



GUAM

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
Annual Update FY 2024**

Date of Approval: August 02, 2024

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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

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 2024:

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 2023 plans. States must carefully review and update this information to reflect FY 2024 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 2024 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.

Guam's Motor Carrier Safety Assistance Program's (MCSAP) primary mission is to remove unsafe drivers and vehicles from our highways in an effort to reduce crashes, property damage, injuries, and fatalities involving large trucks and buses.

We strive to accomplish our mission through joint activities conducted with our proactive partners, i.e. Guam Police Department - Highway Patrol Division (GPD-HPD) and Department of Public Works - Office of Highway Safety (DPW-OHS). We each have pledged to work towards achieving our common goal to reduce injuries and fatalities in large trucks and bus crashes by promoting the detection and correction of commercial motor vehicle (CMV) safety defects and CMV driver deficiencies.

We believe that through our partnerships and carrying out our driver/vehicle inspection program and safety workshops we can achieve our goal of reducing the number of crashes involving CMV's. We have committed to conducting a total of 2282 driver/vehicle inspections in an effort to support our goal.

FY2024 UPDATE

The Guam Department of Revenue & Taxation, MCSAP's primary mission is to remove unsafe drivers and CMV vehicles, involving large trucks and busses from our roads in an effort to reduce crashes, property damages, to prevent injuries and fatalities.

The Guam Department of Revenue and Taxation, Motor Vehicle Division, consists of three branches (1) the Motor Vehicle Registration Branch (VRB), (2) the Driver's License Branch (DLB) and (3) the Motor Carrier Safety Assistance Program (MCSAP). The VRB is responsible for issuing commercial vehicle registration, titles and permits. The DLB is responsible for issuing driver's licenses, such as these classes (A) Operators, (B) Delivery Trucks, (C) Chaffeurs, Tractor Trailer Trucks, (D) Buses, (E) Trike, (F) Motorcycles and (G) 15 or less passenger vehicles. The DLB is responsible for issuing driver's licenses to all types of operators.

GDRT Director delegates the MCSAP Branch to enforce and implement the registration of safety of vehicles. GDRT MCSAP inspectors have the authority to stop, inspect, and weigh vehicles for the purpose of enforcement for the safety, welfare and health of the general public, the safe transportation of hazardous and waste materials, inspect freight and equipment shipping papers and manifests, and issue citations due to the existence of the violations. We will continue to seek the voluntary compliance of carriers and drivers with motor carrier safety and hazardous materials regulations, by conducting inspections and take appropriate enforcement actions for any law violations committed by the operators of the commercial vehicles and providing the carriers the examination report out of service and ticket citations.

GDRT is a member of and support the Commercial Vehicle Safety Alliance (CVSA), annual dues are paid timely, attends the annual workshop meetings and conferences and continues to participate in the CVSA sponsored enforcement events such as the Operation Safe Driver Operations, Road Checks and Brake Safety Inspection. We will continue to participate with the weekly activities as announced on the newsletter from the CVSA Website. Through this

GDRT MCSAP will expand our educational and outreach programs, providing them materials and training the operators, carriers and drivers.

GDRT MCSAP will expand our educational and outreach programs to train CMV carriers and drivers to assist in its efforts to reaching our goals. Through this we will implement classroom training, expand our media outreach, brochures and pamphlets to disseminate to all CMV Carriers

We plan on accomplish our mission in meeting our goals by working and communicating with other enforcement agencies, such as Guam Police Department, Highway Patrol Division and Department of Public Works, Office of the Highway Safety. GDRT MCSAP will prepare and update the Memorandum of Understanding for all agencies involved, to understand each's roles, communication, how the information and/or data may be delivered. MCSAP inspectors do not have the authority to issue citations or do not have the arresting authority for speeding, drugs, alcohol and human trafficking. They will contact Guam Police Department to assist, inspect, investigate and arrest.

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 2024" 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 type="radio"/>	<input checked="" 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 type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Guam DRT is the Motor Carrier Safety Assistance Program (MCSAP) lead agency to administer the CVSP. The GDRT MCSAP has the legal authority, resources and personnel qualified for the enforcement of Guam's Motor Carrier Carrier Safety, and to perform the defined functions under the Federal Motor Carrier Safety Regulations, 49 CFR 390, 391, 392, 393, 395, 396 and 397 and the Federal Hazardous Materials Regulations, 49 CFR subparts F and G of part 107 and parts 171, 172, 173, 177, 178 and 180, together with applicable standards and orders under these provisions. Our permanent laws, pertinent to Carrier Safety Regulations and Federal Hazardous Materials Regulations have been hereby promulgated by the a GDRT Director and the Governor of Guam. The state has undertaken efforts to continue to emphasize and improve enforcement of the local traffic laws in both interstate and intrastate commerce. GDRT MCSAP is overseen by GDRT Director and the MCSAP Coordinator who administers and ensures the program meets the requirements and is in full compliance of the deliverables of all local and federal mandates. The MCSAP is a specialized unit that falls under the purview of the Department of Revenue and Taxation that administers the Commercial Vehicle Safety Plan.

Guam MCSAP currently employs 5 Inspectors, 1 Financial Officer, and 1 Coordinator: 5 Inspectors are certified NAS Level 1 & 2, 3 Passenger, 3 HM, and 2 Cargo Tank; 5 inspectors are certified to conduct Level 3 inspections. One inspector anticipated to be hired as entry level.

Inspectors are 100% dedicated to the program, along with the Financial Officer. The Financial Officer assists the program by completing the FFRs, Voucher submittals, assisting the Coordinator with PPRs, handles procurements, follow up on invoices and purchases, etc. MCSAP Coordinator is the POC as well as the Program Administrator. MCSAP Coordinator is responsible for the planning and administration of the MCSAP, to include but not limited to, completing required reports, assigning daily activities, collecting and uploading data, SafetyNet management, attending the Traffic Record Coordinating Committee Meetings and is estimated to be 100% dedicated to the program. If this percentage changes, MCSAP Coordinator will notify Division.

FY 2024 UPDATE

The GDRT MCSAP Program is now employed with 5 full time certified inspectors and is in the process of hiring an additional inspector and filling the Financial Officer vacancy.

We will continue to expand our educational and outreach programs by providing safety talks weekly with all carriers, drivers and the general public. The Guam DRT promotes the NRSS through all actions in its CVSP.

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 2024" 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:	DEPARTMENT OF REVENUE & TAXATION/MOTOR CARRIER SAFETY ASSISTANCE PROGRAM
Enter total number of personnel participating in MCSAP activities	8
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	6
Traffic Enforcement Activities	6
Investigations*	0
Public Education and Awareness	8
Data Collection and Reporting	2
* 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:	1
Total # of MCSAP Participating Personnel:	10

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 2023 - 2025 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 2024" 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 2017 - 2021

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: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	1	0	1
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	1	0	1
01/01/2017	12/31/2017	0	0	0

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: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	09/30/2019	0	0	0
01/01/2018	12/31/2018	1	0	1
01/01/2017	12/31/2017	0	0	0

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0

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

Crash Report - Data source Guam Police Department's Island wide Traffic Safety Information Systems (ITSIS) captured as of September 13, 2022.

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

The crash statistics listed below was obtained from the Guam Police Department's ITSIS. It reflects the total number of reportable crashes and fatalities for the past five years (FY2017 through FY2021):

- 2021 - 0 Reportable crashes of which 0 are non-fatal injuries
- 2020 - 1 Reportable crashes of which 0 are non-fatal injuries + 1 fatal. One in 2020, involving a single CMV which the passenger was ejected.
- 2019 - 0 Reportable crashes of which 0 are non-fatal injuries
- 2018 - 9 Reportable crashes of which 8 are non-fatal injuries + 1 fatal. One in 2018, involving a motorcycle operator and a commercial passenger vehicle (9-15 passenger van) on Route 1 Marine Corp Drive Asan.
- 2017 - 0 Reportable crashes of which 0 are non-fatal injuries

Based on these statistics it appears that our MCSAP inspection activities are having a positive impact in achieving our goal to reduce the number of CMV crashes and regain our zero fatality rate by placing those drivers/vehicles out-of-service when necessary.

Through the years we have been monitoring tour and transporations company business activities and it appears that the use of 9-15 passenger vans continue to be the preferred choice of vehicles to support their operation. As such, the provision of 49 CFR 390.3(f)(6) and the Final Rules on safety requirements affecting operators of small carrying vehicles binds our inspection authority to ensure driver qualification and vehicle safety requirements for this vehicle class. This poses as an enforcement impediment that continues to adversely impact our crash rate.

In the meantime, we will continue to encourage a positive change in carrier and driver behavior to support our efforts in reducing the number of non-fatal crashes and regain our zero fatality status.

GPD-HPD provided crash accident data for Year 2021 amounting to 4,427 and for Year 2022 (Jan. 1 to August 30) amounting to 3,261. This crash data is an accumulated amount and the MCSAP has to go through each report to find the CMV reportable crashes. We are working to sort this information as well as reaching out to GPD to see if they can analyze the data specifically for CMV and will update the 2021 data in the tables above as necessary. Guam Gov is also in process of selecting a new vendor to take over and maintain ITSIS which has caused ongoing issues and delays in obtaining crash records.

