region D (42) officers, Region E (18) officers, Region F (18) officers, Region G (10) officers, Region H (17) officers, Region I (14) officers. Region J, which conducts investigations, safety audits, and new entrant audits, has 18 officers assigned along with 8 non-sworn MCSAP investigators.

The Headquarters staff group consists of (12) certified officers. The School Bus Safety Unit consists of (15) certified officers and the Training Division consists of (4) certified officers.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2025, 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: 256

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10334	662	100	11096	15.08%
Level 2: Walk-Around	13683	3754	0	17437	23.69%
Level 3: Driver-Only	44545	0	0	44545	60.53%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	100	0	400	500	0.68%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	68677	4416	500	73593	

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 2025 - 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 Subrecipients	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 2025:	

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: GEORGIA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 256					
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	10334	662	100	11096	15.08%
Level 2: Walk-Around	13683	3754	0	17437	23.69%
Level 3: Driver-Only	44545	0	0	44545	60.53%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	100	0	400	500	0.68%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	68677	4416	500	73593	

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.

In FY 2023, MCCD conducted an evaluation of both driver-related causative factors and equipment-related causative factors in commercial motor vehicles (CMV)-involved crashes. As a result of that analysis, MCCD sought approval from FMCSA to amend the CVSP by decreasing the required percentage of level 1 inspections from 25% to 15% and increasing the percentage of level 3 inspections performed from 50% to 60%. The official request was approved by FMCSA. This amendment has allowed MCCD personnel the ability to focus greater enforcement efforts on dangerous driver behaviors. MCCD seeks to continue at the 15% level 1 inspection and 60% level 3 inspection thresholds moving into the FY 24 CVSP and beyond.

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

Projected Goals for FY 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	73593	0	0	73593
Enter total number of certified personnel	258	0	0	258
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	73593	0	0	73593
Enter total number of certified personnel	258	0	0	258

Part 2 Section 4 - Investigations

Please review your State’s investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

Trend Analysis for 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	277	189	115	80	81
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	29	68	2	0	0
CSA Off-Site	5	1	11	12	0
CSA On-Site Focused/Focused CR	199	74	49	22	33
CSA On-Site Comprehensive	44	46	53	46	48
Total Investigations	554	378	230	160	162
Total Security Contact Reviews	102	1	1	0	0
Total Terminal Investigations	1	5	140	41	55

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	2	1	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	2	1	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2024 - 2026

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 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	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	12	0	12	0	12	0
CSA On-Site Comprehensive	78	0	78	0	78	0
Total Investigations	90	0	90	0	90	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 2024 - FY 2026, 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 8 sworn and 2 non-sworn investigators performing compliance reviews. MCCD currently has 4 additional sworn personnel in training to conduct compliance reviews, which will be completed near the beginning of FY2024. Of the 10 investigators, 4 operate in a supervisory status and will only maintain certification requirements. Due to the continued growth of new commercial carriers, MCCD is focusing its resources on New Entrant Audit requirements. Investigations will be completed as resources allow.

Update for FY 2025:

The Motor Carrier Compliance Division is currently staffed with 8 sworn and 1 non-sworn safety audit investigators performing compliance reviews. We have five safety audit investigator positions and one safety audit supervisor position vacant that we are working to fill. MCCD continues to focus its resources on New Entrant Audit requirements. Investigations will continue to 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.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

Trend Analysis for 2018 - 2022

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		
10/01/2021	09/30/2022	30715	47530
10/01/2020	09/30/2021	32662	49818
10/01/2019	09/30/2020	31940	42981
10/01/2018	09/30/2019	28201	41691
10/01/2017	09/30/2018	29030	51302

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 documents CMV Traffic Enforcement Stops with an Inspections was pulled from FMCSA A&I, MCMIS data snapshot, dated 6.30.2023. FFY 2018 was pulled from historical reports. Data Source: SmartDATA queries, dated 8/14/2023. Note: Prior to obtaining access to SmartDATA in 2022, MCCD did not have reliable access to Warning data.

Narrative Overview for FY 2024 - 2026

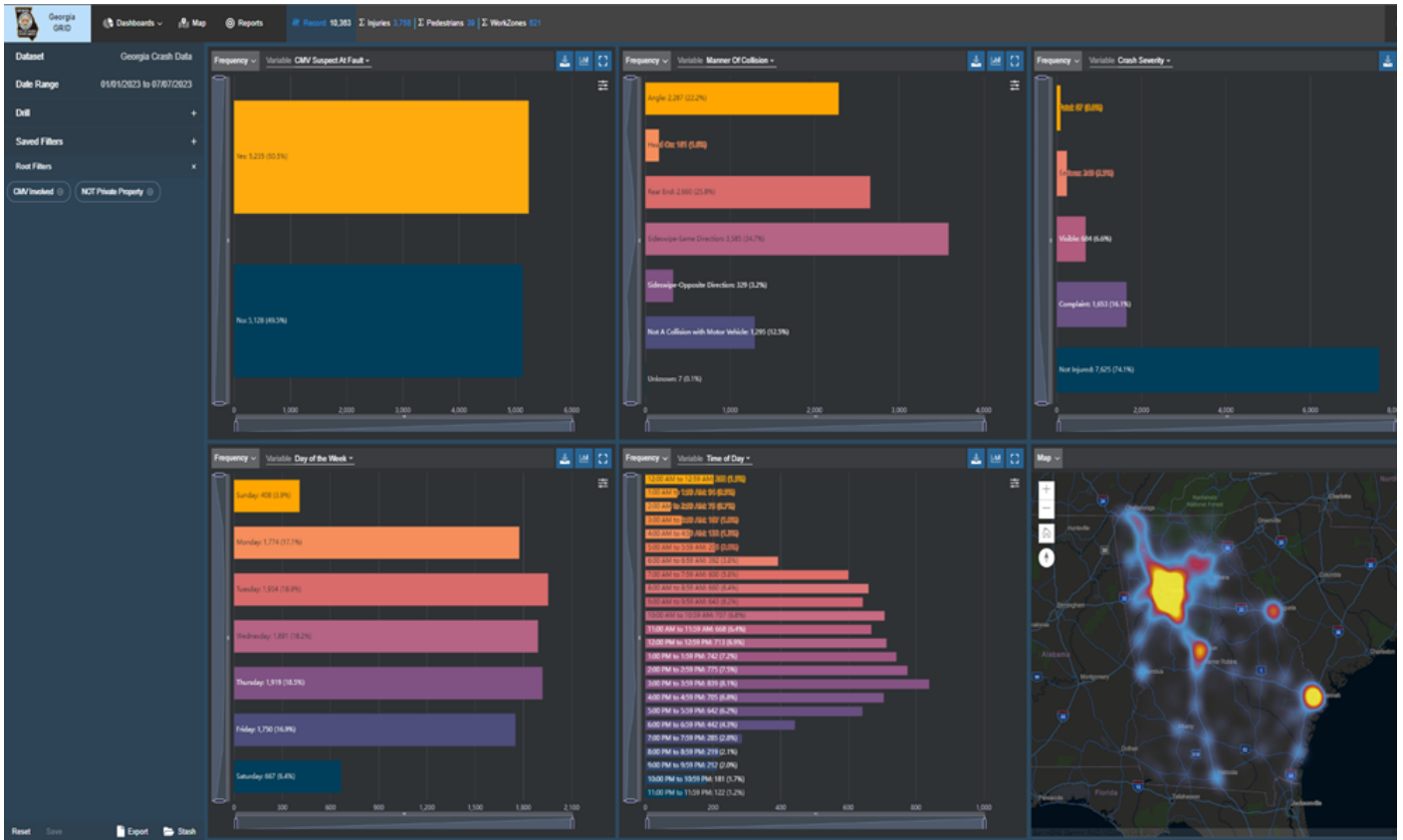
Instructions:

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 Georgia Department of Public Safety currently employs 258 certified MCSAP inspectors. 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 by their respective regions. The routes are identified in a quarterly high crash corridor plan submitted to headquarters command staff.

The MCCD's 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 and any form of prohibited operation - to include driver's license restrictions and Federal Out-of-Service Orders (driver, vehicle, or carrier). MCCD does not initiate a cmv traffic enforcement action without a minimum of a CVSA Level III inspection.

MCCD region commanders consider local traffic activity, including peak traffic hours, known traffic congestion points, work zones, and high crash corridors when determining officer assignments. The Georgia Incident Report Dashboard (GRID), 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. MCCD will remain diligent in seeking new approaches to address driver behaviors known to contribute to commercial vehicle crashes.



