

U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	GUAM - Highway Safety Plan - FY 2019
State Office	Guam Office of Highway Safety
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	GUAM - Highway Safety Plan - FY 2019
Application Version:	6.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Therese Matanane
Submission On:	7/6/2018 4:04 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The Highway Safety Plan (HSP) for FY 2019 serves as the Territory’s application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Section 402 – “Fixing America’s Surface Transportation (FAST ACT).” The Government of Guam, Department of Public Works – Office of Highway Safety (DPW-OHS) will continue to educate the public on highway safety issues and to facilitate the implementation of programs that reduces crashes, injuries, and fatalities on Guam’s roadways.

Guam’s Office of Highway Safety implements a comprehensive highway safety planning process. In addition to island-wide crash analysis, the Office of Highway Safety utilizes self-reported local crash data and population from local law enforcement agencies that apply for funding to support overtime enforcement. Guam Office of Highway Safety conducts problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient highway safety plan. These measures are then used to develop countermeasures strategies and projects for the distribution of federal funds.

The Guam Office of Highway Safety conducts a preliminary review and analysis of each grant application to document each grantees merit in terms of current activities and past performance and whether the they have the ability to perform the activities.

The Department of Public Works-Office of Highway Safety obtains data necessary for the problem identification process from various data sources:

- Online State Crash Analysis Reporting System (OSCAR)
- Crash Reporting System (CRS) Guam Police Department
- Judiciary of Guam – Just Ware System
- Seat Belt Observation

As we moved towards a data driven approach to funding, each applicant was asked to describe their communities traffic safety problems along with **when** the problem is taking place (month, day of week, time of day), **where** (specific streets, neighborhoods, etc.), **who** (demographics), **what** (speeding, red light running, etc.) and any other relevant information to their village.

Once grant agreements are in place there will be continual monitoring of all projects via the required quarterly reimbursements which include the Project Activity Reports for all enforcements conducted in that quarter. There will also be on-site visits to grantees in order to monitor compliance with the requirements of the grant agreement or examine Office of Highway Safety funded equipment as well as to provide the grantee guidance or obtain feedback from them. Projects other than traffic safety and enforcement were selected using criteria that include response to identified problems, potential for affecting Guam’s Core Performance Targets, innovation, clear objectives, and adequate evaluation plans and cost effective budgets. Grantees are selected based on their ability to demonstrate significant programmatic impact based on data-driven problem analysis.

2019 PLANNING CALENDAR

Months	Activities
January to March	<ul style="list-style-type: none"> • Review progress and prior year programs with the Guam Office of Highway Safety staffs as well as analyze data to identify upcoming fiscal year key program areas. • Review spending and determine revenue estimates. • Grant application process begins for FY 2019. • Obtain in-put from partner entities and stakeholders on program direction.
April to June	<ul style="list-style-type: none"> • Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas.

	<ul style="list-style-type: none"> • Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns. • Prepares Highway Safety Plans, Sections 402 and 405 grant applications. • Review of project proposals. • Submit fiscal year 2019 Highway Safety Plan to Region 9 and NHTSA headquarters.
July to August	<ul style="list-style-type: none"> • Observation of the national enforcement mobilization 4th of July - Drive Sober or Get Pulled Over. • Hold meetings with potential grantees.
September	<ul style="list-style-type: none"> • Observation of the Child Passenger Safety Week. • Close-out of FY 2018 projects.
October to December	<ul style="list-style-type: none"> • Implement grants and contracts. • Initiate work on the 2018 Annual Report. • Observation of the Impaired Driving Campaign; Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over. • Guam Office of Highway Safety close-out the prior fiscal year. • Guam Office of Highway Safety collects and reviews year-end reports from its sub-grantees.

The Guam Office of Highway Safety utilizes the core performance measures to guide program and project activities in justifying resources and funding allocation. The primary highway safety goal for Guam is to reduce fatalities in all program areas. Guam Office of Highway Safety applies Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 8th Edition, 2015 (CTW) as their primary reference in the selection of evidence-based countermeasure strategies for their HSP program areas.

The following table identifies the performance measures used by Guam Office of Highway Safety:

TYPE	PROGRAM AREA	CORE MEASURES	DATA SOURCE
Outcome	Alcohol (AL); Occupant Protection (OP); Police Traffic (PT); Motorcycle and Pedestrian and Bicycle (PS).	C-1: Number of Traffic-related fatalities	CRS
Outcome	Alcohol (AL); Occupant Protection (OP); Police Traffic (PT); Motorcycle and Pedestrian and Bicycle (PS).	C-2: Number of Traffic-related Serious Injuries	CRS/OSCAR
Outcome	Occupant Protection (402 and 405b)	C-4: Number of unrestrained passenger vehicle occupant fatalities - all seat position	CRS/OSCAR
Outcome	Alcohol (AL)	C-5: Number of Alcohol Impaired Fatalities	CRS
Outcome	Police Traffic (PT)	C-6: Number of Speed related fatalities	CRS
Outcome	Police Traffic (PT)	C-7: Number of Motorcycle Fatalities	CRS

Outcome	Police Traffic (PT)	C-8: Number of un-helmeted Motorcycle Fatalities	CRS
Outcome	Alcohol (AL), Occupant Protection (OP - 402 and 405b); and Police Traffic (PT)	C-9: Number of drivers age 20 or younger involved in fatal crashes.	CRS
Outcome	Pedestrian (PS)	C-10: Number of pedestrian fatalities	CRS
Outcome	Bicycle Safety (PS)	C-11: Number of bicyclist fatalities.	CRS
Behavior	Occupant Protection (402 and 405b)	B-1: Observed seatbelt use for passenger vehicles, front seat outboard occupant (State Survey)	Survey

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

In the interest of reducing the incidence and severity of vehicular collisions on the island roadway, the DPW-OHS networked with various stakeholders, conducted safety sessions to gather input on safety problems, and effective countermeasures being implemented by other agencies. Partnerships and collaboration opportunities were identified with the Highway Safety Coalition, which comprises of government officials, public offices/agencies, and private organizations. The Highway Safety Coalition Members consists of:

Honorable Eddie Baza Calvo, Governor of Guam

Honorable Ray Tenorio, Lt. Governor of Guam

Glenn Leon Guerrero, Director of Public Works/Governor's Highway Safety Representative

Cecilia D. Javier, MAIV/Highway Safety Coordinator with the Department of Public Works-Office of Highway Safety

Therese C.D. Matanane, Program Coordinator IV with the Department of Public Works-Office of Highway Safety

AnaMarie C. Senato, Program Coordinator II with the Department of Public Works-Office of Highway Safety