Narrative Overview for FY 2023 - 2025**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.

Based on our crash data, it appears that the strategies and activities established by the MCSAP continues to work in identifying unsafe vehicles and placing them out-of-service, pending repairs and/or re-inspection.

After evaluating our crash data, the program has determined that workzone safety enforcement is not an issue. Nevertheless, to promote safety we will incorporate workzone safety in public education and outreach events.

The program has used the FMCSA migrant worker data in hand with our local data to determine that there is no need for migrant carrier enforcement on island.

Our roadside inspections have not seen carriers use Electronic Logging Devices and believe the island's carriers use the short haul exemption. That being said, ELD transfers are not an issue in the territory.

Historically, Guam does not experience a high level of CMV crashes and fatalities. Through our MCSAP activities, we aim to maintain or reduce our crash/fatality rates to zero.

FY2024 UPDATE

Guam MCSAP will continue to meet our goal of zero crashes, injuries and fatalities involving commercial vehicles or any vehicles. We will continue to refer to the information, guidelines, rules and regulations provided on FMCSA and NHTSA to promote safer roads on Guam.

Our inspectors reported out-of-service violations were predominantly found for brakes and lights violations. We will analyze the data on Safespect and FMCSA A & I to compare the data for trends and all other violations. We will come up with a strategy on how we can educate them to conduct routine checks for their vehicles, through this we will conduct more inspections for levels 1,2, and 3.

Currently at this time, GDRT MCSAP does not have the current crash data to update on FMCSA A&I. We do have a Memorandum of Understanding with our Guam Police Department and Guam Department of Revenue & Taxation since 2014. The Memorandum of Understanding will be revisited by both agencies in the next few weeks. This will allow us to obtain the data effectively and efficiently, and will definitely benefit our program and grant reports.

Enter the data source and capture date:

Crash Report - Data source Guam Police Department's Island wide Traffic Safety Information Systems (ITSIS) captured as of September 13, 2022. FY2024 UPDATE FMCSA A&I November 17, 2023. We will be working closely with the Guam Police Department to obtain the complete details for the data. The Guam Police Department is currently working with Tyler Technologies, a third-party vendor, which provides us with a Law Enforcement Record Management System or LERMS. Previously GPD availed of Online State Crash Analysis Reporting (OSCAR) but which is no longer in use.

Projected Goal for FY 2023 - 2025:

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
2023	1
2024	1
2025	1

Guam has recorded a very low CMV crash rate from 2017 to 2021. Guam DRT MCSAP's goal is to maintain the CMV crash rate to 1.0 or less per year over the next five year period.

Program Activities for FY 2023 - 2025: 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.

Currently, we have 4 certified inspectors and 1 inspector needing to complete NAS A and B training. For FY2023, we are looking to hire another inspector (entry level). With this additional personnel, we anticipate to increase our inspections, along with enhancing our Outreach/Education program by creating our electronic safety campaign utilizing FMCSA's Our Roads, Our Safety Campaign. We plan to run CMV safety advertisements on electronic billboards, movie theatres, and TV commercials.

All MCSAP officers will be utilized to carry out driver/vehicle inspections, traffic enforcement, and public education and outreach activities to achieve our CMV crash reduction goal.

FY2024 UPDATE

GDRT MCSAP is now staffed with 5 certified inspectors. For FY2024, we will be hiring one entry level inspector. We anticipate with the additional inspector, we will see an increase in our daily inspection. We will be enhancing our education and outreach programs. The standard operation procedures are being process and will plan, organize our training programs. Together with expanding our media announcements and awareness thru electronic billboards, preparing pamphlets and brochures to distribute. Our inspectors will have direct guidance to schedule and organize their daily, weekly driver/vehicle inspections and traffic enforcements to achieve our CMV crash reduction goal.

MCSAP inspectors do not have the authority to stop and issue citation tickets for speeding, drugs, alcohol and human trafficking. However, if they come accross these types of crimes they will contact Guam Police Department for their assistance, inspection, investigation and violation.

Inspectors will continue to conduct stationary road checks on designated safe areas. Safety checks will continue as all levels of inspections may be conducted on Guam's roads. We currently have all five inspectors certified as NAS A & B and passenger and two inspectors certified as cargo.

We will conducts driver education training to promote safer defensive driving on Guam's roads.

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.

In the TRACC Meetings the MCSAP Coordinator has requested for all CMV crashes to be sent to the MCSAP monthly.

Guam's MCSAP will evaluate crash reports to determine common crash causation factors and actual locations where they occurred. Information will be shared with the Office of Highway Safety (OHS) for review to determine if roadway conditions are contributing factors (i.e. insufficient turning ratio, insufficient lighting for night time driving, etc.) that need to be addressed by highway engineers, or if they are due to driver behaviors or vehicle defects.

The monitoring of our progress will be captured by the number of communications and/or corrective actions made by OHS, and results will be incorporated in our quarterly SF-PPRs. All reportable CMV crashes will be uploaded via SAFETYNET and documented in our PPRs.

UPDATE FY2024

Once the crash data is provided from Guam Police Department, we will upload the data on SafetyNet. We anticipate to obtain the data from Guam Police Department on a monthly basis. MCSAP Coordinator will monitor the reports comparing all crashes involved. This will allow us to identify any needs of the state to address any concerns. We will arrange to have quarterly meetings with Guam Police Department for better data source.

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 2024" 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 2023 - 2025. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	1057	1054	1222	605	136
Level 2: Walk-Around	259	83	233	74	31
Level 3: Driver-Only	301	335	345	122	50
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	427	192	129	78	48
Level 6: Radioactive Materials	0	0	0	0	0
Total	2044	1664	1929	879	265

Narrative Overview for FY 2023 - 2025

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., Aspen) used by the State.

At this time inspectors are currently using Aspen and slowing transitioning to the new inspection Platform, SafeSpect. Our state is working the site location listing to submit.

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 program currently has 5 certified inspectors (5 inspectors are certified to conduct NAS Level 1, 2 Inspectors certified Passenger inspections, 3 inspectors certified for Hazardous Materials inspections, and 2 Inspectors certified for Cargo Tank inspections; 5 inspectors certified to conduct Level 3 inspections). The program is anticipating to hire 1 new recruit-entry level inspector.

Weather permitting, MCSAP officers conduct roadside inspections every day of the week Monday to Friday at 6 sites and 1 weigh station. Inspections includes checking driver credentials, the medical examiner's certificate, vehicle registration, business license, etc. Inspectors check for seat belt use, fatigue/impairment of drivers, and signs for human trafficking. MCSAP officers upload inspections from SAFESPECT every Friday and the MCSAP Coordinator will review the inspection for accuracy and completeness prior to approval and upload to FMCSA.

The MCSAP Coordinator checks inspection reports to ensure violations recorded are correct and accurate and will determine if refresher training is needed. The SAFETYNET report is utilized by the MCSAP Coordinator for PPR reporting and for accountability from inspections reports issued and what is submitted in return and acknowledged signed from the driver and/or carrier and mechanic that they met the repairs.

MCSAP Inspectors production is measured on a quarterly basis, number of inspections, clearances, citations, out-of-services and seatbelt surveys.

MCSAP inspectors are required to submit Citations tickets weekly to Guam Superior Court of Guam. At this time they do not have the authority to issue citation, to stop or arrest individuals for speeding, for impaired drivers, drugs, alcohol or human trafficking. However, when an inspection is conducted and these issues arise, they are guidance, instructed and provided the contact individuals and agencies to contact for assistance.

GDRT MCSAP will in the next few weeks obtain the crash data from Guam Police Department. We will benefit obtaining the data for our performance measures, reporting and accountability.

FY2024 UPDATE

Our state is organizing, researching and will be scheduling all inspectors to attend the Drug Interdiction, human trafficking and human smuggling training. MCSAP Coordinator and one Safety Inspector attended the Drug Interdiction training held on October 2023 in Virginia. The MCSAP Coordinator will put together an standard operating procedure for inspectors to use in the meantime until their training is completed. MCSAP Coordinator will work with the CVSP individuals (Jake Elovirta and Kevin Andrews) to help with the human trafficking education training and information. We will be also working on refresher training for all inspectors.

MCSAP inspectors continue to take pride on their roles during inspections, to ensure all violations are recorded as accurately as possible. The SafeSpect platform will assist inspectors with identifying any OOS carriers. Also, all inspectors have an FMCSA Portal account to verify carrier information.

Beginning January 2024, all inspectors will be utilizing SafeSpect to conduct inspections. Inspectors will enter their inspection report daily on the new software Safespect and a few still using ASPEN. They are slowly transitioning to the new software. We will meet our goal to be using SafeSpect 100% of the time by January 2024. All reports entered in SafeSpect and Safetynet will be analyzed for accountability monthly.