GRID Program Snapshot

MCCD has a progressive traffic enforcement strategy that provides its personnel with all resources and training needed to target unsafe CMV driver behavior. As compared to other states for FFY 2023, MCCD’s proven traffic enforcement program has yielded results higher than the National total in various traffic enforcement categories. Through MCCD’s interdiction initiatives in FFY 2023, 795 drug and alcohol violations were identified. This accounts for 10.76% of the overall National total and is 4.1% more violations than any other state. MCCD enforcement personnel led the Nation in documented moving violations with 29,419. This is 8.27% of the overall National average and 3.5% higher than any other state. MCCD also led the nation in inspections with moving violations at 27,147, which is 4.07% higher than any other state and 8.26% of National total. MCCD ranks 29.9% higher than the National average for unsafe driver violations, 13.3% higher than the national average in driver fitness violations, and 5.6% higher than the national average for hours-of-service violations.

As highlighted, MCCD’s traffic enforcement program is analytically proven. MCCD manages a well balanced and effective program. With respect to FMCSA’s request for states to increase their traffic enforcement by 10%, MCCD’s program is a nationally leading program. Altering our program to arbitrarily increase traffic enforcement efforts may prove counter productive to our program performance and overall data quality.

Data Sources: FMCSA A&I Traffic Enforcement Activity, dated as of 9.29.2023. Data pulled 10.17.2023.

Motor Carrier Management Information System (MCMIS), dated as of 9.29.2023, Data pulled 10.17.2023.

Update for FY 2025

MCCD’s traffic enforcement program continues to be one of the best in the Nation. Per FMCSA’s A&I Traffic Enforcement Activity Data for FFY 2024, Georgia rank #1st in the Southern Eastern United States and 3rd in the Nation in total number of traffic enforcement inspections. The departmental culture and training program will remain committed to the same efforts that have been invested to produce such an effective program. Within the budget section for the FFY 2025 CVSP, budgetary considerations have been made to allow for the continued acquisition of speed detection devices. The GRID program used by MCCD continues to be an effective resource for leadership in evaluating crash causative factors along with support from MCCD’s data analyst.

As of 7/26/2024, MCCD has completed 92% of it’s projected inspection traffic enforcement goals.

Data Sources: FMCSA A&I Traffic Enforcement Activity, dated as of 7.26.2024. Data pulled 8.7.2024.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	25757	25757	25757
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-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

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

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

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Georgia Department of Public Safety

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

Narrative Overview for FY 2024 - 2026

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Program Activities for FY 2024 - 2026: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

Georgia operates and maintains 19 interstate inspection stations equipped with main-line weigh-in-motion, license plate readers, USDOT readers, height sensors, and additional technologies, such as tire anomaly systems, for the purpose of electronically screening commercial vehicles at highway speed. The screening results determine which vehicles may bypass Georgia’s stations and which vehicles are selected for additional safety review. Each of the 19 stations serve as virtual weight and inspection stations when the physical premises are not manned. Georgia’s current maintenance contract expense is approximately 3.6 million dollars per year. Georgia projected approximately 33% of the overall costs of its ITD operations and maintenance within the CVSP budget. The remaining expenses are derived from additional State funds that are not calculated within the state's Maintenance of Effort.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

The Georgia Department of Revenue (GDOR) reviews and uploads T-19 International Fuel Tax Agreement (IFTA) transactions and T-22 International Registration Plan (IRP) transactions daily. GDOR personnel conduct monthly data reviews that include data upload timeliness, completeness, accuracy, and validity matrixes. Quarterly PRISM reports are submitted to FMCSA as required. The Department of Revenue conducts a baseline at a minimum of once per year.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State’s public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

Trend Analysis for 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	175	155	100	79	136
CMV Safety Belt Education and Outreach	58	76	109	173	135
State Trucking Association Meetings	16	18	2	5	4
State-Sponsored Outreach Events	21	23	43	22	27
Local Educational Safety Events	41	48	35	41	48
Teen Safety Events	14	17	5	8	21

Narrative Overview for FY 2024 - 2026

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

The Motor Carrier Compliance Division plans to conduct approximately 175 public education and awareness activities with the purpose of raising driver awareness, within all ages, social groups, and vehicle classifications, of their responsibility to share the roads safely on Georgia's highways. Activities targeting experienced public and inexperienced teen drivers will continue to be an area of importance. In FY 2023, MCCD achieved a committed goal to deploy a driving simulator trailer utilized for safety education and outreach target the younger driving population. As pointed out in the USDOT National Roadway Safety Strategy, traffic crashes are a leading cause of death for teenagers in America. MCCD and USDOT have the shared goal to make roadways in America safer for everyone. The deployment of the driving simulator trailer is serving as a tool to pursue the goal of safe roads.

MCCD will conduct outreach and awareness activities for motor carriers, to include passenger carrier and hazardous materials carriers. This will include carrier specific topics such as cargo securement and driver qualification requirements. MCCD partners with Truckers Against Trafficking to provide human trafficking awareness and intervention reference materials to cargo and passenger carrier drivers during outreach meetings and roadside interactions. MCCD continues our efforts for judicial outreach activities with law enforcement and court systems throughout the state. An estimated 650 hours will be spent conducting outreach and awareness activities. The actual cumulative hours expended, and number of activities anticipated in this plan are subject to the developments of public health activities, severe weather response, and civil unrest duties.

Update for FY 2025

The Driving Simulator Program administered by MCCD is an initiative to target the leading cause of death for teenagers in America per a report in the USDOT National Roadway Safety Strategy – crashes. The driving simulator program provides safety education outreach and

education for the younger driving population as they learn how to safely operate a vehicle around commercial motor vehicles.

During Q3 of FY 2024, the driving simulator was utilized at 29 events with a participant count of 5658 people.

Projected Goals for FY 2024 - 2026

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 2024	FY 2025	FY 2026
<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 share 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)

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

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

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

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

Enter the agency name responsible for Data Quality: Georgia Department of Public Safety

Enter the agency or agencies name responsible for DataQs: Georgia Department of Public Safety

Enter the agency name responsible for the Crash Data Repository: Georgia Department of Transportation

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 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	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: 7.28.23. State Rating Update for FY 2025: A&I snapshot date: 7.26.24. State Rating

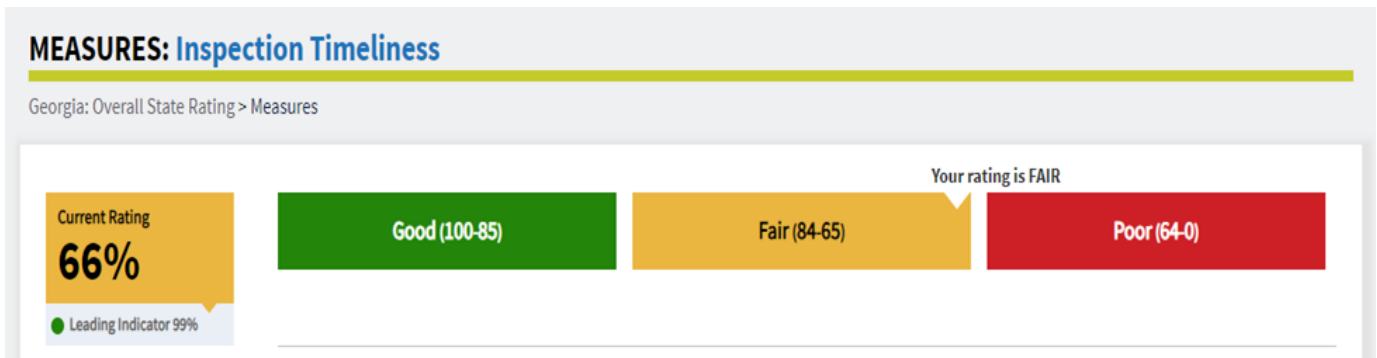
Narrative Overview for FY 2024 - 2026

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

In June 2022, a change made by a department vendor, AT&T, had the unintended consequence of disabling the communication capabilities of the SAFETYNET system. In August 2022, a joint effort between the SAFETYNET personnel, DPS IT, and FMCSA technical support finally identified the root cause of the problem, and the necessary changes were implemented. The weeks of downtime greatly impacted inspection and crash timeliness. During this downtime, a new crash reporting team was created to address future training needs and to meet the new crash timeliness measures put in place by FMCSA. New procedures were also set up to identify any inspection issues that would prevent MCCD from meeting the new inspection timeliness measures.