Jane M. Almandres, Program Coordinator I with the Department of Public Works-Office of Highway Safety

Jacqueline T. Florig, Administrative Assistant with the Department of Public Works-Office of Highway Safety

Julie L. Myers, Data Control Clerk II with the Department of Public Works-Office of Highway Safety

Honorable Frank Aguon Jr., Senator, 34th Guam Legislature Chairman, Committee on Public Safety, Law Enforcement and Judiciary

Romualdo Domingo, Engineer, Department of Public Works - Division of Highway

Catherine S. Castro, President, Guam Chamber of Commerce

Joseph I. Cruz, Chief of Police, Guam Police Department

Michael Arcangel, Lieutenant/Operations Chief, Guam Police Department-Guam Highway Patrol Division

Joey San Nicolas, Fire Chief, Guam Fire Department

John Camacho, Director, Department of Revenue & Taxation

Elizabeth Barrett-Anderson, Attorney General of Guam, Office of the Attorney General

Honorable Katherine Maraman, Chief Justice of Guam, Judiciary of Guam

Valerie Tenorio, Traffic Violations Clerk. Judiciary of Guam

Charles Ada, Executive Manager, Guam International Airport Authority

Joanne M.S. Brown, Executive Manager, Port Authority of Guam

Leo Casil, Acting Director, Dept. of Public Health & Social Services

Andrew Quitugua, Major, Guam Police Department - Planning Research & Development

Marie Benito, Deputy Director, Department of Revenue & Taxation

Jeanette Gomez, Program Coordinator, Office of the Attorney General - Prosecution Section

Honorable Alberto Lamorena III, Presiding Judge/DWI Court, Judiciary of Guam

John Q. Lizama, Court Administrator, Judiciary of Guam

Robert Camacho, Airport Police Chief, Guam International Airport Authority

Doris Agüero, Chief of Port Police, Port Authority of Guam

Marlene M. Carbullido, Acting EMS Administrator, Dept. of Public Health & Social Service.

Angel Sablan, Executive Director, Mayor's Council of Guam

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

The Guam Office of Highway Safety reviews traffic fatality and crash data provided to them by the Guam Police Department, Guam Fire Department, and the Judiciary of Guam. The analysis includes:

- Where are the high-crash locations? (Specific road sections, highway, streets, and intersections)
- Are there recurring causes of crashes? (Impairment, Speed, Distraction, other traffic violations, weather, and road conditions)
- Which characteristics occur more frequently than would be expected? (Number of crashes involving 16 through 19 year old drivers vs. other age groups; or number of alcohol crashes on a particular roadway segment compared to causes.)
- Are there crash severity factors to be considered? (Non-use of occupant protection devices {seat belts, motorcycle helmets} and excessive speed.)

We have identified our major problem(s) as the following:

1. Driving Under the Influence of Drugs (D.U.I.D.) - Impaired driving continues to be a significant factor in crashes in Guam with a widespread advent of decriminalized and legalized medicinal marijuana.

2012-2016 .D.U.I.D. Arrests

CY 2012-2016	Total D.U.I.D. Arrests
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2012	0
2013	13
2014	13
2015	5
2016	18

The Guam Office of Highway Safety recognizes the training and educating the prosecutors and law enforcement on S.F.S.T. and A.R.I.D.E. will provide the most impact on helping to detect, identify, and prosecute drug-impaired impaired drivers on Guam.

There's approximately 1000 law enforcement officers certified on S.F.S.T., 36 certified A.R.I.D.E. (law enforcement officers and prosecutors), and three (3) Drug Recognition Experts (DRE) certified officers. The Guam Office Office of Highway Safety will continue to train an additional 35 law enforcement officers in A.R.I.D.E. until all law enforcement officers on Guam are S.F.S.T. and A.R.I.D.E. trained.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

The criteria used in selecting projects and activities are determined by using the following methodology:

- How they are ranked in terms of their crash severity;
- Use of seatbelt/helmets or other passenger safety measures at the time of crash;
- Frequency of DUI involved in crashes;
- Review Crashes according to their contributing factors;
- Review fatalities by numbers, type and location;
- Projects that are selected are likely to be sustainable;
- Projects that support our goals throughout the territory;
- Projects that creatively incorporate “alcohol awareness and occupant protection safety”;
- Projects that are geared towards distracted driving; and/or
- Projects from government agencies that have territory-wide significance and addresses the federal areas under the Fixing America’s Surface Transportation (FAST ACT).

The DPW-OHS staffs reviews the data over a period of five years and identifies the most significant problems and who should be funded and at what level compared to the previous years.

The process of selecting highway traffic safety projects occurs during Guam’s Office of Highway Safety planning committee meeting.

- Solicitation letters are sent to local government entities and private agencies to apply for federal funding for their traffic safety project.
- Guam Office of Highway Safety program managers will review the proposals submitted by the stakeholders. The problem identification process includes goals, objectives, performance measures and activities.
- Once the project is deemed appropriate of grant funding, the Guam Office of Highway Safety will work with the sub-grantee to formulate their grant. This process forms the basis of the primary criteria for project site selection.

Enter list of information and data sources consulted.

The Department of Public Works-Office of Highway Safety obtains data necessary for the problem identification process from various data sources:

- Online State Crash Analysis Reporting System (OSCAR)
- Crash Reporting System (CRS) - Guam Police Department
- Just Ware System - Judiciary of Guam
- Seat Belt Observation Survey - Guam Office of Highway Safety and the Guam Police Department-Highway Patrol Division

Problem identification is also essential in identifying traffic crash cluster areas, or hotspots. Data records provides essential information to understand which roadways have the highest rates of traffic crashes in order to determine where the resources can be efficiently directed.

Guam's highway safety challenges are identified by analyzing available data from traffic crashes and traffic citations. This step begins by outlining the data sources used to identify problems and the persons or organizations responsible for collecting, managing and analyzing relevant data. These data sources are described in the below table:

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	Online State Crash Analysis Reporting System (OSCAR) Crash Reporting System (CRS)	Department of Public Works-Office of Highway Safety Guam Police Department	2012-2016
Violation	E-Citation	Judiciary of Guam – Traffic Court Division	2012-2016
Seat Belt Use	Observation Data	Department of Public Works-Office of Highway Safety and the Guam Police Department-Guam Highway Patrol Division	2012-2016
Licensed Drivers, Registrations and Commercial Vehicles	Division of Motor Vehicle (DMV)	Department of Revenue and Taxation	2012-2016
Operating Under the Influence	Crash Reporting System	Guam Police Department	2012-2016

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Guam does not have a Strategic Highway Safety Plan and we do not collect VMT data because we are not included in FARS. This section does not apply to Guam.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measures

C-1	2012	2013	2014	2015	2016
Annual	16	18	19	9	13
2012-2016 average	15	16	16.8	15.4	15

C-1: Reduce total traffic fatalities by six percent from 15 (2012-2016 average) to 14.1 by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Actual baseline years are from 2012-2016. Moving averages are not used because values are so small. Guam's fatality rate from 2015 to 2016 increased from 9 in 2015 to thirteen (13) in 2016.