We are in the process of hiring a new MCSAP Safety Inspector I which will hopefully help us to increase our inspections. For now, we feel our inspection goals as is are attainable given our current staffing level.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2024, 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: DEPARTMENT OF REVENUE & TAXATION/MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

Enter the total number of certified personnel in the Lead agency: 5

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1000	120	120	1240	51.67%
Level 2: Walk-Around	100	30	50	180	7.50%
Level 3: Driver-Only	730	20	50	800	33.33%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	60	60	60	180	7.50%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	1890	230	280	2400	

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 2024 - 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:	1
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2024:	

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: DEPARTMENT OF REVENUE & TAXATION/MOTOR CARRIER SAFETY ASSISTANCE PROGRAM					
# certified personnel: 5					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 0					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1000	120	120	1240	51.67%
Level 2: Walk-Around	100	30	50	180	7.50%
Level 3: Driver-Only	730	20	50	800	33.33%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	60	60	60	180	7.50%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	1890	230	280	2400	

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

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

Projected Goals for FY 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	2282		0	2282
Enter total number of certified personnel	6		0	6
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	2282		0	2282
Enter total number of certified personnel	6		0	6

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 2024" 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.

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 2024" 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 2017 - 2021

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2021	12/31/2021	0	0
01/01/2020	12/31/2020	0	0
01/01/2019	12/31/2019	0	0
01/01/2018	12/31/2018	15	15
01/01/2017	12/31/2017	57	57

☒ 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.

MCSAP citation logbook as of September 13, 2022.

Narrative Overview for FY 2023 - 2025

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](#).

During the years 2019 to 2021: at the last quarter of 2019, COVID-19 had surfaced and health restrictions began: year 2020 we experienced a Lockdown ordered by the Government of Guam and many motor carriers had suspended their operations: year 2021, although some health restrictions were lifted, CMV traffic was still not as robust as pre-COVID times. Because of these reasons, our traffic enforcement activities were significantly reduced.

Guam's traffic enforcement program is currently supported by 5 MCSAP Inspectors with an additional inspector to be hired. MCSAP personnel are civilian employees and do not have arrest powers. MCSAP conducts traffic enforcement while conducting roadside inspections, along with visual observations of CMV's travelling along the main roadways. If the MCSAP Inspector observes a traffic or safety violation, he will signal the CMV driver to pull over and depending on the violation, a citation may be issued.

Traffic enforcement activities are typically conducted during normal business hours at high risk and high traffic corridors and focused strictly on CMV's. Inspectors do not have the authority to issue citations for speed, alcohol, drugs and human trafficking. However, they are instructed to contact our local Guam Police Department to assist. Memorandum was given to Guam Police Department, Chief of Police requesting for traffic statistics involving commercial motor vehicles or other vehicles. In the next week we will be meeting to discuss the memorandum of understanding between both agencies. Guam Police Department is currently using Tyler Technologies, which provides the data for law enforcement records.

The program is also working on re-establishing its relationship with the GPD-HPD. Once that relationship is re-established, we anticipate being able to increase our traffic enforcement activities but until then, we feel our current goals are achievable given our staffing.

FY2024 UPDATE

We selected "yes" in error under Part 2, Section 4 Investigations. GDRT MCSAP inspectors are not certified to conduct investigations at this time.

We experienced technical issues with the upload of the traffic enforcement data conducted on daily basis uploaded and recorded in our quarterly PPR's. We will be working with Hawaii Division for assistance. The MCSAP Coordinator will compile all the inspection reports issued to ensure the data is entered and recorded.

We plan to expand our training to conduct and include awareness for drugs, alcohol, human trafficking, impaired driving and distracted driving. Our local agencies offer training our inspectors may attend. The MCSAP Coordinator will arrange for the inspectors to attend with our local agencies and also with the courses offered with CVSA.

Guam will increase traffic enforcement by 10% by conducting unannounced roadside inspections at various locations where there are CMV traffic on a daily basis. We will work with Guam Police Department to enforce upon CMVs operating unsafely. Guam Police Department is not reimbursed for this activity.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

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

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	32	36	36
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	7	7	7

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 traffic enforcement activities will be conducted at high risk locations and high traffic corridors. Driver/Vehicle inspection reports prepared and submitted by Inspectors will be reviewed by MCSAP Coordinator to evaluate the OOS violations and adjust activities accordingly. MCSAP Coordinator may schedule a carrier workshop and/or intervention to serve as a deference for potential crashes.

FY2024 UPDATE

GDRT MCSAP will monitor the violations reported on Safespect. All reports will be accounted for, number of violations, carriers and drivers involved. We will be arranging more education and outreach programs to educate the carriers that are found with the majority issued violations. We will also monitor traffic enforcement by using the traffic statistic data received from Guam Police Department, and will report in the quarterly PPR's.

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 2024" 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 Bipartisan Infrastructure Law (BIL), 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	Not Active	No
PRISM		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: N/A - Guam is not included on the SSDQ map and does not have a color rating.

Enter the agency name responsible for PRISM in the State: N/A - Guam is not included on the SSDQ map and does not have a color rating.

Narrative Overview for FY 2023 - 2025

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.).

As a Territory FMCSA has exempted Guam from PRISM compliance until such time as legislation, rule making, or a territorial action requires compatibility with the PRISM program. Under the "Current Compliance Level" above there is no selection for Not Active in the drop down menu.

FY2024 UPDATE

We selected "yes" by mistake. There are no updates on this section.

Program Activities for FY 2023 - 2025: 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.

See narrative above.

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).

N/A - Guam is not included on the SSDQ map and does not have a color rating.

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 2024" 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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	0	2	44	0	4
CMV Safety Belt Education and Outreach	0	0	0	0	5
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2023 - 2025

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.

Our MCSAP continues to strive to improve the administration of our public education and awareness activities by placing emphasis on the prevention and avoidance of distracting driving while operating a CMV which is the leading crash causation factor in prior years. Addressing this performance objective will be a priority to help reduce the number of fatalities involving CMV's.

As part of our education and outreach activities, the program will distribute CVSA handouts and wallet cards on Human Trafficking to raise awareness and provide the public with information on how and where they can report any suspected incidents. We will also incorporate work zone safety during our contacts.

The program will carry out 4 carrier safety talks (1 every quarter); 4 CMV safety belt and outreach activities (1 every quarter); and at least 1 State-sponsored, local education safety, and teen safety events (i.e, school career days). All MCSAP personnel will be utilized for these public education and outreach activities. Our carrier safety talks will be held at our new MCSAP office classroom or at the motor carrier's place of business. During these carrier safety talks, we will provide a safety presentation as well as handouts to further educate them on rules and regulations. In addition, we plan to advertise on electronic billboards every month. Occasionally, on Saturdays the Inspector II conducts verbal awareness outreach on seatbelts, load securement, driver's credentials, and CMV Safety practices to motor carrier drivers prior to undergoing their road test. This is conducted at the GDRT/MSCAP office site parking lot.

To meet the CMV Safety Belt Education/Outreach activity, each MCSAP Inspector gives a brief talk on the safety of seatbelt usage to the drivers on each roadside inspection.

The program intends to make attempts to revive the Traffic Record Coordinating Committee (TRACC). This committee had no progressive movement due to COVID-19. Members of this committee includes, Guam Police Department, Department of Public Works, Office of Highway Safety, Customs and Quarantine, Port Authority Police, and Airport Authority Police. This committee chairs the Island-wide Traffic Safety Information Systems where we share crash data.

FY2024 UPDATE

GDRT will be working closely with all agencies, Guam Police Department, Department of Public Works, Office of Highway Safety, Customs and Quarantine, Port Authority Police and Airport Authority Police to share our goals, ideas, planning on how we can expand outreach and education to all CMV Carriers and drivers. Through this we can work together as a government entity to promote safety on our Guam's roads by aiming to reducing CMV crashes, fatalities and accidents. Through this we will expand our education and outreach by conducting events for safety talks, drug interdiction, human trafficking at community centers, public and private school, place of business for CMV owners.

We are in the process of renovating our MCSAP office space to include a classroom where we will carry out our carrier safety talks. We anticipate renovation to be completed by 2nd quarter of FY2024. Through this we will be able to arrange for all types of training to be held in our location.

Projected Goals for FY 2023 - 2025

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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	16	20
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	4	16	20
<input type="radio"/>	<input checked="" type="radio"/>	State Trucking Association Meetings	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1	5	10
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	5	10

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.

Guam's MCSAP will re-evaluate crash reports from prior years to determine which CMV carriers are repeated violators of crashes as well as if the crashes can be attributed to driver error (i.e. distracted driving).

The information gathered will be shared with our partners in safety to plan and conduct joint activities (i.e. carrier workshops, mall exhibits, and distribution of safety brochures during roadside inspections).

The monitoring of our progress for each outreach activity conducted will be incorporated in our quarterly SF-PPR's. Program will maintain a roster of attendees and accounting of outreach brochures handed out.

FY2024 UPDATE

We will track the number of brochures, pamphlets, and handouts distributed as an additional tracking measure. An attendance log sheet will be generated for each education and outreach event for record purposes and accountability.

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 2023 - 2025).

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 2024" 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 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: Not Applicable

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

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 2024" 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

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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.

Improving Carrier Responsibility and Compliance

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

Guam MCSAP aims to educate all Motor Carriers on how to be accountable for their operations and knowledgeable of commercial safety regulations. Through this we can improve the island's roadway safety.

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

MCSAP reestablished our existence by making our presence known during roadside inspections and conducting terminal inspections. This made carriers aware and reached out to MCSAP to ensure their operations are accountable for their operations. Most carriers came seeking guidance from MCSAP on safety regulations. This allowed MCSAP to educate carriers and answer all questions and concerns.