Update for FY 2025:

The reduction in MCCD's inspection timeliness rating is a result of a delayed SafeSpect enhancement that was requested by MCCD leadership when testing began with the initial MCCD SafeSpect test group in September 2023. During the SafeSpect kickoff meeting, MCCD requested for all inspections generated on SafeSpect be auto approved by the system in lieu of requiring supervisors to approve each inspection. Due to other duties assigned to MCCD supervisors, it was identified during the kickoff meeting that the presented SafeSpect default approval process would be problematic to the agency's inspection timeliness rating. It took a majority of FY 2024 Q1 for the auto approval enhancement feature to be implemented causing the drop in rating. Beginning in Q2 of FY 2024, the auto approval enhancement feature was fully deployed approving inspections after six (6) days thus mitigating the potential for future inspection upload delays.



Data Source: FARS records and MCMIS inspection records. Data current as of July 26, 2024

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.
 The MCCD is currently in a "good" status and will continue that goal for FY 2024 - 2026.

Efforts have been made to maintain a "good" SSDQ rating by adding a full-time supervisor for the Data Quality Team. Additionally, MCCD maintains an effective crash analysts group and continues to have Data Q personnel support the Data Quality Team.

Program Activities FY 2024 - 2026: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.
 Update for FY 2025

DataQ inquiries are managed by MCCD in the same historical manner in accordance with the MCSAP Comprehensive Policy. Two (2) NAS certified officers are assigned full time to review and process all DataQ submitted to the Agency.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance 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. Georgia is rated at "Good" in all categories, except for crash timeliness, which has a leading indicator of 98%. 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.

Update for FY 2025

The current (as of July 26, 2024) leading indicator for inspection timeliness is 99%.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State’s strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

For the purpose of this section:

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

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

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

Trend Analysis for 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	1558	1575	2298	2211	3289
Intrastate	0	0	0	0	0
Total Audits	1558	1575	2298	2211	3289

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 2024 - 2026

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Georgia Department of Public Safety

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/25/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	3005
Current Number of Past Dues	20

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

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

Projected Goals for FY 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	661	0	561	0	600	0
# of Safety Audits (Offsite)	1534	0	1226	0	1356	0
# Group Audits	4	0	4	0	4	0
TOTAL Safety Audits	2199	0	1791	0	1960	0
# of Non-Audit Resolutions	3600	0	3600	0	3600	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

MCCD's New Entrant Unit consists of 10 sworn and 8 non-sworn investigators (4 additional sworn investigators will complete training to conduct safety audits within FY2024). Of these 18 safety audit investigators, 4 operate in a supervisory status and 1 is assigned to a different unit. NEWS is currently indicating that MCCD has 4,329 unassigned and 1,169 assigned carriers. COVID-19 restrictions have been lifted, so this will allow quarterly SA seminars to be conducted for FY2024. So far during FY2023, MCCD's personnel have completed a combined 2,171 audits during on-site and off-site audit settings with two months remaining. This has surpassed the projected number currently shown on the CVSP. Georgia is continuing to experience unprecedented new carrier growth. With the continued paid overtime for employees completing audits and the dedication of the new entrant team, we have been able to greatly reduce that number without an increase in staffing. New staff has been added to the new entrant team, and upon their completion of training, FY2024 should continue to see drops in past due carriers and an increase in completed safety audits.

Update for FY 2025:

MCCD's New Entrant Unit consists of 9 sworn and 7 non-sworn investigators. Of these 16 safety audit investigators, 3 operate in a supervisory status. Currently there is a vacancy for 1 supervisor and 5 additional investigators. MCCD has lowered its projected goals for FY2025 based on the reduced number of personnel performing audits. NEWS is currently indicating that MCCD has 2,100 unassigned and 905 assigned carriers. SA seminars are completed at 1 seminar per quarter. So far during FY2024, MCCD's personnel have completed a combined 1,966 audits during on-site and off-site audit settings with three months remaining. This puts the SA projection at 89.5% complete, with 3 months of the fiscal year remaining. Georgia is the third largest state in the nation for new entrant safety audits and considering multiple vacancies, the current personnel have far exceeded expectations and reduced the past due safety audit numbers to a very low and manageable number. FY2025 should continue to see minimal past due carriers and an increase in completed safety audits.

Activity Plan for FY 2024 - 2026: 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 2024. We plan to hold 4 group audits in FY 2024. Two in the northern portion of Georgia and 2 in the southern portion of Georgia. Locations may be adjusted depending on where the majority of carriers are located. We will increase the number of group audits if necessary.

MCCD continues to offer paid overtime as an incentive for personnel volunteering to conduct audits during normally scheduled non-workdays. This incentive has drastically increased MCCD's audit productivity. As this incentive is volunteer-based, MCCD's audit projections remain at pre-incentive levels. As a volunteer-based program, participation could cease without advanced notice. Additionally, MCCD's projections take into consideration the realistic possibility of officer mobilization for disaster and/or civil unrest response which will impede audit production. MCCD currently has four sworn personnel in various stages of ISA training but all four will complete training near the beginning of FY2024. MCCD plans to increase the number of personnel in the new entrant unit when possible. MCCD plans to hold four group audits, within various areas of the state, with a focus in and around the metro Atlanta area.

Update for FY 2025:

MCCD's New Entrant auditors remained focused and dedicated throughout FFY 2024. Our personnel reduced the state's past due carriers by nearly 95% during FFY 2024. Overtime opportunities are exclusively available to Compliance Specialists, and participation is subject to the discretion of the unit supervisor. Compliance Specialists who wish to participate in the overtime program must first meet the minimum performance metrics established by the unit supervisor, and continued participation requires meeting these performance standards on a monthly basis.

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 FY2024 a total of 1,771 audits will be performed. For FY2025 a total of 1,791 audits will be performed and for FY2026 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.

2025 Update:

The New Entrant unit has surpassed its 2024 projected goals with several weeks remaining in the fiscal year. Based on our current registration rate and carrier response rate, we project 1,791 NE audits will be performed in FY2025.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2024 - 2026).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State’s FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

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 3 - Passenger Carrier Enforcement

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past
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No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 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.

Continued operation of the Quality Control Team to perform internal audits of inspections and make training recommendations based on the team's findings. The Quality Control Team meets monthly to audit the accuracy and completion of driver / vehicle inspection reports. An inspector from each of our nine geographical regions 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.

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

The overall goal of the MCCD Quality Control Team is to enhance the accuracy of CMV inspections and increase the percentage for MCCD's A&I Safety Data Measures. The data obtained from the Quality Control Team will serve of a source of remedial training should trends suggest a knowledge deficiency is present amongst personnel. In-service training material will be developed to address training needs as appropriate through the training staff.

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

MCCD's quality control measures, as reported in A&I Safety Data Measures, MCMIS snapshot, dated 07-28-2023, has an Inspection Timeliness rate of 90% with a leading indicator of 96%. 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%. As a result of the Quality Control Team's pursuit of improvement for data quality, MCCD's A&I Safety Data Measures have seen no percentage decrease. MCCD's inspection timeliness rate increased from 83% to 89%.

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

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.**Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).****Actual: Insert year to date progress (#, %, etc., as appropriate).****Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

Part 3 Section 5 - State Specific Objectives – Future

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 human trafficking/smuggling initiatives, work zone safety details, 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 2024 - 2026. 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.

Creation and implementation of the MCCD K-9 Program.

Narrative Overview for FY 2024 - 2026

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

Within the FY 2021 – 2023 CVSP period, MCCD identified an increasing amount of illegal drug cases affecting commercial motor vehicle safety within Georgia. A report utilizing SAFETYNET data reveals an increase from 454 cases for FY 2021 to 470 cases for FY 2022. For FY 2023, there have been 377 illegal drug cases in CMVs as of 7/21/2023. An internal data query of criminal charges made by MCCD reveals a substantial escalation in cases of unlawful possession of marijuana (less than 1 ounce). For CY 2020 to CY 2022 the number of unlawful marijuana possession (less than 1 ounce) criminal cases increased by 84%. More than half of all commercial vehicle industry drug tests with a positive result are for marijuana according to the Federal Motor Carrier Safety Administration (FMCSA) Drug and Alcohol Clearinghouse (DACH) Database, which has a negative affect on American commerce as it removes a driver from service until appropriate steps are taken by the driver. The DACH data also suggests that more than 100,000 drivers tested positive and were removed from duty during the three-year period of FY 2020 through 2022.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

MCCD set goals for FY 2024 to acquire nine (9) K-9s, select their handlers, and have both the handler and K-9 trained. The goals for FY 2025 & FY 2026 will be to deploy the trained K-9 teams within their respective geographical Region to begin enhanced drug enforcement efforts. Update for FY 2025: As of August 12, 2024, MCCD has filled 8 of the 9 positions with ongoing efforts to fill the final K-9 position. Each of the K9 teams have successfully completed training and possess current certifications. Each of the teams are working in their assigned geographical area.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

MCCD will initiate the implementation of the K-9 program by beginning the procurement process for all equipment required to operate the program. Additionally, MCCD will seek a State approved K-9 vendor to acquire nine (9) dogs in a staggered purchasing process and implement sustainment measurements for the program. Once selected amount of K-9s have been purchased, the handler will be selected and trained. Update for FY 2025: The objective for FY 2025 is to build the vacant K9 team, complete the required training, and obtain certification.