Data for 2012-2016 average is 15 total fatalities.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measures

C-2	2012	2013	2014	2015	2016
Annual	1180	1121	848	941	893
2012-2016 average	659	793.6	909.8	1001.2	996.6

To reduce serious traffic injuries by ten percent from 996.6 (2012-2016 average) to 896.94 by December 31, 2019.

Justification/Analysis: Guam is using local data, which is more current than FARS. Actual baseline years are from 2012-2016 covering five years of data. Because values are so small, trend line is not stable. Given that data, Guam is basing on a 10% decrease.

Data for 2012-2016 average is 996.6 for serious injuries.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Justification/Analysis: No FARS data collected in the Territories. No FHWA VMT data collected in Territories either.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-4	2012	2013	2014	2015	2016
Annual	2	5	5	2	2
2012-2016 average	0.8	1.8	2.4	3	3.2

To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 50 percent from 3.2 (2012-2016 average) to 1.6 by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2012-2016. Given low values in previous years, this goal is reasonable.

Data for 2012-2016 average is 3.2 for unrestrained Occupant fatalities.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-5	2012	2013	2014	2015	2016
Annual	7	9	6	6	4
2012-2016 average	4.4	5.4	1.2	5.8	6.4

To reduce Alcohol-Impaired fatalities 50 percent from 6.4 (2012-2016 average) to 3.2 by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2012-2016. Given low values in previous years, this goal is reasonable.

Data for 2012-2016 average is 6.4 total alcohol-impaired fatalities involving driver and motorcycle operators.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-6	2012	2013	2014	2015	2016
Annual	5	7	5	5	6
2012-2016 average	5.4	6.4	6.4	5.8	5.6

To reduce speed-related fatalities by ten (10) percent from 5.6 (2012-2016 average) to 5.04 by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2012-2016.

Data from 2012-2016 average is 5.6 speed-related fatalities.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-7	2012	2013	2014	2015	2016
Annual	4	2	1	3	0
2012-2016 average	2.6	3	2.4	2.6	2

Reduce motorcyclist fatalities by 50 percent from two (2) (2012-2016 average) to one (1) in December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2012-2016.

Data from 2012-2016 average is two (2) motorcyclist fatalities.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-8	2012	2013	2014	2015	2016
Annual	3	2	1	3	0
2012-2016 average	1.4	1.4	1.2	1.8	1.8

To reduce un-helmeted motorcyclist fatalities by 100 percent from 1.8 (2012-2016 average) to zero (0) by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2012-2016.

Data from 2012-2016 average is 1.8 un-helmeted motorcyclist fatalities.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-9	2012	2013	2014	2015	2016
Annual	0	1	1	1	0
2012-2016 average	0.6	0.6	0.6	0.8	0.6

To reduce drivers age 20 and younger involved in fatal crashes by 100 percent from 0.6 (2012-2016 average) to zero (0) in December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2012-2016.

Data from 2012-2016 average is 0.6 for drivers 20 and younger involved in a fatal crash.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-10	2012	2013	2014	2015	2016
Annual	4	6	10	3	2
2012-2016 average	3.4	4.0	5.2	5.0	5.0

To reduce pedestrian fatalities by ten (10) percent from five (5) (2012-2016 average) to 1.8 by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2012-2016.

Data from 2012-2016 average is five (5) pedestrian fatalities.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

C-11	2012	2013	2014	2015	2016
Annual	0	1	0	0	2
2012-2016 average	0	0.2	0.2	0.2	0.6

To reduce bicyclist fatalities by 50 percent from 0.6 (2012-2016 average) to zero (0) by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015.

Data from 2012-2016 is 0.6 bicyclist fatalities.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

B1	CORE BEHAVIOR MEASURE	2012	2013	2014	2015	2016
	Observed seat belt use for passenger vehicles, front seat outboard occupants (State Survey)	81.4%	93.81%	90.81%	91.56%	90.06%

To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage points from 89.53 2012-2016 average to 92.84 percent by December 31, 2019.

Justification/Analysis: Target based on trend line analysis.

4 Performance plan

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	14.1
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	896.9
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.000
C-4) Number of unrestrained passenger vehicle	5 Year	2015	2019	1.6

occupant fatalities, all seat positions (FARS)				
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	3.2
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	5.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	1.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	0.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	0.6
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	1.8
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	0.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	92.8

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 14.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

Guam has seen an increase of fatalities in recent years, which makes it difficult to set a target that is both realistic and desirable. While the baseline value for 2012-2016 is 15, more recent data suggest that maintaining this level in 2019 is unlikely. The year 2017 saw an increase in fatalities, which brought the 2012-2016 average to 15 and data for 2018 to date suggest that 2018 will be comparable to 2017.

While Guam would like to decrease these numbers by 2019, the following factors make this challenging:

- The economy and fuel prices are fairly stable, allowing for an increased amount of travel on Guam's highways.
- Law enforcement agencies are facing recruitment difficulties as a result of state and local budgetary restraints, which has created staffing challenges and led to a reduction in law enforcement presence in Guam's roads.
- Impaired driving is a growing concern due to the recent legislation of marijuana and a more tolerant view toward illicit drugs.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce total traffic fatalities by six (6) percent from 15 (2012-2016 baseline average) to 14.1 by December 31, 2019.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 896.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce total serious traffic injuries by ten (10) percent from 996.6 (2012-2016 baseline average) to 896.94 by December 31, 2019.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.000
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Guam does not have FARS; therefore, we have no data-driven targets.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 1.6
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by 50 percent from 3.2 (2012-2016 baseline average) to 1.6 by December 31, 2019.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 3.2
 Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of alcohol-impaired fatalities by 50 percent from 6.4 (2012-2016 baseline average) to 3.2 by December 31, 2019.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 5.0
 Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of speed-related fatalities by 10 percent from 5.6 (2012-2016 baseline average) to 5.04 by December 31, 2019.