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

The biggest obstacle MCSAP faced to overcome were the Covid-19 health restrictions. These health restrictions limited MCSAP interactions with carriers.

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 2024" 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 2023 - 2025. 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.

Narrative Overview for FY 2023 - 2025

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

Projected Goals for FY 2023 - 2025:

Enter performance goal.

Program Activities for FY 2023 - 2025: 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 2024 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.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP		
	100% Federal Share	Total Estimated Funding
Total	\$827,829.00	\$827,829.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount)	\$124,174.00
MOE Baseline:	\$0.00

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):	\$124,174.00
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Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal)	Federal Share	MOE
MCSAP Coordinator	1	100.0000	\$68,648.00	\$68,648.00	\$68,648.00	\$0.00
Financial Officer	1	100.0000	\$54,918.00	\$54,918.00	\$54,918.00	\$0.00
Motor Carrier Safety Inspector II	2	100.0000	\$52,047.00	\$104,094.00	\$104,094.00	\$0.00
Motor Carrier Safety Inspector I	1	100.0000	\$40,483.00	\$40,483.00	\$40,483.00	\$0.00
Motor Carrier Safety Inspector 1	2	100.0000	\$36,209.00	\$72,418.00	\$72,418.00	\$0.00
Motor Carrier Safety Inspector 1 (Entry)	1	100.0000	\$34,886.00	\$34,886.00	\$34,886.00	\$0.00
Subtotal: Salary				\$375,447.00	\$375,447.00	\$0.00
Overtime Project Costs						
Subtotal: Overtime				\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$375,447.00	\$375,447.00	\$0.00
Accounting Method:	Accrual					

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

GDRT MCSAP personnel salary costs consists of a MCSAP Coordinator, Financial Officer, two Motor Carrier Safety Inspector II and three Motor Carrier Safety Inspector I and one pending hire for a Motor Carrier Safety Inspector I.

MCSAP Coordinator works and is dedicated to the program 100% of the time performing the following duties and responsibilities: Establish the standard operating procedures, for all job duties, responsibilities, guidelines, procedures and tasks withing the Motor Carrier Safety Assistance Program. Responsible to handle applying, processing, preparing and submitting the application for new grants, prepares the annual certification for GDRT Director's approval and signature, response to annual audit qualifying conditions review, write up and response to comments and recommendations for the qualifying conditions GDRT's corrective plan, prepares the annual Title VI Program Compliance Plan and the public notice posted on GDRT website. SafetyNet coordinator/administrator/SafeSpect Executive Sponsor, handles the daily commercial motor vehicle crash reports, out of service processed and uploaded daily for review, approval and interfaced from SafeSpect to SafetyNet. Gives satisfactory assurances to emphasize and improve enforcement of laws and regulations. Prepares write-up, recommendations for GDRT Director to pursue the promulgation/adoption of any amended policies in the Code of Federal Regulations and Hazardous Materials Regulations to be inserted in the Guam Code Annotated, Public Law and the Guam Administrative Rules and Regulations. Reviews the operating records and reports to assess the quality and adequacy of preventive maintenance being performed on commercial motor vehicles. Outreach/education programs, planning, organizing and training carriers, drivers, general public, businesses, organizations and associations through our in-house classroom training, meetings, events held at community centers or parks, electronic billboard media advertisements, prepare handouts, brochures, pamphlets and educational workbooks for students. Establish inspections, clearances and training schedule for inspectors and analyze the overall operating procedures and practices. Update and obtain the crash data on FMCSA A&I timely and needed for grant reporting. Works closely with Guam Police Department (GPD) in compliance to the newly revised Memorandum of Understanding between GPD and GDRT. Meets with inspectors weekly for daily activities and monitoring. Prepares performance evaluations, salary increases, attendance monitoring, monitors inspection requirements for inspectors on a quarterly and annual basis assuring they meet the certification requirements.

Financial Officer works and is dedicated to the program 100% of the time performing the following duties and responsibilities: accounting support for Guam's fiscal transaction for all federal programs. Prepares documents for procurement and for the Administrative Services Officer, GDRT approval, signature and processing. All monies requested for payment processed thru the Government of Guam approval authorization procedure. Prepares the Establishment of Account from for GDRT Administrative Services Officer, GDRT directors approval to establish a financial account on the Government of Guam Accounting Systems for grant budget reported funding, accountability and monitoring. Responsible for requesting for quotations for equipment, supplies, telecommunications, media outreach and educations, advertisements, internet access, rental of office space, travel and etc. Responsible for handling the grant direct payments, vouchers and purchase orders. Maintains financial records for recording, audit and investigation purposes. Prepares and process all quarterly Performance Progress Reports and Federal Financial Reports on Grant Solutions and Request for Reimbursements on Delphi. Monitors and tracks the financial reports and ensures the accounting records funding is on track. Responsible for submitted timesheets on a timely basis.

MCSAP Inspectors are dedicated to the program 100% of the time and performs their MCSAP Activities on a daily basis. We currently have 5 Motor Carrier Safety Inspectors. 2 individuals are Motor Carrier Safety Inspector II, who are both certified to conduct inspections for NAS A&B, Cargo Tank, non-bulk and bulk and hazardous materials. 1 individual, Motor Carrier Safety Assistance Inspector I, who is certified as NAS A&B, non-bulk and passenger and 2 individuals, Motor Carrier Safety Assistance Inspector I who are both certified for NAS A&B and passenger. Newly hire 1 entry level Motor Carrier Safety Inspector is in process.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs						
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal)	Federal Share	MOE
MCSAP Coordinator	36.8000	100.0000	\$68,648.00	\$25,262.46	\$25,262.46	\$0.00
Financial Officer	43.3200	100.0000	\$54,918.00	\$23,790.47	\$23,790.47	\$0.00
Motor Carrier Safety Inspector II	43.9400	100.0000	\$54,047.00	\$23,748.25	\$23,748.25	\$0.00
Motor Carrier Safety Inspector II	63.3100	100.0000	\$52,047.00	\$32,950.95	\$32,950.95	\$0.00
Motor Carrier Safety Inspector I	48.4100	100.0000	\$40,483.00	\$19,597.82	\$19,597.82	\$0.00
Motor Carrier Safety Inspector I	44.8800	100.0000	\$36,209.00	\$16,250.59	\$16,250.59	\$0.00
Motor Carrier Safety Inspector I	50.4800	100.0000	\$36,209.00	\$18,278.30	\$18,278.30	\$0.00
Motor Carrier Safety Inspector I (New Hire)	31.7900	100.0000	\$34,886.00	\$11,090.25	\$11,090.25	\$0.00
TOTAL: Fringe Benefits				\$170,969.09	\$170,969.09	\$0.00

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

The Fringe benefits are based on 5 inspectors, 1 Financial Officer and 1 MCSAP Coordinator, and 1 new entry level Motor Carrier Safety Inspector I.

Fringe Benefits breakdown provided by the Administrative Service Officer current as of October 1, 2023. The fringe benefit

rate percentage is the total benefits for each position and includes, Retirement, Retire (DDI) Social Security, Medicare, Life, Medical, and Dental. The benefit listing and breakdown is also uploaded in the my documents section. The

Aggregate Fringe Benefit rate was calculated by taking the Total Benefits divided by Salary.

Retirement - Salary x 29.43%

Retire (DDI) - \$19.01 x 26 PPE

Social Security - Salary x 6.2%

Medicare - Salary x 1.45%

Life - Depends on elections

Medical (Premium) - Depends on elections

Dental (Premium) Depends on elections

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)	Federal Share	MOE
MCSAP Planning Meeting	2	5	100.0000	\$8,160.00	\$8,160.00	\$0.00
CVSA Data Quality & Systems	2	5	100.0000	\$8,160.00	\$8,160.00	\$0.00
Drug Interdiction Assistance Program (DIAP)	3	5	100.0000	\$11,990.00	\$11,990.00	\$0.00
MCSAP Inspector Refresher Training	2	5	100.0000	\$8,160.00	\$8,160.00	\$0.00
CVSA WORKSHOP	1	5	100.0000	\$4,330.00	\$4,330.00	\$0.00
TOTAL: Travel				\$40,800.00	\$40,800.00	\$0.00

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

FY2024 MCSAP Planning Meeting: The MCSAP Coordinator and Financial Officer to attend this meeting to keep abreast of commercial vehicle safety issues, upcoming safety initiatives, and other critical grants management updates and training. To expand our knowledge of what our program provides, new updates, changes in policies, regulations, trends of data, guidance and benefits of reporting data. It will definitely educate us with a brighter view of how our federal grant program partners in the program work and communicate together.

AIRFARE: \$2,100.00 per person x 2 person = \$4,200.00. HOTEL: \$200.00 per night x 5 nights x 2 = \$2000.00. PER DIEM: = \$131.00 per day x 5 days x 2 persons = \$1,310.00. TRANSPORTATION: \$500.00. BAGGAGE: \$75.00 X 2 persons = \$150.00. TOTAL is \$8,160.00

CVSA Workshop will benefit the GDRT MCSAP Coordinator to meet and greet all individuals involved within the areas of all trainings and communicate with all other states comaring our differences, challenges and ideas of how we are able to maintain our goals to reduce CMV involved crashes, fatalities and injuries to zero. Will benefit our state with better practices based on all the information provided in regard to FMCSA and CVSA operational policies. To understand more of the SafetyNet Program and other FMCSA Systems.