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.

For FY 2024, program implementation success will be measured by the acquisition of the K-9s, handler selections, procurement of required equipment, and the completion of the initial team training. The performance measurement mechanism for FY 2025 & FY 2026 will be indicated through the analysis of drug case data provided within quarterly activity reports. Baseline trend data will be the FY2021-2023 possession of controlled substance cases produced by MCCD enforcement personnel. Update for FY 2025: Unlawful possession of controlled substance cases produced by MCCD enforcement personnel for FY 24 remain comparable to FY 2021 to 2023 data. However, due to extensive training curriculums new K-9 handlers are required to attend in FY 2024, FY 2025 may serve as a more suitable evaluation period for performance measurement and monitoring. As of 7/26/24, MCCD personnel documented 372 drug possession violations on 342 inspections. Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/26/2024.

State Objective #2

Enter the title of your State-Identified Objective.

Hazardous Materials High-Crash Corridor Inspection & Enforcement Campaigns.

Narrative Overview for FY 2024 - 2026

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

The State of Georgia boasts one of the healthiest economies in the country. With great success comes unforeseen challenges as it relates to commercial vehicle safety. Some of the growth seen in the State of Georgia includes a 24% increase in registered hazmat carriers from CY2019 to 2022 per A&I, Hazardous Materials Registration data. Georgia ranks #6 in the Nation for hazmat carrier registrations in CY2022. The greater Savannah-Chatham County area, home to one of the busiest Sea Ports in the Nation, has experienced a consistent and increasing number of hazmat related commercial vehicle crashes. During FY2021 to FY2023, Chatham County remained the highest crash county in Georgia for commercial motor vehicle crashes transporting hazardous materials. This single area accounts for 11.6% of Georgia's hazardous material involved crashes. The Georgia Reporting Incident Dashboard (GRID) indicates an increase trend of 41% between CY2019 and CY2022 in Georgia's commercial vehicle crashes involving hazardous materials cargo. Federally Reportable Crashes support a 34.5% increase from CY 2019 to CY 2022. 84 HM crashes in 2019 to 113 in CY 2022 (Source: SAFETYNET).

Projected Goals for FY 2024 - 2026:

Enter performance goal.

MCCD's goal is to increase the amount of NAS certified hazardous materials inspectors assigned to the Savannah transportation corridors by a minimum of 20% for six strategic periods (two details per year) during FY2024 through FY2026. The team will be tasked with combating the increasing trend of commercial motor vehicle crashes transporting hazardous materials in the Savannah transportation corridors.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

MCCD plans to coordinate two (2) high visibility, hazardous materials inspection/enforcement operations in the Savannah transportation corridor areas. MCCD will conduct a Spring and Fall hazardous materials inspection/enforcement detail

beginning in FY2024. MCCD Special Operations will utilize members of the Nuclear Radiological Detection (NRAD) Team, which is comprised of Level VI certified personnel to increase the amount of NAS certified hazardous materials inspectors. This plan increases the number of hazardous materials inspectors within the detail area without impacting MCCD's normal inspection operations within those regions. MCCD will continuously monitor crash trends throughout Georgia. MCCD may assign the NRAD team with additional high visibility hazardous materials inspection / enforcement details within additional geographical areas should high concentrations of hazardous materials crashes be identified. Any additional assignments will not detract from the Savannah transportation corridor details outlined in this CVSP.

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.

Inspection/enforcement activity summary reports will be prepared and included within the respective SF-PPR for the quarterly reporting period during which the Savannah transportation corridor area details are held. Update for FY 2025: MCCD conducted a high visibility, hazardous materials inspection/enforcement operation in the Savannah transportation corridor area the weeks of November 14, 2023 and April 4, 2024. During the operations, certified inspectors generated the following activity. November 14, 2023 (8 personnel assigned) • 73 Hazmat Inspections • 102 Violations • 27 HM Violations • 14 Vehicles OOS • 2 Drivers OOS April 4, 2024 (8 personnel assigned) • 85 Hazmat Inspections • 299 Violations • 68 HM Violations • 18 Vehicles OOS • 9 Drivers OOS To date, CY 2024, the greater Savannah-Chatham County area remains the #1 county in Georgia for crashes involving hazardous materials accounting for 12.1% of the overall HM crashes. FY 2025 Fall and Spring hazardous materials inspection/enforcement operations are planned. Data Source: GRID Program, 1/1/24 to 8/2/24. All crashes involving CVMs transporting hazardous materials.

State Objective #3

Enter the title of your State-Identified Objective.

Narrative Overview for FY 2024 - 2026

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

***Projected Goals for FY 2024 - 2026:
Enter performance goal.***

Program Activities for FY 2024 - 2026: 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 justify 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 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

Territories must ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$17,356,468.00	\$913,498.00	\$18,269,966.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,740,495.00
MOE Baseline:	\$1,039,183.63

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,740,495.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCCD Major	1	50.0000	\$152,000.00	\$76,000.00	\$72,200.00	\$3,800.00	\$0.00
MCCD Captain	12	50.0000	\$119,786.00	\$718,716.00	\$682,780.20	\$35,935.80	\$0.00
MCCD Lieutenant	16	50.0000	\$94,912.00	\$759,296.00	\$721,331.20	\$37,964.80	\$0.00
MCCD Sergeant First Class	27	50.0000	\$85,822.00	\$1,158,597.00	\$1,100,667.15	\$57,929.85	\$0.00
MCCD Sergeant	29	50.0000	\$78,317.00	\$1,135,596.50	\$1,078,816.68	\$56,779.82	\$0.00
Motor Carrier Officer	150	50.0000	\$72,510.00	\$5,438,250.00	\$5,166,337.50	\$271,912.50	\$0.00
Trooper	17	10.0000	\$80,024.00	\$136,040.80	\$129,238.76	\$6,802.04	\$0.00
Compliance Specialist	8	100.0000	\$56,405.00	\$451,240.00	\$428,678.00	\$22,562.00	\$0.00
Legal Services	1	25.0000	\$71,157.00	\$17,789.25	\$16,899.79	\$889.46	\$0.00
Data Analyst	3	100.0000	\$71,157.00	\$213,471.00	\$202,797.45	\$10,673.55	\$0.00
Administrative Professional	19	100.0000	\$51,615.00	\$980,685.00	\$931,650.75	\$49,034.25	\$0.00
Subtotal: Salary				\$11,085,681.55	\$10,531,397.48	\$554,284.07	\$0.00
Overtime Project Costs							
Compliance Specialists	8	28.0000	\$56,405.00	\$126,347.20	\$120,029.84	\$6,317.36	\$0.00
Subtotal: Overtime				\$126,347.20	\$120,029.84	\$6,317.36	\$0.00
TOTAL: Personnel				\$11,212,028.75	\$10,651,427.32	\$560,601.43	\$0.00
Accounting Method:	Cash						

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

MCCD Major

The Commanding Officer of the Motor Carrier Compliance Division (MCCD). The Commanding Officer is the executive manager and oversees 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 upper-management personnel. Captains 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. SFCs 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.

Motor Carrier Officer

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.

Trooper

Sworn members of the Uniform Division of the Georgia State Patrol. Certain Troopers are NAS part A trained, and a limited number are NAS part A&B trained. These members perform a limited number of commercial motor carrier, vehicle, and driver inspections per year.

Compliance Specialist

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 dignitary protection functions.