C-7) Number of motorcyclist fatalities (FARS)**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 1.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of motorcyclist fatalities by 50 percent from two (2) (2012-2016 baseline average) to one (1) by December 31, 2019.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)**Is this a traffic records system performance measure?**

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will decrease its un-helmeted motorcycle fatalities by 100 percent from 1.8 (2012-2016 baseline average) to zero (0) by December 31, 2019.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**Is this a traffic records system performance measure?**

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric

Target Value: 0.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will maintain the number of drivers age 20 or younger involved in fatal crashes by 100 percent from zero (0) (2012-2016 baseline average) to zero (0) by December 31, 2019.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 1.8

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of pedestrian fatalities by 10 percent from two (2) (2012-2016 baseline average) to 1.8 by December 31, 2019.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

No FARS data collected in the U.S. Territories. Guam is using State Data Source.

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of bicyclist fatalities by 50 percent from 0.6 (2012-2016 baseline average) to zero (0) by December 31, 2019.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019	
Target Metric Type: Percentage	
Target Value: 92.8	
Target Period: 5 Year	
Target Start Year: 2015	

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.5 percentage point from 89.53 (2012-2016 baseline average) to 92.84 percent by December 31, 2019.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.	
Check the box if the statement is correct.	<input type="checkbox"/> No
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2016
Seat belt citations	202
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2016
Impaired driving arrests	482
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2016
Speeding citations	1595

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
 - Impaired Driving Task Force
 - DUI/Impaired Driving
 - NHTSA 402
 - Highway Safety Prosecutor (DUI)
 - DUI PROSECUTOR
 - NHTSA 402
 - Highway Safety Office Program Management AL
 - Alcohol and Other Drugs Countermeasures
 - NHTSA 402
 - DWI Court Project
 - DWI Court Education and Training
 - NHTSA 402
 - Drug Recognition Expert (DRE) Training
 - DUID EDUCATION AND TRAINING
 - NHTSA 402
2. Occupant Protection (Adult and Child Passenger Safety)
 - OP Highway Safety Office Program Management
 - Educational Outreach
 - NHTSA 402
 - OP HIGH EDUCATION - PROGRAM MANAGEMENT
 - FAST Act 405b OP High
 - Combined Seat Belt and Alcohol Enforcement, Nighttime
 - Operation CIOT/Buckle Down
 - NHTSA 402
 - OPERATION SCOPE
 - FAST Act 405b OP High
 - Child Restraint System Inspection Station(s)
 - CPS Inspection Stations
 - FAST Act 405b OP High
 - CPS TRAINING AND TRAVEL
 - FAST Act 405b OP High
3. Police Traffic Services
 - speed enforcement
 - OPERATION HEAT
 - NHTSA 402
 - Operation A' dai He Hao'
 - NHTSA 402
 - Highway Safety Office Program Management PT
 - POLICE TRAFFIC EDUCATION
 - NHTSA 402
4. Traffic Records
 - Highway Safety Office Program Management TR
 - Traffic Records
 - NHTSA 402
 - ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM
 - FAST Act 405c Data Program
5. Emergency Medical Services
 - National Emergency Medical Services Information System
 - EMS IMMOBILIZATION AND EXTRICATION
 - NHTSA 402
 - Highway Safety Office Program Management EM
 - EMS EDUCATION

- NHTSA 402
- 6. Communications (Media)
 - PM Highway Safety Office Program Management
 - PAID MEDIA
 - NHTSA 402
- 7. Non-motorized (Pedestrians and Bicyclist)
 - PS Highway Safety Office Program Management
 - PEDESTRIAN AND BICYCLE SAFETY
 - NHTSA 402
- 8. Planning & Administration
 - (none)
 - Program Management
 - NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

ALCOHOL AND DRUGS (DUI/DWI/DUID) Statistics

	2012	2013	2014	2015	2016
Total Crashes	7031	6548	6473	7206	7559
Total DUI Crashes	82	63	67	57	55
Total Serious Traffic Injuries	1180	1121	848	941	893
Total Traffic Fatalities	16	18	19	9	13
Total Fatal Crashes	16	18	19	9	12
Total D.U.I. related Fatalities	7	9	6	6	4
Total D.U.I. crash with injuries	33	20	67	13	16
D.U.I. arrest (grant funded and non-grant funded)	396	346	442	169	482
D.U.I.D. related arrest (grant and non-grant funded)	102	13	13	5	18
Drugged-related crashes	0	1	4	2	1

In 2012, there were 7031 traffic crashes resulting in 1180 traffic injuries. Of the 16 traffic fatalities, seven (7) were alcohol and/or drugged related. In 2013, there were 6548 traffic crashes resulting in 1,121 traffic injuries. Of the 18 traffic fatalities, nine (9) were alcohol and/or drug related. In 2014, there were 6,473 traffic crashes resulting in 848 injuries. Of the 19 traffic fatalities, six (6) were alcohol and/or drug related. In 2015, there were 7,206 traffic crashes resulting in 941 injuries. Of the

nine 9 fatalities, six (6) were alcohol and/or drug related. In 2016 there were a total of 7,559 traffic crashes resulting in 893 traffic related injuries. Of the 13 traffic fatalities, four (4) were alcohol related.

The primary goals of these projects are to reduce the number of traffic fatalities on Guam's roadways. The strategies identified for accomplishing this goal include:

- funding high visibility enforcement and public information and educational campaigns
- funding for prosecutorial and other relevant training
- funding equipment for DUI and DUID
- funding for personnel costs
- funding for training and travel
- funding for DRE program
- funding for travel for DWI Judges

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	14.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Task Force
2019	Highway Safety Prosecutor (DUI)
2019	Highway Safety Office Program Management AL
2019	DWI Court Project
2019	Drug Recognition Expert (DRE) Training

5.1.1 Countermeasure Strategy: Impaired Driving Task Force

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Task Force

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Guam Police Department – Guam Highway Patrol Division (GPD-GHPD) will enhance its impaired driving enforcement with focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur (Route 1 North to South, Routes 3, 8, 9, 10A and 16). These areas are located within the busy villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo. The GPD-GHPD will conduct Driving Under the Influence (DUI) and Driving While Intoxicated (DWI) enforcement activities during the national campaigns, i.e. Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over, etc.

Guam continues to register high number of traffic crashes; however the percentage of traffic fatalities involving DUI has dramatically decreased. In 2012, there were 7031 traffic crashes resulting in 1180 traffic injuries. Of the 16 traffic fatalities, seven (7) were alcohol and/or drug related. In 2013, there were 6548 traffic crashes resulting in 1121 traffic injuries. Of the 18 traffic fatalities, nine (9) were alcohol and/or drug related. In 2014, there were 6473 traffic crashes resulting in 848 injuries. Of the 19 traffic fatalities, six (6) were alcohol and/or drug related. In 2015, there were 7206 traffic crashes resulting in 941 injuries. Of the nine 9 fatalities, six (6) were alcohol and/or drug related. In 2016 there were a total of ,559 traffic crashes resulting in 893 traffic related injuries. Of the 12 traffic fatalities, four (4) were alcohol related.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C1 – Reduce total traffic fatalities by 6% from 15 (2012-2016 average) to 14.1 by December 31, 2019.