AIRFARE: \$2,100 per person x 1 person = \$2,100.00. HOTEL:\$200.00 per night x 5 nights x 1 = \$1,000.00. PER DIEM: = \$131.00 per day x 5 days x 1 person = \$655.00. TRANSPORTATION: \$500.00: BAGGAGE: \$75.00 x 1 person = \$75.00. TOTAL is \$4,330.00

The CVSA/FMCSA Data Quality and Systems Training will benefit GDRT MCSAP Coordinator and senior inspector to attend. This training will benefit by contributing to a better understanding of any changes and updates to quality inspections and crash records to support the FMCSA and state safety programs. Ability to train us on how to manage inspections and crash data, identifying and correcting issues that arise and organize our data collections and standards.

AIRFARE: \$2,100.00 per person x 2 persons = \$4200.00. HOTEL: \$200.00 per night x 5 nights x 2 persons = \$2,000.00. PER DIEM: \$131.00 per day x 5 days x 2 persons = \$1,310.00. TRANSPORTATION: Estimated car rental \$500.00. BAGGAGE: \$75.00 x 2 persons = \$150.00. TOTAL is \$8,160.00.

Drug Interdiction Assistance Program (DIAP) Training for 3 inspectors to attend. This is benefit them becuase of the fact the training focuses on detecting and apprehending transporters and/or users of illicit drugs involving commercial motor vehicles. As it focuses on the development and distribution of criminal interdiction techniques to identify CMV and drivers engaged in criminal activity. Inspectors will benefit this training as a better view and guidance to observe vehicles, body movements and behavior of drivers, materials and resources on the vehicles, new modifications to the CMV of possibly engagement of criminal acitivity

AIRFARE: \$2,100.00 per person x 3 persons = \$6,300.00. HOTEL: \$200.00 per night x 5 nights x 3 persons= \$3,000.00. PER DIEM: \$131.00 per day x 5 days x 3 persons = \$1,965.00. TRANSPORTATION: Estimated car rental \$500.00. BAGGAGE: \$75.00 x 3 persons = \$225.00 TOTAL is \$11,990.00.

Refresher Training: Cargo Tank/Passenger/HazMat/other bulk) recommended for our inspector to enhance their abilities and knowledge towards their inspections and changes within the rules, regulations and policies.

AIRFARE: \$2,100.00 per person x 2 persons = \$4,200.00; HOTEL: \$200.00 per night x 5 nights x 2 persons = \$2,000.00. PER DIEM: \$131.00 per day x 5 days x 2 persons = \$1,310.00; TRANSPORTATION:\$500.00. BAGGAGE: \$75.00 x 2 persons= \$150.00; TOTAL is \$8,160.00

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)	Federal Share	MOE
SUV	1	\$67,489.00	100	\$67,489.00	\$67,489.00	\$0.00
TOTAL: Equipment				\$67,489.00	\$67,489.00	\$0.00
Equipment threshold is greater than \$5,000.						

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

GDRT MCSAP requests for an additional SUV vehicle similar to a 2024 GMC Savana Cargo van to be purchased for the inspectors. The inspectors have been utilizing two vans for the past years. We are currently staffed with 5 inspectors and in the process of hiring an additional inspector. Our vans can only legally seat two passengers. With the additional vehicle, we will be assigning two inspectors per vehicle. The cost requested will cover the cost for the SUV vehicle and to include light bars with traffic advisory and siren/public announcement systems, tinting, power inverter, etc. The additional vehicle will increase our productivity with inspections goals, enforcement, and special interest areas most importantly our education and outreach activities.

Quoted Vehicle Details and specifications:

2024 GMC SAVANA CARGO VAN RETAIL PRICE: \$53,995.00 + \$495.00 (DOC FEES) + \$499.00 (PROCOAT RUSTINHIBITOR) + \$3,500.00 (3 YEAR MAINTENANCE) = \$58,489.00

- 4.3L V6 GAS RWD Engine
- 8 Speed Automatic Transmission
- 276hp@5,200rpm
- Vinyl Front Bucket Seats
- Power/Windows/Locks/Mirrors
- Remote Keyless Entry
- AM/FM Stereo w/MP3 Player
- Android Auto/ Apple Carplay
- Bluetooth capability
- Rear Backup Camera
- Air Conditioning
- 16" Steel Wheels w/ Gray Center Caps
- Cargo Tie Down (6 Ding Rings Attached to Cargo Floor Area)
- INCLUDES: DOC FEES, PROCOAT RUSTINHIBITOR, AGENCIES LOGOS & 3 YEAR MAINTENANCE CONTRACT**
- SPECIAL ORDER 150-210 DAYS**

Lights and PA System Costs is \$9,000.00.

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)	Federal Share	MOE
Black Ink Cartridges/Toners	1 annual	\$15,360.00	100.0000	\$15,360.00	\$15,360.00	\$0.00
Outreach/Education	4 quarterly	\$5,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00
CVSA Inspection Decals	4 928	\$232.00	100.0000	\$928.00	\$928.00	\$0.00
MCSAP Inspection Supplies	4 Quarters	\$600.00	100.0000	\$2,400.00	\$2,400.00	\$0.00
Office Supplies	1 Annual	\$18,000.00	100.0000	\$18,000.00	\$18,000.00	\$0.00
TOTAL: Supplies				\$56,688.00	\$56,688.00	\$0.00

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

CVSP Inspections Decals: 41 sheets = 492 pieces per box, per quarter @\$5.00 per sheet. 492 pcs x 4 quarters = 1,968 pieces.

41 sheets x \$5 = \$205.00 per quarter + \$27.00 UPS Ground (Shipping charges) = \$232.00 per quarter = \$928.00

Black Ink Cartridges: specifically used for 7 each portable printers model Canon IP-110 used for roadside inspections @\$70.00 per cartridge: \$70.00 x 2 monthly = \$140.00 x 7 units monthly = \$980.00 x 12 months = \$11,760.00 and 2 multifunctional office printers model Brother MFC-L2750DW @\$150.00 per toner: \$150.00 x 2 units monthly = \$300.00 x 12 months = \$3,600.00. = \$15,360.00.

Outreach and Education: Expenses related to educational advertising, announcement materials, and printing of said materials (posters, flyers, brochures, pamphlets, banners, for insert information on best practices for safe driving in the vicinity of non-commercial and commercial motor vehicles. Classroom environment for CMV drivers on Road Safety tips, Commercial Tire Safety Tips, Passenger Safety Information, Every Cargo Tank Driver's Concern, Cargo Tank Rollovers and how can they be prevented, Safety Belt Myths, and other topics related to CMV safety regulations. We estimated the material cost at \$20,000.00. Goal is to reachout and educate 4 CMV vendors and drivers per quarter.

Office Supplies: \$18,000.00 necessary for office and field usage - inclusive of pens, pencils, high lighters, post its, copy supply, folders, hanging files, scotch tape, folders, paper, note pads, staples, storage boxes. Cleaning supplies, cleaning liquid, large and small trash bags, clorox wipes, cleaning liquid, paper towels and toilet tissues.

Inspections Supplies needed to conduct MCSAP inspections in the field, heavy duty creepers, wheel blocks, gloves, inspection road block signs, cones, etc. Guam does not have permanent shade or shelter for coverage from the heat and unexpected weather. The use and need of temporary outdoor canopy or tents will benefit inspectors during their inspections. The anticipated costs will be \$600 per quarter equals annual \$2,400.00.

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	DUNS/ EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
GTA Teleguam	UEI	Contract	100.0000	\$10,764.00	\$10,764.00	\$0.00
Description of Services: Office Telephone services						
UNKNOWN	UEI	Contract	100.0000	\$21,600.00	\$21,600.00	\$0.00
Description of Services: Electronic Billboard Advertisement						
IT&E	UEI	Contract	100.0000	\$4,800.00	\$4,800.00	\$0.00
Description of Services: 2-way radio/internet/data services						
TOTAL: Contractual and Subaward				\$37,164.00	\$37,164.00	\$0.00

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

GTA Teleguam: For telephone communications and internet in the office, specifically for the MCSAP.

UNKNOWN: Outreach - Electronic (PSAs): Creating our own along with utilizing FMCSA's, Our Roads, Our Safety Campaign for advertisement on electronic billboards, movie theatres and TV Commercials. At this time, we have not named the vendors, thus explains the Legal Name as "Unknown". \$1,800.00 per month x 1 vendor (Billboards, TV Commercials, & Movie Theatres) = \$1,800.00 per month x 12 months = \$21,600.00

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 claim reimbursement for Indirect Costs.