Legal Services

Georgia State Bar certified attorney employed by the Georgia Department of Public Safety, and assigned to the Motor Carrier Compliance Division. MCSAP related responsibilities include ITD related contracts, memorandums of understanding, inter and intra government agreements, evidence preservation and presentation, employee discipline and retention issues, open record requests, complaint litigation, and consultation as daily business requires.

Data Analyst

Data Analysts serve as technical experts tasked with supporting a diverse array of missions critical to operations. These positions are responsible for collecting, evaluating, and reporting both historical and real-time data related to commercial motor vehicles and drivers. Key areas of focus include crash data analysis and trend monitoring to guide enforcement efforts and evaluate safety impacts; traffic volume and roadway utilization; direction of travel; crash locations; peak crash days and times; crash severity; MCSAP inspections; violations; out-of-service rates; and traffic enforcement activity. The Data Analyst supports Georgia's State Safety Data Quality (SSDQ) rating through monthly data reviews, while also contributing to DataQs operations by conducting quality assurance reviews and processing support. Additional responsibilities include tracking performance metrics for MCSAP activities—such as inspection targets, OOS rates, and enforcement outcomes—and reviewing CMV-involved crash reports to ensure compliance with FMCSA's reportable crash criteria before submitting accurate, coded data to the Motor Carrier Management Information System (MCMIS). The staff assigned to these roles may be assigned to a variety of these functions depending on the program's current priorities and operational needs. These analytics provide command staff with the actionable intelligence needed to efficiently allocate enforcement resources, plan, and evaluate enforcement details, and accurately report Georgia's commercial motor vehicle crash and safety activities to FMCSA.

Administrative Professional

Administrative Professionals support various functions of MCCD. Four 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 other reporting programs. Administrative support staff are directly responsible for managing and preparing quarterly reports and assisting with eCVSP development and submission. Two 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 public and the motor carrier industry. One administrative professional provides support for New Entrant auditors and Compliance Review investigators. One administrative professional supporting the MCCD Training Division and nine additional geographically located administrative staff members have data collection responsibilities, serve as the local court liaison, and have local procurement responsibilities.

Overtime Project Costs

Overtime is calculated based on a projected estimate equal to 28% of the total salary project costs for Compliance Specialists (CS). Using a base salary of \$56,405 per specialist, the calculation is as follows: $\$56,405 \times 28\% \times 8$ specialists = \$126,347.20. Overtime funding is strategically allocated as an incentive for Compliance Specialists to complete additional New Entrant Safety Audits. This supports the effective management of Georgia's New Entrant past due list and ensures progress toward meeting the audit completion targets outlined in the state's CVSP. The 28% projection reflects the anticipated average that each Compliance Specialist will work approximately 10 to 12 hours of overtime per week.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

Fringe costs method: Actual Fringe Rate

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCCD Management and Supervision	80.6240	50.0000	\$3,848,205.50	\$1,551,288.60	\$1,473,724.17	\$77,564.43	\$0.00
Motor Carrier Officer	80.6240	50.0000	\$5,438,250.00	\$2,192,267.34	\$2,082,653.97	\$109,613.37	\$0.00
Trooper	80.6240	10.0000	\$136,040.80	\$10,968.15	\$10,419.74	\$548.41	\$0.00
Compliance Specialist	78.1270	100.0000	\$451,240.00	\$352,540.27	\$334,913.26	\$17,627.01	\$0.00
Legal Services	78.1270	25.0000	\$17,789.25	\$3,474.55	\$3,300.82	\$173.73	\$0.00
Data Analyst	78.1270	100.0000	\$213,471.00	\$166,778.48	\$158,439.56	\$8,338.92	\$0.00
Administrative Professional	78.1270	100.0000	\$980,685.00	\$766,179.76	\$727,870.77	\$38,308.99	\$0.00
TOTAL: Fringe Benefits				\$5,043,497.15	\$4,791,322.29	\$252,174.86	\$0.00

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

Eligible fringe benefits are calculated utilizing the project salary costs in Section 2 and the actual object class data broken down as follows:

MCCD Management and Supervision

Includes personnel positions of: Major, Captain, Lieutenant, Sergeant First Class, Sergeant

FICA will be paid for all full-time officers $7.65\% \times \$ 3,848,205.50$

Health Insurance will be paid for all full-time officers $29.454\% \times \$ 3,848,205.50$

Personal Liability Insurance will be paid for all full-time officers $3.5\% \times \$ 3,848,205.50$

Retirement will be paid for all full-time officers $37.52\% \times \$ 3,848,205.50$

Workers Compensation will be paid for all full-time officers $2.5\% \times \$ 3,848,205.50$

Motor Carrier Officer

FICA will be paid for all full-time officers $7.65\% \times \$ 5,438,250$

Health Insurance will be paid for all full-time officers $29.454\% \times \$ 5,438,205$

Personal Liability Insurance will be paid for all full-time officers $3.5\% \times \$ 5,438,250$

Retirement will be paid for all full-time officers $37.52\% \times \$ 5,438,250$

Workers Compensation will be paid for all full-time officers $2.5\% \times \$ 5,438,250$

GSP Personnel

Includes personnel positions of: Trooper.

FICA will be paid for all full-time officers $7.65\% \times \$ 136,040.80$

Health Insurance will be paid for all full-time officers $29.454\% \times \$ 136,040.80$

Personal Liability Insurance will be paid for all full-time officers $3.5\% \times \$ 136,040.80$

Retirement will be paid for all full-time officers $37.52\% \times \$ 136,040.80$

Workers Compensation will be paid for all full-time officers $2.5\% \times \$ 136,040.80$

Compliance Specialist Personnel

FICA will be paid for all full-time civilian employees $7.65\% \times \$ 451,240$

Health Insurance will be paid for all full-time civilian employees $29.454\% \times \$ 451,240$

Retirement will be paid for all full-time civilian employees $37.52\% \times \$ 451,240$

Workers Compensation will be paid for all full-time civilian employees $3.5\% \times \$ 451,240$

Personal Liability will be paid for all full-time civilian employees $.003\% \times \$ 451,240$

Legal Services Personnel

FICA will be paid for all full-time civilian employees $7.65\% \times \$ 17,789.25$

Health Insurance will be paid for all full-time civilian employees $29.454\% \times \$ 17,789.25$

Retirement will be paid for all full-time civilian employees $37.52\% \times \$ 17,789.25$

Workers Compensation will be paid for all full-time civilian employees $3.5\% \times \$ 17,789.25$

Merit System Assessments will be paid for all full-time civilian employees .003% x \$ 17,789.25

Data Analyst

FICA will be paid for all full-time civilian employees 7.65% x \$ 142,314

Health Insurance will be paid for all full-time civilian employees 29.454% x \$ 142,314

Retirement will be paid for all full-time civilian employees 37.52% x \$ 142,314

Workers Compensation will be paid for all full-time civilian employees 3.5% x \$ 142,314

Merit System Assessments will be paid for all full-time civilian employees .003% x \$142,314

Administrative Professional

FICA will be paid for all full-time civilian employees 7.65% x \$ 980,685

Health Insurance will be paid for all full-time civilian employees 29.454% x \$ 980,685

Retirement will be paid for all full-time civilian employees 37.52% x \$ 980,685

Workers Compensation will be paid for all full-time civilian employees 3.5% x \$ 980,685

Merit System Assessments will be paid for all full-time civilian employees .003% x \$ 980,685

*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. 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 §200.475](#).

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
CVSA Spring Workshop	5	6	100.0000	\$11,326.00	\$10,759.70	\$566.30	\$0.00
CVSA Fall Conference	5	6	100.0000	\$11,326.00	\$10,759.70	\$566.30	\$0.00
MCSAP Leadership Workshop	5	4	100.0000	\$7,954.00	\$7,556.30	\$397.70	\$0.00
ITD Conference	5	3	100.0000	\$6,268.00	\$5,954.60	\$313.40	\$0.00
COHMED Conference	3	6	100.0000	\$6,986.00	\$6,636.70	\$349.30	\$0.00
North American Inspector's Championship	2	6	100.0000	\$4,816.00	\$4,575.20	\$240.80	\$0.00
North American Standard Part-A	3	6	100.0000	\$6,986.00	\$6,636.70	\$349.30	\$0.00
North American Standard Part-B	3	6	100.0000	\$6,986.00	\$6,636.70	\$349.30	\$0.00
Investigative Safety Analysis Training	3	6	100.0000	\$6,986.00	\$6,636.70	\$349.30	\$0.00
Data Management / Data Quality Workshop	7	5	100.0000	\$13,810.00	\$13,119.50	\$690.50	\$0.00
New Entrant Group Audit	4	8	100.0000	\$4,240.00	\$4,028.00	\$212.00	\$0.00
Unscheduled / Miscellaneous MCSAP Meetings	10	16	100.0000	\$20,458.00	\$19,435.10	\$1,022.90	\$0.00
Instructor In-Service Training	12	5	100.0000	\$23,232.00	\$22,070.40	\$1,161.60	\$0.00
TOTAL: Travel				\$131,374.00	\$124,805.30	\$6,568.70	\$0.00

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

Travel for Workshops, Conferences and Training

Travel expenses are based Georgia's previous year's MCSAP related travel. Travel is calculated based on the following averaged rates:

Meal per diem: \$70 per person per travel day

Lodging: \$250 per person per night

Miscellaneous: \$40 per night per travel event for parking fees, roadway tolls, rental vehicle fuel, etc.