- **What will be done:**

The Guam Highway Patrol Division will continue its federally funded DUI enforcement overtime by conducting seven (7) DUI Checkpoints and if inclement weather arises, then GHPD will conduct DUI Roving Enforcement, which will take its place at one of the selected areas. These areas are located within the busy villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

- **Who will do it:**

GHPD Personnel will conduct the DUI Enforcement activity. These operations will continue through September 30, 2019. This project involves project strategies that may include but not limited to working with other law enforcement agencies to increase DUI arrests through increased enforcement, officer training, and monitor the judicial disposition of DUI arrest violators.

- **When will it take place:**

This project will commence as soon as funding is available and will take place during April (Alcohol Awareness Month) and the "Buzzed Driving is Drunk Driving" mobilization campaign (August 16 – September 3) and the "Drive Sober or Get Pulled Over" mobilization (November and December).

Funding will cover: overtime activities for the Guam Police Department-Guam Highway Patrol Division.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document. It is a proven strategy that found checkpoints reduce alcohol-related fatal crashes by 9% (Guide to Community Preventive Services, 2012).

- 2.1: Publicized Sobriety Checkpoint Programs
- 2.2: Publicized Saturation Patrol Programs
- 2.5: Integrated Enforcement

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-01-03HPD	DUI/Impaired Driving	Impaired Driving Task Force

5.1.1.1 Planned Activity: DUI/Impaired Driving

Planned activity name	DUI/Impaired Driving
Planned activity number	AL19-01-03HPD
Primary countermeasure strategy	Impaired Driving Task Force

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

1. What will be done:

The Guam Highway Patrol Division (GHPD) will conduct seven (7) DUI Checkpoints and if inclement weather arises, then DUI Roving Enforcement will take its place at one of the selected areas. These areas are located within the busy villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

2. Who will do it:

The GHPD Personnel will conduct the DUI Enforcement activity and these operations will continue through September 30, 2019.

3. When will it take place:

Enforcement activities will take place year round at various high-crash locations as well as during the national mobilization enforcement campaigns (Drive Sober or Get Pulled Over and Buzzed Driving is Drunk Driving) in April, July, November and December.

Enter intended subrecipients.

Guam Police Department-Guam Highway Patrol Division.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Impaired Driving Task Force
------	-----------------------------

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Alcohol	\$35,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2 Countermeasure Strategy: Highway Safety Prosecutor (DUI)

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Highway Safety Prosecutor (DUI)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement

in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Office of the Attorney General will maintain a dedicated DWI Prosecutor to the DUI/DWI Court Program to continue the prosecution of driving under the influence (DUI), Driving While Intoxicated (DWI), reckless driving with injuries/death/property damage and other cases on Guam.

	2012	2013	2014	2015	2016
DUI Referred from GPD	571	389	420	397	351

DUI Filed	324	356	337	381	350
DUI Convictions	285	265	399	350	372
# of Deferred pleas	2	0	0	0	0

In FY 2012, the Guam Police Department referred a total of 571 DUI cases; of which 324 DUI cases filed; 285 DUI Convictions; and two (2) were pleas that were deferred. In 2013, the Guam Police Department referred a total of 389 DUI cases, of which 356 DUI cases filed, 265 DUI convictions, and zero deferred pleas. In FY 2014, the Guam Police Department referred a total of 420, of which 337 DUI cases filed, 399 DUI convictions and zero deferred pleas. In FY 2015, the Guam Police Department referred a total of 397 DUI cases, of which 381 DUI cases filed; 350 DUI convictions and zero deferred pleas. In FY 2016, the Guam Police Department referred a total of 351 DUI cases, of which 350 DUI cases filed; 372 DUI convictions and zero deferred pleas.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C-1) To reduce total traffic fatalities by six percent from 15 (2012-2016 average) to 14.1 by December 31, 2019.

Since implementing the *“Driving with Care Program”* in November 2015, there have been a total of 953 DWI clients enrolled in the alcohol education program. Of that number, 58% or 554 clients completed the alcohol education classes, whereas 399 or 41% of DWI clients did not.

The Judiciary proposes to increase the number of DWI clients who complete the alcohol education program by 5% through these **priority areas**: 1) add alcohol education classes to its existing class schedule, 2) provide DWI Court Judge and judiciary staff with necessary training opportunities to meet the needs of our clients, and 3) increase monitoring of DWI clients by conducting random breathalyzer tests.

Publications, and media outreach campaigns on the consequences on impaired driving, has been a positive deterrent and has reached out to greater audience and more community involvement about the socially effects of DUI/DWI. A number of laws enacted and effective law enforcement practices has shown evidence-based to reduce the number of DUI/DWI related arrests and crashes. Public Law 30-156 increasing the minimum legal age for drinking to 21 years old (Ramon Someros Oberiano Act); and Public Law 30-154 to reduce the hours of sales of alcoholic sale of beverages. Additionally, tough enforcement by GPD's drunk driving laws and the improvement of GPD's enforcement of sobriety checkpoints and/or saturation patrols under the high visibility campaigns, i.e., Impaired Driving National Enforcement crackdowns, Drive Sober or Get Pulled Over Campaign, Buzzed Driving is Drunk Driving, and Click It or Ticket campaign has been a major factor in reducing alcohol-impaired-driving deaths since 2012.

Funding will include:

- To send two participants to the DWI Court-related training and/or conference. Funding will cover airfare, per diem, and registration.
- To procure portable breathalyzer Test Kits
- To partially fund a dedicated DUI Prosecutor

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document.

1-29 (Prosecution and Adjudication)

1-36 (DWI Offender treatment, Monitoring, and Control)

DWI cases can be highly complex and difficult to prosecute. There is substantial anecdotal evidence that diversion programs, by eliminating the offense from the offender's records, allow repeat offenders to avoid being identified.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-01-04OAG	DUI PROSECUTOR	

5.1.2.1 Planned Activity: DUI PROSECUTOR

Planned activity name	DUI PROSECUTOR
Planned activity number	AL19-01-04OAG
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Activity: The DUI Prosecutor will develop a comprehensive plan through a collaborative partnership with law enforcement agencies and Superior Court of Guam to increase the rate of DUI arrests and maintain and/or increase the Prosecution Division's rate of conviction of drunk driving or impaired cases.