Indirect Costs				
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share
Salaries and Wages (SW)	4.44	\$375,447.00	\$16,669.84	\$16,669.84
TOTAL: Indirect Costs			\$16,669.84	\$16,669.84

Other Costs Project Costs						
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
CVSA Membership Dues	1 annual	\$7,800.00	100.0000	\$7,800.00	\$7,800.00	\$0.00
Office space rental	12 monthly	\$1,267.22	100.0000	\$15,206.64	\$15,206.64	\$0.00
Fuel	1 annual	\$32,713.20	100.0000	\$32,713.20	\$32,713.20	\$0.00
CVSA Workshop Registration Fee	1 Person	\$750.00	100.0000	\$750.00	\$750.00	\$0.00
CVSA/FMCSA Data Quality & Systems Registration Fees	2 Persons	\$750.00	100.0000	\$1,500.00	\$1,500.00	\$0.00
Maintenance of Vehicles	1 Annual	\$4,632.23	100.0000	\$4,632.23	\$4,632.23	\$0.00
TOTAL: Other Costs				\$62,602.07	\$62,602.07	\$0.00

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

IDC rate is based on the approved FY2024 IDCRC agreement.

Office Space Rental: monthly rental fees on office space specifically for MCSAP: \$1267.22 (12) = \$15206.64.

CVSA Workshop Registration Fee for one attendee: \$750.00 (1) = \$750.00.

CVSA/FMCSA Data Quality & Systems Registration Fee for two attendees: \$750.00 (2) = \$1500.00.

CVSA Membership Dues: Guam MCSAP annual membership dues for CVSA ; \$7800.00.

Maintenance of Vehicles to include but not limited to OEM Parts, periodic Tune-up, Oil change, oil filter change, battery, inspection and replacement of brakes, safety inspections, air conditioning, etc. = @ \$1,544.07 per vehicle x 3 vehicles = \$4,632.23.
The estimates for maintenance of vehicles was based on past expenditures.

Fuel Cost: We currently pay \$6.99 per gallon x 30 gallons per vehicle = \$209.70. \$239.70 per vehicle x 3 vehicles = \$629.10 per week X 52 weeks = \$32,713.20

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		
	100% Federal Share	Total Estimated Funding
Total	\$827,829.00	\$827,829.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$124,174.00
MOE Baseline:	\$0.00

Estimated Expenditures			
Personnel			
	Federal Share	Total Project Costs (Federal)	MOE
MCSAP Coordinator	\$68,648.00	\$68,648.00	\$0.00
Financial Officer	\$54,918.00	\$54,918.00	\$0.00
Motor Carrier Safety Inspector II	\$104,094.00	\$104,094.00	\$0.00
Motor Carrier Safety Inspector I	\$40,483.00	\$40,483.00	\$0.00
Motor Carrier Safety Inspector 1	\$72,418.00	\$72,418.00	\$0.00
Motor Carrier Safety Inspector 1 (Entry)	\$34,886.00	\$34,886.00	\$0.00
Salary Subtotal	\$375,447.00	\$375,447.00	\$0.00
Overtime subtotal	\$0.00	\$0.00	\$0.00
Personnel total	\$375,447.00	\$375,447.00	\$0.00

Fringe Benefits			
	Federal Share	Total Project Costs (Federal)	MOE
MCSAP Coordinator	\$25,262.46	\$25,262.46	\$0.00
Financial Officer	\$23,790.47	\$23,790.47	\$0.00
Motor Carrier Safety Inspector II	\$23,748.25	\$23,748.25	\$0.00
Motor Carrier Safety Inspector II	\$32,950.95	\$32,950.95	\$0.00
Motor Carrier Safety Inspector I	\$19,597.82	\$19,597.82	\$0.00
Motor Carrier Safety Inspector I	\$16,250.59	\$16,250.59	\$0.00
Motor Carrier Safety Inspector I	\$18,278.30	\$18,278.30	\$0.00
Motor Carrier Safety Inspector I (New Hire)	\$11,090.25	\$11,090.25	\$0.00
Fringe Benefits total	\$170,969.09	\$170,969.09	\$0.00

Travel			
	Federal Share	Total Project Costs (Federal)	MOE
MCSAP Planning Meeting	\$8,160.00	\$8,160.00	\$0.00
CVSA Data Quality & Systems	\$8,160.00	\$8,160.00	\$0.00
Drug Interdiction Assistance Program (DIAP)	\$11,990.00	\$11,990.00	\$0.00
MCSAP Inspector Refresher Training	\$8,160.00	\$8,160.00	\$0.00
CVSA WORKSHOP	\$4,330.00	\$4,330.00	\$0.00
Travel total	\$40,800.00	\$40,800.00	\$0.00

Equipment			
	Federal Share	Total Project Costs (Federal)	MOE
SUV	\$67,489.00	\$67,489.00	\$0.00
Equipment total	\$67,489.00	\$67,489.00	\$0.00

Supplies			
	Federal Share	Total Project Costs (Federal)	MOE
Black Ink Cartridges/Toners	\$15,360.00	\$15,360.00	\$0.00
Outreach/Education	\$20,000.00	\$20,000.00	\$0.00
CVSA Inspection Decals	\$928.00	\$928.00	\$0.00
MCSAP Inspection Supplies	\$2,400.00	\$2,400.00	\$0.00
Office Supplies	\$18,000.00	\$18,000.00	\$0.00
Supplies total	\$56,688.00	\$56,688.00	\$0.00

Contractual and Subaward			
	Federal Share	Total Project Costs (Federal)	MOE
GTA Teleguam	\$10,764.00	\$10,764.00	\$0.00
UNKNOWN	\$21,600.00	\$21,600.00	\$0.00
IT&E	\$4,800.00	\$4,800.00	\$0.00
Contractual and Subaward total	\$37,164.00	\$37,164.00	\$0.00

Other Costs			
	Federal Share	Total Project Costs (Federal)	MOE
CVSA Membership Dues	\$7,800.00	\$7,800.00	\$0.00
Office space rental	\$15,206.64	\$15,206.64	\$0.00
Fuel	\$32,713.20	\$32,713.20	\$0.00
CVSA Workshop Registration Fee	\$750.00	\$750.00	\$0.00
CVSA/FMCSA Data Quality & Systems Registration Fees	\$1,500.00	\$1,500.00	\$0.00
Maintenance of Vehicles	\$4,632.23	\$4,632.23	\$0.00
Other Costs total	\$62,602.07	\$62,602.07	\$0.00

Total Costs			
	Federal Share	Total Project Costs (Federal)	MOE
Subtotal for Direct Costs	\$811,159.16	\$811,159.16	\$0.00
Indirect Costs	\$16,669.84	\$16,669.84	NA
Total Costs Budgeted	\$827,829.00	\$827,829.00	\$0.00

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		
	100% Federal Share	Total Estimated Funding
Total	\$827,829.00	\$827,829.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$124,174.00
MOE Baseline:	\$0.00

Estimated Expenditures			
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
;;;Salary Subtotal	\$375,447.00	\$375,447.00	\$0.00
;;;Overtime Subtotal	\$0.00	\$0.00	\$0.00
Personnel Total	\$375,447.00	\$375,447.00	\$0.00
Fringe Benefits Total	\$170,969.09	\$170,969.09	\$0.00
Travel Total	\$40,800.00	\$40,800.00	\$0.00
Equipment Total	\$67,489.00	\$67,489.00	\$0.00
Supplies Total	\$56,688.00	\$56,688.00	\$0.00
Contractual and Subaward Total	\$37,164.00	\$37,164.00	\$0.00
Other Costs Total	\$62,602.07	\$62,602.07	\$0.00
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
Subtotal for Direct Costs	\$811,159.16	\$811,159.16	\$0.00
Indirect Costs	\$16,669.84	\$16,669.84	NA
Total Costs Budgeted	\$827,829.00	\$827,829.00	\$0.00

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? Marie P. Lizama
2. What is this person's title? Acting Director, Department of Revenue & Taxation
3. Who is your Governor's highway safety representative? Vincent P. Arriola
4. What is this person's title? Director, Department of Public Works

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

- ☐ Yes
- ☒ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Marie P. Lizama, Acting Director, Department of Revenue & Taxation, on behalf of the Territory of GUAM, 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 Territory 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? Marie P. Lizama
2. What is the title of your certifying State official? Acting Director, Department of Revenue & Taxation
3. What are the phone # and email address of your State official? 671-635-1816 Marie.lizama@revtax.guam.gov

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Marie P. Lizama, certify that GUAM has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the Territory'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 Territory 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

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

☒ Yes ☐ No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes

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

☐ Yes ☒ No

DEPARTMENT OF REVENUE & TAXATION (GDRT)
MOTOR CARRIER SAFETY ASSISTANCE PROGRAM (MCSAP)
PERSONNEL AND FRINGE BENEFITS
FY2024

(B)		(C)	(E)	(H)		(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)
No.	Position Title	Name of Incumbent	Salary	Increment		(F+G+H+J) Subtotal	Retirement (J*28.43%)	Retire (DDI) (\$19.01*26PPE)	Social Security (6.2%*J)	Benefits			Medical (Premium)	Dental (Premium)	Total Benefits (K thru Q)	(J + R) TOTAL
				Date	(E*Amount)					Life	Medicare (1.45%*J)					
1	MCSAP Coordinator	Hodges, Katrina B.	68,648			68,648	19,517	495	0	995	187	3,775	297		25,266	93,914
2	Financial Officer	Vacant	54,918		0	54,918	15,613	495	0	796	187	5,396	485		22,972	77,890
3	Motor Carrier Safety Inspector II	Duenas II, Alvin D. Jr.	52,047		0	52,047	14,797	495	0	755	187	5,248	0		21,482	73,529
4	Motor Carrier Safety Inspector II	Cuevas, Oscar C. Jr.	52,047		0	52,047	14,797	495	0	755	187	13,296	485		30,015	82,062
5	Motor Carrier Safety Inspector I	Diaz, Jaimen C.	40,483		0	40,483	11,509	495	0	587	187	5,396	273		18,447	58,930
6	Motor Carrier Safety Inspector I	McDaniel, John D.	36,209		0	36,209	10,294	495	0	525	187	2,819	359		14,679	50,888
7	Motor Carrier Safety Inspector I	Wolford, Anthony J.	36,209		0	36,209	10,294	495	0	525	187	5,248	273		17,022	53,231
8	Motor Carrier Safety Inspector I	Vacant	34,886		0	34,886	9,918	495	0	506	187	8,128	333		11,090	45,976
		Grand Total (FY22 MCSA GRANT):	375,447		0	375,447	106,739	3,960	0	5,444	1,496	49,306	2,505		160,973	536,420

*Night Differential/Hazardous/Worker's Compensation/etc.