Vehicle Rental: \$46 per travel day per travel event

Airfare: \$500 round trip per person per travel event

Projected Travel Costs per MCSAP Related Event

MCSAP Event	Number Personnel Attending	Days of Travel	Meals	Lodging	Miscellaneous Travel Expense	Vehicle Rental	Airfare	Total
CVSA Spring Workshop	5	6	\$2,100	\$6,250	\$200	\$276	\$2500	\$11,326
CVSA Fall Conference	5	6	\$2,100	\$6,250	\$200	\$276	\$2500	\$11,326
MCSAP Leadership Workshop	5	4	\$1,400	\$3,750	\$120	\$184	\$2500	\$7,954
ITD Conference	5	3	\$1,050	\$2,500	\$80	\$138	\$2500	\$6,268
COHMED Conference	3	6	\$1,260	\$3,750	\$200	\$276	\$1,500	\$6,986
North American Inspector's Championship	2	6	\$840	\$2,500	\$200	\$276	\$1,000	\$4,816
North American Standard Part - A	3	6	\$1,260	\$3,750	\$200	\$276	\$1,500	\$6,986
North American Standard Part - B	3	6	\$1,260	\$3,750	\$200	\$276	\$1,500	\$6,986
Investigative Safety Analysis Training	3	6	\$1,260	\$3,750	\$200	\$276	\$1,500	\$6,986
Data Management / Data Quality Workshop	7	5	\$2,450	\$7,000	\$400	\$460	\$3500	\$13,810

New Entrant								
Group Audits	4	8	\$2,240	\$2000	\$0	\$0	\$0	\$4,240
Unscheduled / Miscellaneous	10	16	\$11,200	\$2,750	\$680	\$828	\$5,000	\$20,458
MCSAP Meetings								
Instructor In- Service	12	5	\$4,200	\$12,000	\$480	\$552	\$6,000	\$23,232
Total			\$32,620	\$60,000	\$3,160	\$4,094	\$31,500	\$131,374

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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

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

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/ docking stations	2	\$3,000.00	100	\$6,000.00	\$5,700.00	\$300.00	\$0.00
Multi-Gas Detector	12	\$1,200.00	100	\$14,400.00	\$13,680.00	\$720.00	\$0.00
Hydraulic Brake Panel	1	\$65,000.00	100	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
Brake Foundation Trainer	2	\$10,000.00	100	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
TOTAL: Equipment				\$105,400.00	\$100,130.00	\$5,270.00	\$0.00
Equipment threshold is \$1,000							

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

Laptop computer with desk & vehicle docking stations: (2 laptop systems X \$3,000.00 = \$ 6,000.00). This line item permits the addition of equipping unanticipated new-hires or the replacement of aged / disabled laptops outside of the DPS replacement schedule.

Multi-Gas Detector: multi-gas detectors feature sensors such as carbon monoxide (CO) and hydrogen sulfide (H2S), ammonia (NH3), chlorine (Cl), formaldehyde (CH2O), carbon dioxide (CO2), nitrogen oxides (NO and NO2), sulfur dioxide (SO2), and ozone (O3). (12 detectors x \$1,200.00 = \$14,400.00). The hand-held gas detectors are specifically designed to alert the presence of toxic gases and to identify the specific gas present. MCCD intends to utilize this equipment during routine inspections of commercial motor vehicles laden with hazardous materials. The detectors will assist inspectors with the detection of harmful airborne substances that are undetected by natural human senses. Our inspectors have encountered hazardous substances in the past due to improper packaging and compromised packaging occurring while in-transit due to cargo shift. These compromises may not be readily visible to the inspector prior to entering the cargo area of the commercial vehicle. While this detector may be primarily marketed as personal protective equipment for an emergency first responder, DPS intends to utilize the equipment as an inspection tool seeking compromised packing of hazardous materials. The model of device that we seek to deploy is comparable to the gas detectors utilized by PHMSA personnel during joint roadside inspection details with our personnel.

Hydraulic Brake Panel: Inspector training equipment; hydraulic brake board (1 each x \$65,000.00). This multi-hydraulic brake training board displays complete vacuum assist hydraulic, hydro-boost, and air assist hydraulic brake systems. This commercial vehicle brake board is utilized to train new inspectors, refresh current inspectors, and to conduct advanced post-crash inspector training. This board complements MCCD’s air-brake board current utilized in our inspector training programs.

Brake Foundation Trainer: Inspector training equipment; 16.5" x 7" "S" cam brake assembly on a stand with casters and a Bendix air-disc brake assembly on a stand with casters. (2 foundation trainers x \$10,000.00 = \$20,000.00).This commercial vehicle brake system equipment is utilized to train new inspectors, refresh current inspectors, and to conduct advanced post-crash inspector training.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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
US Postage	12 Months	\$300.00	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
Office Supplies	12 Months	\$4,215.00	100.0000	\$50,580.00	\$48,051.00	\$2,529.00	\$0.00
Building Maintenance Supplies	12 Months	\$525.00	100.0000	\$6,300.00	\$5,985.00	\$315.00	\$0.00
Printed Materials	1 Year	\$36,000.00	100.0000	\$36,000.00	\$34,200.00	\$1,800.00	\$0.00
Computer Supplies	12 Months	\$2,100.00	100.0000	\$25,200.00	\$23,940.00	\$1,260.00	\$0.00
K9 Supplies	4 Quarters	\$15,000.00	100.0000	\$60,000.00	\$57,000.00	\$3,000.00	\$0.00
Uniforms & Related Items	12 Months	\$26,280.00	100.0000	\$315,360.00	\$299,592.00	\$15,768.00	\$0.00
Sobriety Field Test Kit	125 Each	\$431.39	100.0000	\$53,923.75	\$51,227.56	\$2,696.19	\$0.00
TOTAL: Supplies				\$550,963.75	\$523,415.56	\$27,548.19	\$0.00

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

Supplies

The following projected expenses are based on historic MCSAP related expenses for each category.

Postage: \$3,600.00 (\$300.00 X 12 months) United States Postal Service (USPS) average annual postage expense.

Office Supplies: \$50,580.00 (\$4,215.00 X 12 months) for necessities such as printer paper, ink pens, staples, etc.

Building Maintenance Supplies: \$6,300.00 (\$525.00 X 12 months) for the purchase of light bulbs, HVAC filters, janitorial products, etc.

Printed Materials: Projecting no less than \$36,000.00 per year) for printed materials such as CVSA inspection decals, Vehicle Out-of-Service decals, Title 49 Code of Federal Regulations (Commercial Vehicles and Hazardous Materials editions) - printed or digital versions, CVSA Out-of-Service Criteria (printed or digital versions), etc. This minimal budget projection represents approximately 50% of actual MCSAP related printed material expenses incurred during State Fiscal Year 2023.

Computer Supplies: \$25,200.00 (\$2,100.00 X 12 months) for the replacement of failed computer docking stations, charging cables, adaptors, monitors, scanners, printers, etc.

K9 Program Supplies: Estimated as \$60,000.00 (\$15,000.00 X 4 quarters per year) for the maintenance of a 10 dog, dedicated commercial vehicle inspection, drug sensing K9 program. Supplies include harnesses, leashes, muzzles, water/food containers and dispensers, training supplies, feed, and other canine health and wellness maintenance supplies. This projection is based upon an

existing criminal apprehension canine program operated by a non-commercial division within the GA Department of Public Safety.

Uniforms and Related Items: Projecting no less than \$315,360.00 per year to issue or replace worn/damaged departmental uniforms, badges, hats, etc. for MCSAP personnel. This minimal budget projection represents approximately 40% of actual annual uniform expenses for personnel performing MCSAP activities during State Fiscal Year 2023.