Measurement: Maintain or increase the DWI conviction rate over FY 2018. The DUI Prosecutor and others assigned to prosecute DUI and related offenses will try cases presented by the Guam Police Department and other law enforcement agencies. The information collected will be used to analyze and trend the progress of the effectiveness of project activities and where gaps may exist.

Activity: The DUI Prosecutor in collaboration with law enforcement agencies and the Superior Court of Guam for they serve as the enforcement and adjudication components of the criminal justice system for DUI/DWI cases and issues.

Measurement: Publications and media outreach campaigns on the consequences of impaired driving has been a positive deterrent and has reach out to greater audience and more community involvement about the social effects of DUI/DWI. A number of laws enacted and effective law enforcement practices has shown evidence-based to reduce the number of DUI/DWI related arrests and crashes. The DUI Prosecutor will be engaged to take part through sponsorship of public service announcements (PSAs) and/or outreach activities by the Department of Public Works-Office of Highway Safety and to assist in the development of public service announcements that promote safe driving habits as applicable and participate in the territory's annual safe driving awareness events held throughout the year by DPW-OHS, especially during the holiday season.

Enter intended subrecipients.

Office of the Attorney General - Prosecution Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Highway Safety Prosecutor (DUI)
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Alcohol	\$50,605.50		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.3 Countermeasure Strategy: Highway Safety Office Program Management AL

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Highway Safety Office Program Management AL

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Department of Public Works-Office of Highway Safety will continue to work with its Partners for Highway Safety to target impaired driving to strengthen and enforce impaired driving laws, and to better educate the public about the dangers of impaired driving. DPW-OHS oversees and ensure the implementation of Guam's HSP strategies related to impaired driving and address the complex issue of impaired driving through targeted public information, education, enforcement efforts, and support of training and education for judges and prosecutors involved with the legal issues of impaired driving. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C-1: To reduce total traffic fatalities by six percent from 15 (2012-2016 average) to 14.1 by December 31, 2019.

The primary goal of the Alcohol and Other Drugs Public Information & Education (PI&E) Project is to provide the management, supervision and support services for the activities necessary to operate the traffic safety program on Guam. This information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce impaired driving fatalities.

Funding under this project include allowable expenditures for personnel costs; travel costs (airfare, per diem, registration, and car rental) for highway safety program staff and to include sub-grantees; contractual services (printing, PSAs {video commercials and radio commercials}); operational costs (material and supplies); and equipment.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document (1-46). It is a proven strategy to inform the public of the dangers of driving while impaired by alcohol and/or drugs and to promote positive social norms of not driving while impaired.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-01-01OHS	Alcohol and Other Drugs Countermeasures	Highway Safety Office Program Management AL

5.1.3.1 Planned Activity: Alcohol and Other Drugs Countermeasures

Planned activity name	Alcohol and Other Drugs Countermeasures
Planned activity number	AL19-01-01OHS
Primary countermeasure strategy	Highway Safety Office Program Management AL

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Increase support among law enforcement agencies for high visibility DUI enforcement programs
 Encourage other law enforcement agencies to set up impaired driving programs
 Increase earned media coverage of law enforcement activity
 Determine high-crash locations/corridors for impaired driving
 Encourage law enforcement agencies to conduct refresher-training programs on SFST.
 Enhance DUI education within existing safe driving programs
 Continue to expand the use of technology to reduce impaired driving such as Fatal Vision Goggles for schools and other young driver education program.
 Continue to expand support to the judicial system and encourage the development of court and prosecutor training.
 Continue to foster an effective statewide impaired driving action committee
 Promote community programs emphasizing alternatives to driving impaired, such as designated drivers and public transportation

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management AL

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Alcohol	\$121,779.40		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Intoximeter	2	\$8,495.50	\$16,991.00	\$8,495.50	\$16,991.00

5.1.4 Countermeasure Strategy: DWI Court Project

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Court Project

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of

recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Judiciary of Guam's (JOG) DWI Court Project provides DWI probation clients with an alcohol education, prevention and intervention program that teaches the dangers of driving while impaired by alcohol or other drugs and prevents future DWI incidences on our roadways.

The DWI Court Project will continue to utilize the "Driving with Care" (DWC) Education Program. Since Implementation, a total of 774 participants were referred to the English-language Driving with Care (DWC) Program and a total of 179 participants were referred to the Chuukese-language DWC Program. At this time, the DWC Program is offered three (3) times a week: Wednesdays 8:30 a.m. to 10:30 a.m. (English - Unemployed), Wednesdays 10:30 a.m. to 12:30 p.m. (Chuukese) and Saturdays 8:30 a.m. to 10:30 a.m. (English - Employed).

With the "Driving with Care" Education program the JOG proposes to increase the number of DWI clients who complete the alcohol education program by 5% through these **priority areas**: 1) add alcohol education classes to its existing class schedule, 2) translate education and program materials for outreach events and school presentations, and 3) provide DWI Court Judge and program staff with necessary training opportunities in order to meet the needs of our clients, 4) monitor DWI clients by conducting random breathalyzer tests.

The DWI Court Program is a court-supervised, comprehensive treatment court for misdemeanor DUI offenders operating under the 10 key components of the national drug court model. The program's goal is to improve public safety and reduce DUI recidivism among its participants through treatment intervention and alcohol/drug testing, court supervision, house arrest, and community supervision, along with drug/alcohol use monitoring technology.

Although the minimum legal age for alcohol consumption was raised from 18 to 21 years in 2010, alcohol is still highly available through social gatherings or "hot spots". As part of our culture these social gatherings include elaborate village fiestas honoring patron saints, family parties to celebrate christenings, fandangos/weddings, novenas, funerals, death-anniversary rosaries, or even casual barbeque at the beach. Although law enforcement agencies recognize that a drunk driver is a significant cause of accidents on Guam, a fundamental reason for difficulties in enforcement is due to the wide social acceptance and use of alcohol beverages by most people.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C-1) To reduce total traffic fatalities by six percent from 15 (2012-2016 average) to 14.1 by December 31, 2019.

Since implementing the "*Driving with Care Program*" in November 2015, there have been a total of 953 DWI clients enrolled in the alcohol education program. Of that number, 58% or 554 clients completed the alcohol education classes, whereas 399 or 41% of DWI clients did not.

The Judiciary proposes to increase the number of DWI clients who complete the alcohol education program by 5% through these **priority areas**: 1) add alcohol education classes to its existing class schedule, 2) provide DWI Court Judge and judiciary staff with necessary training opportunities to meet the needs of our clients, and 3) increase monitoring of DWI clients by conducting random breathalyzer tests.