United States Department of the Interior

OFFICE OF THE SECRETARY

Washington, DC 20240

State and Local Governments Indirect Cost Negotiation Agreement

EIN: 98-0018947

Date: 07/12/2023

Organization:

Government of Guam

P.O. Box 2950

Hagatna, GU 96932

Report Number: 2023-0379

Filing Ref.:

Last Negotiation Agreement

dated: 01/09/2023

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which 2 CFR Part 200 applies subject to the limitations in Section II.A. of this agreement. The rate was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in applicable regulations

Section I: Rate

Start Date	End Date	Rate Type					
10/01/2023	09/30/2024	Fixed Carryforward	Name	Rate	Base	Location	Applicable To
			Indirect	22.52 %	(A)	All	BOSP
			Indirect	9.61 %	(A)	All	AGR (PR/DJ)
			Indirect	11.26 %	(A)	All	GBHWC
			Indirect	5.90 %	(A)	All	Mil Affairs
			Indirect	21.27 %	(A)	All	Parks & Rec
			Indirect	12.52 %	(A)	All	DPHSS
			Indirect	17.85 %	(A)	All	Public Works
			Indirect	15.69 %	(A)	All	DISID
			Indirect	21.04 %	(A)	All	Youth Affairs
			Indirect	7.49 %	(A)	All	CAHA
			Indirect	6.06 %	(A)	All	Energy
			Indirect	1.51 %	(A)	All	GEPA
			Indirect	21.85 %	(A)	All	Library
			Indirect	8.66 %	(A)	All	Governor
			Indirect	0.00 %	(A)	All	Ag-Child Support
			Indirect	3.82 %	(A)	All	Ag-Crime Victims
			Indirect	4.44 %	(A)	All	DRT
			Indirect	3.10 %	(A)	All	Police
			Indirect	14.42 %	(A)	All	Labor
			Indirect	0.00 %	(A)	All	DOL-WDTD
			Indirect	34.40 %	(A)	All	Home Sec

Section I: Rate (continued)

(A) Base: Total direct salaries and wages, excluding fringe benefits. The rate applies to all programs administered by the non-federal entity. To determine the amount of indirect costs to be billed under this agreement, direct salaries and wages should be summed and multiplied by the rate. All other program costs, including fringe benefits associated with direct salaries and wages, should be eliminated from the calculation.

Treatment of fringe benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

Section II: General

- A. **Limitations:** Use of the rate(s) contained in this agreement is subject to any applicable statutory limitations. Acceptance of the rate(s) agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal, (2) all such costs are the legal obligations of the grantee/contractor, (3) similar types of costs have been accorded consistent treatment, and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs (for example, supplies can be charged directly to a program or activity as long as these costs are not part of the supply costs included in the indirect cost pool for central administration).
- B. **Audit:** All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the cost allocation plan or indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.
- C. **Changes:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was submitted. Changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate(s) in this agreement may require the prior approval of the cognizant agency. Failure to obtain such approval may result in subsequent audit disallowance.
- D. **Rate Type:**
 - 1. **Fixed Carryforward Rate:** The fixed carryforward rate is based on an estimate of the costs that will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made to the rate for a future period, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.
 - 2. **Provisional/Final Rate:** Within six (6) months after year end, a final indirect cost rate proposal must be submitted based on actual costs. Billings and charges to contracts and grants must be adjusted if the final rate varies from the provisional rate. If the final rate is greater than the provisional rate and there are no funds available to cover the additional indirect costs, the organization may not recover all indirect costs. Conversely, if the final rate is less than the provisional rate, the organization will be required to pay back the difference to the funding agency.
 - 3. **Predetermined Rate:** A predetermined rate is an indirect cost rate applicable to a specified current or future period, usually the organization's fiscal year. The rate is based on an estimate of the costs to be incurred during the period. A predetermined rate is not subject to adjustment.
- E. **Rate Extension:** Only final and predetermined rates may be eligible for consideration of rate extensions. Requests for rate extensions of a current rate will be reviewed on a case-by-case basis. If an extension is granted, the non-Federal entity may not request a rate review until the extension period ends. In the last year of a rate extension period, the non-Federal entity must submit a new rate proposal for the next fiscal period.
- F. **Agency Notification:** Copies of this document may be provided to other federal offices as a means of notifying them of the agreement contained herein.
- G. **Record Keeping:** Organizations must maintain accounting records that demonstrate that each type of cost has been treated consistently either as a direct cost or an indirect cost. Records pertaining to the costs of program administration, such as salaries, travel, and related costs, should be kept on an annual basis.
- H. **Reimbursement Ceilings:** Grantee/contractor program agreements providing for ceilings on indirect cost rates or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rate in Section I of this agreement, the negotiated rate will be used to determine the maximum allowable indirect cost.

Section II: General (continued)

- I. **Use of Other Rates:** If any federal programs are reimbursing indirect costs to this grantee/contractor by a measure other than the approved rate(s) in this agreement, the grantee/contractor should credit such costs to the affected programs, and the approved rate(s) should be used to identify the maximum amount of indirect cost allocable to these programs.

- J. **Central Service Costs:** If the proposed central service cost allocation plan for the same period has not been approved by that time, the indirect cost proposal may be prepared including an amount for central services that is based on the latest federally-approved central service cost allocation plan. The difference between these central service amounts and the amounts ultimately approved will be compensated for by an adjustment in a subsequent period.

- K. **Other:**
 - 1. The purpose of an indirect cost rate is to facilitate the allocation and billing of indirect costs. Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.
 - 2. Programs received or initiated by the organization subsequent to the negotiation of this agreement are subject to the approved indirect cost rate(s) if the programs receive administrative support from the indirect cost pool. It should be noted that this could result in an adjustment to a future rate.
 - 3. Indirect cost proposals must be developed (and, when required, submitted) within six (6) months after the close of the governmental unit's fiscal year, unless an exception is approved by the cognizant agency for indirect costs

Section III: Acceptance

Listed below are the signatures of acceptance for this agreement:

By the State and Local Governments

By the Cognizant Federal Government Agency

Government of Guam

US Department of the Interior - OIA

DocuSigned by:
Lester Carlson
08A491DC7E82470...

DocuSigned by:
Craig Wills
B47DB1F4A5DB4BF...

Signature

Signature

Lester Carlson Jr.

Craig Wills

Name:

Name:

Director, Bureau of Budget and Management
Research

Division Chief
Indirect Cost & Contract Audit Division
Interior Business Center

Title:

Title:

7/18/2023

7/17/2023

Date

Date

Negotiated by: Omar Sheyyab
Telephone: (916) 930-3806

Next Proposal Due Date: 03/31/2024

FY2024 CERTIFICATION OF MCSAP CONFORMANCE
(State Certification)

I, **Dafne M. Shimizu, Director**, on behalf of the **U.S. Territory of Guam**, 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 **Guam Department of Revenue and Taxation (GDRT)** as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and (names of agencies) 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 motorcarrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

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

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of Part 385 of this subchapter by verifying possession of the permits 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.



for DAFNE M. SHIMIZU

Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

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

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

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

(Enter information on any exceptions to the above certification here)

Signature of Certifying Official: _____



Title of Certifying Official: Director, Department of Revenue & Taxation

Date of Certification: August 21, 2023

87-27

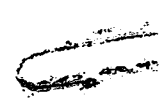
DEPARTMENT OF REVENUE AND TAXATION
GOVERNMENT OF GUAM

ORDER

WHEREAS, 16 GCA § 5116, as enacted by Public Law 19-4, authorizes the Director of Revenue and Taxation ("the Director") to promulgate as territorial regulations either (1) the Federal Motor Carrier Safety Regulations (49 C.F.R. Parts 390 through 399), except such portions as may be determined by the Director to be inapplicable, and the highway-related portions of the Federal Hazardous Materials Regulations (49 C.F.R. Parts 107, 171-173, 177, and 178) or (2) such territorial regulations applicable to motor carrier safety, including highway transportation of hazardous materials, as are compatible with the federal regulations; and

WHEREAS, 16 GCA § 5116 further provides that the regulations promulgated by the Director as aforesaid shall be effective as interim regulations from the date of promulgation until such date as they may be amended pursuant to Chapter III of Title XXV of the Government Code; and