Sobriety Field Test Kits: \$53,923.75 (\$431.39 X 125 Kits) This kit is a Portable Breath Test (PBT) equipped with a sniffer and a passive cup. The PBT is utilized roadside to detect the presence of alcohol in a person's breath or within a liquid beverage. The PBT is a proven field sobriety investigation tool, when utilized, during roadside investigations of suspected impaired drivers. The new PBT kits will replace outdated and / or unserviceable PBT units.

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

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 §200.1 Definitions).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Vendor Contract	0	Contract	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Description of Services: Operations and Maintenance - ITD Services							
University of Alabama CAPS	RCNJJEH283EV6	Contract	100.0000	\$52,181.07	\$49,572.02	\$2,609.05	\$0.00
Description of Services: Operations and Maintenance of ITD Reporting / Analytics Programs							
Drivewyze, Inc.	N1F4L78TL753	Contract	100.0000	\$0.00	\$0.00	\$0.00	\$1,039,183.63
Description of Services: ITD Operations & Maintenance - CMV Screening and WIM System							
TOTAL: Contractual and Subaward				\$57,181.07	\$54,322.02	\$2,859.05	\$1,039,183.63

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

Vendor Contract

The Department of Public Safety is the lead ITD agency for the State of Georgia via an Intragovernmental Agreement (IGA) with the Georgia Department of Revenue. This contractual line item includes anticipated Operation and Maintenance (O&M) and ITD project expenses that require a contract or outside contractor for project completion such as maintaining a current multi-state agency ITD Program Plan / Top Level Design.

University of Alabama: Center for Advanced Public Safety (CAPS)

Following the Georgia Department of Administrative Services' (GA DOAS) procurement guidelines, DPS contracts with CAPS to provide the following two MCSAP services:

1: Georgia Reporting Incident Dashboard (GRID):

The GRID analytics dashboard provides a web-based interface for display of aggregate statistics for use in general agency oversight and enforcement planning. Efforts for continued functioning of this system include:

Maintenance of the application components of a SQL Server database, GRID system website, and support services which provide necessary system infrastructure.

Maintenance of a scheduled Extract-Translate-Load (ETL) system, which regularly builds analytics datasets for crash report data.

Maintenance of a Geographic Information Systems (GIS) process which allows users to filter records and then overlay points representing those filtered records onto a map.

Weekly import of crash data via Georgia's crash repository vendor, LexisNexis.

2: SafeSpect API Dashboard:

The SafeSpect API Dashboard provides a web-based interface for the display of aggregate CVSA driver/vehicle inspection data generated by Georgia's CVSA certified inspectors. Through the implementation of FMCSA's API, a new CMV inspection dataset will be added to the GRID program. This update will enhance agency leadership's ability to evaluate inspection activities to ensure inspection efforts are being conducted in areas where CMV crashes are occurring. Additionally, this dataset will allow leadership to conduct a comprehensive analytical inspection evaluation of enforcement personnel. Efforts for the implementation of this system include:

- Maintenance of a scheduled extract from FMCSA's SafeSpect API achieved through an automated SafeSpect Data Import Subsystem.
- Maintenance of the application components of a SQL Server database, GRID system website, and support services which provide necessary system infrastructure.
- Maintenance of a Geographic Information Systems (GIS) process which allows users to filter records and then overlay points representing those filtered records onto a map.

Drivewyze

Georgia Weigh-in-Motion System: Specifically designed to follow ITD requirements, formerly known as Commercial Vehicle Information Systems and Networks (CVISN), Georgia's interstate weigh-in-motion system (mainline WIMS) verifies commercial motor carriers and their vehicles for compliance with State and Federal regulations while the vehicle maintains interstate speed. The screening system is a combination of specialized mechanical and digital hardware, including bending plates, USDOT number reader cameras, license plate reader cameras (LPR), high resolution color cameras, height lasers, in-ground piezo loops, single load cells, etc. that collect elemental data. Specialized software simultaneously verifies the elemental data through various web-based networks and data bases, including, but not limited to, the Commercial Vehicle Information Exchange Window (CVIEW), International Registration Plan (IRP), International Fuel Tax Association (IFTA), National Crime Information Center (NCIC), and various Georgia credential data bases. The search results are combined creating a screening decision. The screening decision is made and communicated to the driver and station enforcement personnel before the vehicle reaches the ramp to an inspection station. Georgia's system eliminates the need for a third-party pre-screening entity.

ITD O&M funding provides operational software, routine hardware maintenance, and necessary replacement of parts to maintain continuity of screening service at each of Georgia's 19 mainline WIMS sites. Drivewyze, Inc is Georgia's current WIM System contract maintenance provider. This budgeted expense reflects approximately 15% of our annual e-screening maintenance contract.

-

Maintenance of Effort (MOE)

MOE is achieved through the expenditure of state appropriation funds designated for ITD O&M. The funds are not derived from any FMCSA funding sources.

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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
Managed Networks	12 Months	\$1,663.91	100.0000	\$19,966.92	\$18,968.87	\$998.05	\$0.00
Rent: Post Office Box	1 Year	\$500.00	100.0000	\$500.00	\$475.00	\$25.00	\$0.00
Rent: New Entrant Audit Meeting Rooms	1 Year	\$2,950.00	100.0000	\$2,950.00	\$2,802.50	\$147.50	\$0.00
Motor Vehicle Fuel	1 Year	\$663,949.35	100.0000	\$663,949.35	\$630,751.88	\$33,197.47	\$0.00
Registration / Training Fees	1 Year	\$11,750.00	100.0000	\$11,750.00	\$11,162.50	\$587.50	\$0.00
Risk Insurance	4 Quarters	\$10,037.25	100.0000	\$40,149.00	\$38,141.55	\$2,007.45	\$0.00
Mobile Communications	12 Months	\$35,854.66	100.0000	\$430,255.92	\$408,743.12	\$21,512.80	\$0.00
TOTAL: Other Costs				\$1,169,521.19	\$1,111,045.42	\$58,475.77	\$0.00

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

Other Costs

Managed Network: \$19,966.92 (\$1,663.91 X 12 months) MCCD pro-rated network expenses, based upon projected costs analysis and historic data.

Post Office Box Rental: \$500.00 (year) United States Postal Service secure mailbox rental fee.

Meeting Rooms: \$2,950.00 (year) historic average costs of new Entrant group audit venues and training room rentals.

Motor Vehicle Fuel: \$663,949.35 (year) pro-rated gasoline, diesel, CNG, LPG, etc. expenses for MCSAP related activities. This minimal budget projection represents approximately 45% of DPS actual MCSAP related motor vehicle fuel expenses during the State Fiscal Year 2023. MCCD's current fleet consist of 281 vehicles including "pool" (spare) vehicles.

Registration / Training Fees: Estimated \$11,750.00 per year, based on historic data, for personnel to attend and participate in MCSAP policy meetings, ITD meetings, MCSAP planning meetings, data and crash analytics training, etc. These meetings are specifically listed in Part 4 Section 4, Travel, of this CVSP.

Risk Insurance: \$40,149.00 (\$10,037.25 X 4 quarters) Prorated State Risk Insurance to cover equipment repair expenses for MCSAP related systems and equipment that are neither covered within the WIMS maintenance contract nor otherwise subject to financial recovery, including, but not limited to adverse weather events such a wind damage and lightening strikes.