Objective 1: Help individuals develop skills to prevent future driving while impaired by alcohol or other drugs and to avoid a future pattern of alcohol or other drug use.

Activity 1: Purchase necessary workbooks for the Adult Education Program.

Objective 2: Increase the number of DWI clients who complete the alcohol education classes by 5%.

Activity 1: Add alcohol education classes, as needed, to accommodate the needs of Judiciary clients.

Activity 2: Procure portable breathalyzer tests kits.

Complete objectives and activities by September 30, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document.

1-10 (Deterrence: a) Laws, b) Prosecution and Adjudication; c) DWI Offender Treatment, Monitoring, and Control; d) Intervention, Communications and Outreach; e) Underage Drinking and Drinking and Driving; f) and Drug-Impaired Driving)

It is a proven strategy that helps individuals develop skills to prevent future driving while impaired by alcohol or other drugs and to avoid a future pattern of alcohol or other drug use.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-01-05JOG	DWI Court Education and Training	DWI Court Project

5.1.4.1 Planned Activity: DWI Court Education and Training

Planned activity name	DWI Court Education and Training
Planned activity number	AL19-01-05JOG
Primary countermeasure strategy	DWI Court Project

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

TASK DESCRIPTION:

Provide a detailed description of the work tasks (work phases or procedures), which will be performed in order to implement the project.

Task No.	Expected Completion Date	Responsible Person
1) Purchase Driving with Care workbooks for the Adult Alcohol Education Program.	Month 1	Probation Services Division and Procurement
2) Purchase portable breathalyzer tests kits.	Month 1	Probation Services Division and Procurement
3) DWI Court Judge and judiciary staff to attend DWI Court-related training (to be determined), including but not limited to, the National Association of Drug Court Professionals (NADCP) .	TBD	Court Programs Office

Enter intended subrecipients.

Judiciary of Guam - DWI Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Court Project

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		NHTSA 402	Alcohol	\$11,800.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.1.5 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In CY2011, Guam recorded 471 DUI arrests and 132 Drug-related arrests. CY2012, Guam recorded 396 DUI arrests and 102 Drug-related arrests. In CY2013, Guam recorded 346 DUI arrests and 106 Drug-related arrests. In CY2014,

Guam recorded 442 DUI arrests and 114 Drug-related arrests. In CY2015, Guam recorded 169 DUI arrests and 297 Drug-related arrests.

Law enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Training beyond the basic NHTSA 24-hour Standardized Field Sobriety Testing course and ARIDE course are needed. Other law enforcement agencies have recognized the need for ARIDE training. It's our goal to certify 35 additional officers in ARIDE. Guam currently has 36 certified ARIDE officers and three (3) DRE certified officers. We would also like to increase the number of DREs and possibly have at least one DRE instructor on the island of Guam.

A drug recognition expert or drug recognition evaluator (DRE) is a police officer trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol. A drug recognition expert must have successfully completed an approved course in the Standardized Field Sobriety Testing (SFSTs) before beginning the three-phase Drug Evaluation and Classification (DEC) Program, which includes the following phases:

Phase One: The 16-hour DRE Pre-school, which includes an overview of the DRE evaluation procedures, the seven drug categories, eye examinations and proficiency in conducting the SFSTs.

Phase Two: The 56-hour DRE School which includes an overview of the drug evaluation procedures, expanded sessions on each drug category, drug combinations, examination of vital signs, case preparation, courtroom testimony, and Curriculum Vitae (C.V.) preparation. At the conclusion of the 7-days of training, the officer must successfully complete a written examination before moving to the third and final phase of training.

Phase Three: During this phase the candidate DRE must complete a minimum of 12 drug evaluations under the supervision of a trained DRE instructor. Of those 12 evaluations, the officer must identify an individual under the influence of at least three of the seven drug categories and obtain a minimum 75% toxicological corroboration rate. The officer must then pass a final knowledge examination and be approved by two DRE instructors before being certified as a certified DRE.

With the funding from this project, Guam will be able to train and certify more officers to become highly effective officer's skilled in the detection and identification of persons impaired and/or drugs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Performance Measure: To increase the number of impaired driving arrests made during grant funded enforcement activities.

The best approach to minimize the impact to Public Safety and the community, would be to train more police officers in Advance Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) Courses, purchase equipment's (Intoximeter FST and Alere DDS2 Oral Fluid Testing kit) that will aid in the detection and prosecution of offenders. Outdated and non-operational equipment's should also be replaced to maintain enforcement activities. Prosecutors should also be trained & familiarized in prosecuting offenders, who choose to Drive Under the Influence of Drugs (DUID).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Guam will send one (1) DRE officer to the Drug Recognition Expert (DRE) training. Travel costs for off-island training will include airfare, per diem, registration, course materials, and car rental.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document .

- 1-67 (Drug-Impaired Driving)
- 1-69 (Enforcement of Drug-Impaired Driving)
- 1-72 (Drug-Impaired Driving Laws)
- 1-73 (Education Regarding Medications)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-01-02OHS	DUID EDUCATION AND TRAINING	Drug Recognition Expert (DRE) Training

5.1.5.1 Planned Activity: DUID EDUCATION AND TRAINING

Planned activity name	DUID EDUCATION AND TRAINING
Planned activity number	AL19-01-02OHS
Primary countermeasure strategy	Drug Recognition Expert (DRE) Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The DPW-OHS will continue to work its Partners for Highway Safety to target drug-related driving and to better educate the public about the dangers of impaired driving. The DPW-OHS oversees and ensure the implementation of Guam's HSP strategies related to drug-related driving to address the complex issue of drugged driving through targeted public information, education, enforcement efforts, and support of training and education for judges and prosecutors involved with the legal issues of drugged driving. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).

Impaired driving continues to be a significant factor in crashes in Guam with a widespread event of decriminalized and legalized medicinal marijuana.

A DRE desiring to become a DRE instructor in the DEC Program shall submit written application to their agency's DEC program coordinator. If the DRE does not have an agency coordinator, then the request shall go to the DRE state coordinator.

It is important that the agency head or designee verify to the training provider that a candidate DRE instructor meets all prerequisites to enter DRE instructor training. Prerequisites may also include any state, local or agency requirements specified for instructors within the jurisdiction.

Once approved, the candidate DRE instructor must satisfactorily complete a NHTSA/IACP-approved Drug Evaluation and Classification Instructor Development Course (IDC), which shall include both knowledge and practical examination of candidate instructors.