WHEREAS, the Director has determined that the Federal Motor Carrier Safety Regulations and the highway-related portions of the Federal Hazardous Materials Regulations are desirable and appropriate regulations for the Territory of Guam; and



WHEREAS, the Director, pursuant to the provisions of § 24201 of the Government Code, caused a notice to be published of a hearing to be held concerning proposed regulations relating to motor carrier safety and the highway transportation of hazardous materials; and

WHEREAS, pursuant to § 24201 of the Government Code and on July 9, 1987, more than ten (10) days after the aforesaid publication, a public hearing was held relating to said proposed regulations; and


WHEREAS, after giving due consideration to the testimony that was presented at the hearing the Director has determined that the Federal Motor Carrier Safety Regulations and the highway-related portions of the Federal Hazardous Materials Regulations should in their entirety be adopted and made applicable to the Territory of Guam both as interim regulations and as final regulations until such date as portions thereof may be determined to be inappropriate for Guam and the regulations amended pursuant to Chapter III of Title XXV of the Government Code;

NOW, THEREFORE, I, VICENTE M. CONCEPCION, Acting Director of Revenue and Taxation of the Government of Guam, by virtue of the authority vested in me by 16 GCA § 5116, do hereby promulgate the Federal Motor Carrier Safety Regulations (49 C.F.R. Parts 390 through 399) and the highway-related portions of the

Federal Hazardous Materials Regulations (49 C.F.R. Parts 107, 171-173, 177, and 178) as interim and final territorial regulations effective from the date of this order and subject to such amendments thereof as may be made pursuant to Chapter III of Title XXV of the Government Code.

DATE

7/31/87


VICENTE M. CONCEPCION
Acting Director, Department of
Revenue and Taxation

APPROVED


JOSEPH F. ADA
Governor of Guam

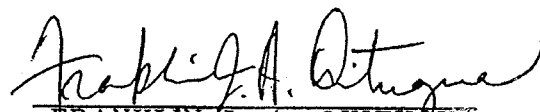
JUL 31 1987

DATE

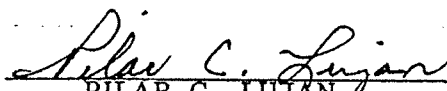
NINETEENTH GUAM LEGISLATURE
1987 (FIRST) Regular Session

CERTIFICATION OF PASSAGE OF AN ACT TO THE GOVERNOR

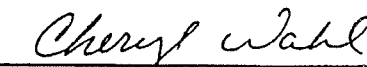
This is to certify that Substitute Bill No. 199 (LS), "AN ACT TO AMEND SUBSECTION (b) OF 9 GCA §80.10 RELATIVE TO SENTENCES IMPOSED FOR CONVICTION OF MORE THAN ONE CRIME, AND FOR OTHER PURPOSES," was on the 8th day of May, 1987, duly and regularly passed.


FRANKLIN J. A. QUITUQUA
Speaker

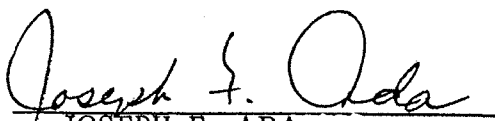
Attested:


PILAR C. LUJAN
Senator and Legislative Secretary

This Act was received by the Governor this 13th day of May, 1987, at 6:15 o'clock P.m.


Assistant Staff Officer
Governor's Office

APPROVED:


JOSEPH F. ADA
Governor of Guam

Date: May 21, 1987

Public Law No. 19-4

NINETEENTH GUAM LEGISLATURE
1987 (FIRST) Regular Session

Bill No. 199 (LS)
Substitute
Committee on Rules

Introduced by:

F. R. Santos
T. S. Nelson

AN ACT TO AMEND SUBSECTION (b) OF 9
GCA §80.10 RELATIVE TO SENTENCES
IMPOSED FOR CONVICTION OF MORE THAN
ONE CRIME, AND FOR OTHER PURPOSES.

1 BE IT ENACTED BY THE PEOPLE OF THE TERRITORY OF GUAM:
2 Section 1. Subsection (b) of 9 GCA §80.10 is amended to read:

3 "(b) Where the judgement of conviction included more than one
4 crime, the sentences imposed may run concurrently or consecutively
5 except that if such sentences run consecutively, the provisions of
6 §§80.38, 80.40 and 80.42 shall not be applicable."

7 Section 2. Section 19200.5 of the Government Code (Declaration of
8 exemption for Certain Devices from the provisions of 15 U.S.C. 1172) is
9 repealed.

10 Section 3. 9 GCA §64.20 is repealed and reenacted to read:

11 "\$64.20. Importation of Gambling Devices to Guam Illegal:
12 Defined and Punished.

13 (a) A person commits a felony when he imports or attempts to
14 import, or causes to import a gambling device, whether operable or
15 not, into the territorial jurisdiction of Guam, or manufacturers a
16 gambling device within the territory of Guam.

17 (b) As used in this Section, 'gambling device' means any coin
18 operated device which, when operated, may return winnings (other
19 than free games not redeemable for cash) of value to the user based
20 partially or completely upon chance, by the operation of which a
21 person may become entitled to receive winnings of value. It does not
22 include pinball and other amusement machines or devices which are
23 predominantly games of skill whether affording the opportunity of

1 Procurement of supplies and services from off Guam may be made if no
2 business for such supplies or services may be found on Guam or if the total
3 cost F.O.B. job site, unloaded, of procurement from off island is no
4 greater than eighty-five percent (85%) of the total cost F.O.B. job site,
5 unloaded, of the same supplies or services when procured from a business
6 licensed to do business on Guam that maintains an office or other facility on
7 Guam and that is one of the above-designated businesses entitled to
8 preference."

9 This section shall apply to all pending bids not yet awarded.

10 Section 13. The Recreational Facility being erected at Pago Bay shall
11 be named the Francisco F. Perez (Gonga) Picnic Facility and shall so be
12 named during an appropriate occasion arranged by the Director of Parks
13 and Recreation in cooperation with the Ordot-Chalan Pago Commissioner and
14 the Municipal Council.

15 A plaque bearing the name of the honoree and other appropriate
16 citations shall be displayed at a conspicuous place in the main pavilion.

17 Section 14. Section 3 of Public law 16-113 is hereby amended to read:

18 "Section 3. The sum of One Hundred Thousand Dollars
19 (\$100,000) is hereby appropriated from the Tourist Attraction Fund to
20 the Department of Public Works for the purpose of constructing a boat
21 launching ramp, swimming area, and required dredging at Pago Pay
22 and Old Agat. Prior to awarding the projects for construction, the
23 Department shall obtain the approval of the Guam Fishing and Boating
24 Association of the plans for the ramp."

25 Section 15. A new §5116 is hereby added to 16 GCA to read:

26 "§5116. Carrier Safety and Hazardous Material Regulations.

27 (a) The Director of Revenue and Taxation is authorized to
28 promulgate as territorial regulations either (1) the Federal Motor
29 Carrier Safety Regulations (49 CFR Parts 390 through 399), except
30 such portions as may be determined by the Director to be inapplicable,
31 and highway-related portions of the Federal Hazardous Materials
32 Regulations (49 CFR Parts 107, 171-173, 177, and 178) or (2) such
33 territorial regulations applicable to motor carrier safety, including

1 highway transportation of hazardous materials, as are compatible with
2 the federal regulations. The regulations promulgated by the Director
3 of Revenue and Taxation shall be effective as interim regulations from
4 the date of promulgation until such date as they may be amended
5 pursuant to Chapter III of Title XXV of the Government Code.

6 (b) The Director of Revenue and Taxation is authorized to
7 promulgate regulations providing for the right of entry and inspection
8 by territorial personnel sufficient to enforce the regulations adopted
9 pursuant to Subsection (a) of this Section and to perform the activities
10 set forth in Guam's Enforcement Plan for implementation of the
11 regulations. Such regulations shall be effective as interim regulations
12 from the date of promulgation until such date as they may be amended
13 pursuant to Chapter III, Title XXV of the Government Code."

14 Section 16. Subsection (d) of 10 GCA §80106 is amended to read:

15 "(d) The Guam Memorial Hospital Authority shall be liable for the
16 negligent act of any hospital employees or officer if the Board knew or
17 had notice that said employee or officer was inefficient and incompetent
18 to perform the services for which he was hired, or said Board retained
19 such inefficient or incompetent person after knowledge or notice of
20 such inefficiency or incompetency."

21 Section 17. A new Subsection (f) is added to 10 GCA §80106 to read:

22 "(f) The Board shall be liable as fiduciaries in the execution of
23 their duties."

24 Section 18. A new Subsection (d) is added to 10 GCA Section 60101 to
25 read:

26 "(d) Those firearms that can not fire fixed ammunition but are
27 loaded through the muzzle or cylinder with a combination of ball and
28 black powder."

29 Section 19. Subsection (b) of 4 GCA §4401 is amended to read:

30 "(b) No member shall be an employee of the Government, a
31 member of any board or commission, nor a member of the immediate
32 family of an employee of the Government. As used in this Section,
33 'immediate family' means a collective body of persons living together in
34 one house under one head."