Mobile Communication Services: \$430,255.92 (\$35,854.66 X 12 months) based upon actual and projected CY2025 expenses to date for cell phones, computer air cards, PDA, etc. This line item represents approximately 40% of actual MCSAP communication related expenses.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$17,356,468.00	\$913,498.00	\$18,269,966.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,740,495.00
MOE Baseline:	\$1,039,183.63

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCCD Major	\$72,200.00	\$3,800.00	\$76,000.00	\$0.00
MCCD Captain	\$682,780.20	\$35,935.80	\$718,716.00	\$0.00
MCCD Lieutenant	\$721,331.20	\$37,964.80	\$759,296.00	\$0.00
MCCD Sergeant First Class	\$1,100,667.15	\$57,929.85	\$1,158,597.00	\$0.00
MCCD Sergeant	\$1,078,816.68	\$56,779.82	\$1,135,596.50	\$0.00
Motor Carrier Officer	\$5,166,337.50	\$271,912.50	\$5,438,250.00	\$0.00
Trooper	\$129,238.76	\$6,802.04	\$136,040.80	\$0.00
Compliance Specialist	\$428,678.00	\$22,562.00	\$451,240.00	\$0.00
Legal Services	\$16,899.79	\$889.46	\$17,789.25	\$0.00
Data Analyst	\$202,797.45	\$10,673.55	\$213,471.00	\$0.00
Administrative Professional	\$931,650.75	\$49,034.25	\$980,685.00	\$0.00
Salary Subtotal	\$10,531,397.48	\$554,284.07	\$11,085,681.55	\$0.00
Compliance Specialists	\$120,029.84	\$6,317.36	\$126,347.20	\$0.00
Overtime subtotal	\$120,029.84	\$6,317.36	\$126,347.20	\$0.00
Personnel total	\$10,651,427.32	\$560,601.43	\$11,212,028.75	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCCD Management and Supervision	\$1,473,724.17	\$77,564.43	\$1,551,288.60	\$0.00
Motor Carrier Officer	\$2,082,653.97	\$109,613.37	\$2,192,267.34	\$0.00
Trooper	\$10,419.74	\$548.41	\$10,968.15	\$0.00
Compliance Specialist	\$334,913.26	\$17,627.01	\$352,540.27	\$0.00
Legal Services	\$3,300.82	\$173.73	\$3,474.55	\$0.00
Data Analyst	\$158,439.56	\$8,338.92	\$166,778.48	\$0.00
Administrative Professional	\$727,870.77	\$38,308.99	\$766,179.76	\$0.00
Fringe Benefits total	\$4,791,322.29	\$252,174.86	\$5,043,497.15	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Spring Workshop	\$10,759.70	\$566.30	\$11,326.00	\$0.00
CVSA Fall Conference	\$10,759.70	\$566.30	\$11,326.00	\$0.00
MCSAP Leadership Workshop	\$7,556.30	\$397.70	\$7,954.00	\$0.00
ITD Conference	\$5,954.60	\$313.40	\$6,268.00	\$0.00
COHMED Conference	\$6,636.70	\$349.30	\$6,986.00	\$0.00
North American Inspector's Championship	\$4,575.20	\$240.80	\$4,816.00	\$0.00
North American Standard Part-A	\$6,636.70	\$349.30	\$6,986.00	\$0.00
North American Standard Part-B	\$6,636.70	\$349.30	\$6,986.00	\$0.00
Investigative Safety Analysis Training	\$6,636.70	\$349.30	\$6,986.00	\$0.00
Data Management / Data Quality Workshop	\$13,119.50	\$690.50	\$13,810.00	\$0.00
New Entrant Group Audit	\$4,028.00	\$212.00	\$4,240.00	\$0.00
Unscheduled / Miscellaneous MCSAP Meetings	\$19,435.10	\$1,022.90	\$20,458.00	\$0.00
Instructor In-Service Training	\$22,070.40	\$1,161.60	\$23,232.00	\$0.00
Travel total	\$124,805.30	\$6,568.70	\$131,374.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop w/ docking stations	\$5,700.00	\$300.00	\$6,000.00	\$0.00
Multi-Gas Detector	\$13,680.00	\$720.00	\$14,400.00	\$0.00
Hydraulic Brake Panel	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
Brake Foundation Trainer	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Equipment total	\$100,130.00	\$5,270.00	\$105,400.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
US Postage	\$3,420.00	\$180.00	\$3,600.00	\$0.00
Office Supplies	\$48,051.00	\$2,529.00	\$50,580.00	\$0.00
Building Maintenance Supplies	\$5,985.00	\$315.00	\$6,300.00	\$0.00
Printed Materials	\$34,200.00	\$1,800.00	\$36,000.00	\$0.00
Computer Supplies	\$23,940.00	\$1,260.00	\$25,200.00	\$0.00
K9 Supplies	\$57,000.00	\$3,000.00	\$60,000.00	\$0.00
Uniforms & Related Items	\$299,592.00	\$15,768.00	\$315,360.00	\$0.00
Sobriety Field Test Kit	\$51,227.56	\$2,696.19	\$53,923.75	\$0.00
Supplies total	\$523,415.56	\$27,548.19	\$550,963.75	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vendor Contract	\$4,750.00	\$250.00	\$5,000.00	\$0.00
University of Alabama CAPS	\$49,572.02	\$2,609.05	\$52,181.07	\$0.00
Drivewyze, Inc.	\$0.00	\$0.00	\$0.00	\$1,039,183.63
Contractual and Subaward total	\$54,322.02	\$2,859.05	\$57,181.07	\$1,039,183.63

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Managed Networks	\$18,968.87	\$998.05	\$19,966.92	\$0.00
Rent: Post Office Box	\$475.00	\$25.00	\$500.00	\$0.00
Rent: New Entrant Audit Meeting Rooms	\$2,802.50	\$147.50	\$2,950.00	\$0.00
Motor Vehicle Fuel	\$630,751.88	\$33,197.47	\$663,949.35	\$0.00
Registration / Training Fees	\$11,162.50	\$587.50	\$11,750.00	\$0.00
Risk Insurance	\$38,141.55	\$2,007.45	\$40,149.00	\$0.00
Mobile Communications	\$408,743.12	\$21,512.80	\$430,255.92	\$0.00
Other Costs total	\$1,111,045.42	\$58,475.77	\$1,169,521.19	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$17,356,467.91	\$913,498.00	\$18,269,965.91	\$1,039,183.63
Total Costs Budgeted	\$17,356,467.91	\$913,498.00	\$18,269,965.91	\$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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$17,356,468.00	\$913,498.00	\$18,269,966.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,740,495.00
MOE Baseline:	\$1,039,183.63

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$10,531,397.48	\$554,284.07	\$11,085,681.55	\$0.00
;;;Overtime Subtotal	\$120,029.84	\$6,317.36	\$126,347.20	\$0.00
Personnel Total	\$10,651,427.32	\$560,601.43	\$11,212,028.75	\$0.00
Fringe Benefits Total	\$4,791,322.29	\$252,174.86	\$5,043,497.15	\$0.00
Travel Total	\$124,805.30	\$6,568.70	\$131,374.00	\$0.00
Equipment Total	\$100,130.00	\$5,270.00	\$105,400.00	\$0.00
Supplies Total	\$523,415.56	\$27,548.19	\$550,963.75	\$0.00
Contractual and Subaward Total	\$54,322.02	\$2,859.05	\$57,181.07	\$1,039,183.63
Other Costs Total	\$1,111,045.42	\$58,475.77	\$1,169,521.19	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$17,356,467.91	\$913,498.00	\$18,269,965.91	\$1,039,183.63
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$17,356,467.91	\$913,498.00	\$18,269,965.91	\$1,039,183.63

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

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

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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 William W. Hitchens, III
2. What is this person's title? Commissioner, Georgia Dept. of Public Safety
3. Who is your Governor's highway safety representative? Allen Poole
4. What is this person's title? Director

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Colonel William W. Hitchens, III, Commissioner, Georgia Dept. 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](#).

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 - 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 William W. Hitchens, III
2. What is the title of your certifying State official? Commissioner, Georgia Dept. of Public Safety
3. What are the phone # and email address of your State official? 404-624-7477 whitchens@gsp.net

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

- Yes
- Yes, uploaded certification document
- No

I, Colonel William W. Hitchens, III, certify that GEORGIA 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 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

Yes No

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

Yes No



Honorable Brian P. Kemp
Governor

Department of Public Safety

Post Office Box 1456
Atlanta, Georgia 30371-1456
Phone: (404) 624-7477
Fax: (404) 624-7788

Colonel William W. Hitchens, III
Commissioner

August 7, 2024

Federal Motor Carrier Safety Administration
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

MCSAP Administrators,

I, William W. Hitchens, III, 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.

Regards,

Colonel William W. Hitchens, III
Commissioner



Honorable Brian P. Kemp
Governor

Department of Public Safety

Post Office Box 1456
Atlanta, Georgia 30371-1456
Phone: (404) 624-7477
Fax: (404) 624-7788

Colonel William W. Hitchens, III
Commissioner

August 7, 2024

Federal Motor Carrier Safety Administration
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

MCSAP Administrators,

I, William W. Hitchens, III, 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.

Regards,

Colonel William W. Hitchens, III
Commissioner

FY 2025 Certification of MCSAP Conformance (State Certification)

I, William W. Hitchens, III, 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 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 willfully participates in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

- 28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations. as applicable.

- 29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

- 30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 08/07/2024

Signature Willie L. Harts