Funding will be used to cover the costs to send one (1) DRE officer to the DRE Instructor course off island. Travel costs will include airfare, per diem, registration and car rental and to procure specialized equipment for this project.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

GUAM POLICE DEPARTMENT-GUAM HIGHWAY PATROL DIVISION

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Drug Recognition Expert (DRE) Training
2019	Drug Recognition Expert (DRE) Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Alcohol	\$9,150.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

	Seat Belt Usage				
	2012	2013	2014	2015	2016
Seat Belt Usage	81.4%	93.8%	90.11%	91.56%	90.06%

Increasing seat belt usage is a priority area. Problem exists with the outer islanders migrating to Guam and not familiar with Guam’s traffic laws. For the most, English is a second language for them, though there are some who can speak and read English, which we often request their assistance at the outreaches to interpret our Guam traffic laws. This community has a significant cultural difference from Guam’s westernized culture where there is no seat belt laws.

In 2012, there were 6,601 crashes, and 1,379 (20.%) involved injury related crashes, where 16 were fatal, and two of those fatalities involved non-use of seatbelts. In 2013, there were 6,575 crashes and 1,409 (21%) involved injury related crashes, where 18 were fatal and five of those fatalities involved non-use of seatbelts. In 2014, there were 6,485 crashes and 1238 (19%) involved injury related crashes, 19 were fatal, and five of those fatalities involved non-use of seatbelts. In 2015, there were 7,206 crashes and 1307 (18%) involved injury related crashes, 9 were fatal, and three of those fatalities involved non-use of seatbelts. In 2016, there were 7,570 crashes and 1204 (16%) involved injury related crashes, 12 were fatal, and two of those fatalities involved non-use of seatbelts. In 2017, there were 7,567 crashes and 1361 (18%) involved injury related crashes, 15 were fatal, and three of those fatalities involved non-use of seatbelts.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	1.6
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	92.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP Highway Safety Office Program Management
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime
2019	Child Restraint System Inspection Station(s)

5.2.1 Countermeasure Strategy: OP Highway Safety Office Program Management

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Department of Public Works-Office of Highway Safety (DPW-OHS) is the designated department that receives highway safety funds and is the lead department for the coordination of Occupant Protection Program. DPW-OHS has two program coordinators under the Occupant Protection program; respectively managing Section 402.

Emphasis continued in the Occupant Protection Program (PI&E) to include educational outreach at underserved areas to include less fortunate and needy families. DPW-OHS and its Partners for Highway Safety will focus on establishing and enhancing the Occupant Protection and Child Passenger Safety programs by identifying locations where seat belt usage rates are lower than the statewide rate and increase its enforcement activities at those locations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

A novelty educational approach will focus in Guam's Occupant Protection Seatbelt and Car Seat Safety to maximize educational outreach for its target audiences such as school age children and their families, Guam's general and military communities, etc. This approach will feature Guam's Occupant Protection Mascot, "Tomas d' Turtle" to bring a friendly face reminding families and children on the fun and positive side of compliancy to highway safety and also feature volunteers from the other highway safety partners, (i.e. enforcement officers, emergency responders and medical professionals) who will share testimony of the consequences of not wearing or using the seatbelt and car seats.

DPW-OHS will place culturally relevant and linguistically appropriate advertising in a variety of multi-cultural/multi-ethnic media outlets. DPW-OHS will use paid, earned, and owned media, including social media, to address the importance of securing your child in a federally approved child restraint system. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate.

The Department of Public Works-Office of Highway Safety (DPW-OHS) will do the following:

- Continue to emphasize public education of Guam's Seat Belt Laws through enforcement and paid and earned media venues.

- Provide paid media to support the Click It or Ticket enforcement campaigns.

- Provide training to law enforcement officers, firefighters, and first responders statewide on Guam seat belt and child restraint laws, proper usage of a car seat and the availability of local resources.

- Continue to provide public education programs, and partner with other traffic safety advocates on safety belts, child passenger safety, proper usage and installation of a car seat.

- Enhance public education to population groups with lower than average restraint use.

- Provide traffic safety-related education to both local and visiting motorists.

- Another key activity is the inspection of child safety seats and replacement of defective seats.

- Improving the safety of children riding in motor vehicles also continues to be a major objective in FY 2019.

- To increase awareness and educate parents and other caregivers on the best way to protect young passengers riding in motor vehicles.

- To fund personnel costs for program coordinators

- To procure and produce educational Public Service Announcements (PSAs) on Occupant Protection

- To procure materials and supplies for operational costs for the Occupant Protection projects

To send program managers and/or sub-grantee to off-island meetings, conferences, and training (Sponsored by TSI and/or NHTSA). Funding will include airfare, per diem, registration and rental car.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document.

2-7 (Countermeasure that Works)

2-24 (Countermeasures Targeting Children and Youth)

The most effective strategy for achieving and maintaining restraint use at acceptable levels is well publicized high visibility enforcement of strong occupant restraint use laws. The strategy's three components - laws, enforcement and publicity - cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-02-01OHS	Educational Outreach	OP Highway Safety Office Program Management
M1PE19-22-01OHS	CPS Inspection Stations	Child Restraint System Inspection Station(s)
M1PE19-22-01OHS	OP HIGH EDUCATION - PROGRAM MANAGEMENT	OP Highway Safety Office Program Management

5.2.1.1 Planned Activity: Educational Outreach

Planned activity name	Educational Outreach
Planned activity number	OP19-02-01OHS
Primary countermeasure strategy	OP Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Department of Public Works – Office of Highway Safety (DPW-OHS) and its Partners for Highway Safety members, consisting of the Guam Police Department (GPD), Office of the Attorney General (OAG), Judiciary of Guam (JOG), Guam Fire Department (GFD), the Department of Public Health & Social Services (DPH&SS)-Emergency Medical Services for Children (EMSC), Guam Department of Education (GDOE), private sectors, military installation, and non-profit organizations/associations will take a collaborative and aggressive approach to change the attitudes of the general public on the importance of seatbelts and car seats by expanding outreach through training, producing educational materials in various languages, etc. efforts to include the various organizations, associations, and other ethnic group such as Japanese, Chinese, Filipino, Korean, Russian and the Federated States of Micronesia.

Strategies:

1. DPW-OHS will expand the Child Passenger Safety Technician Training to include the military enforcement and Emergency Medical Service personnel during FY 2019.
2. To procure and produce educational materials in various ethnic languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences, will be produced and distributed island-wide throughout FY 2019. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers and the Micronesian islanders.
3. To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage points from 89.53 (2012-2016 average) to 92.84 percent by December 31, 2019 by continuing to conduct educational outreach, island-wide, at various schools (private and local); village town meetings; non-profit organizations (Rotary Club and Lion's Club, etc.); Car rental agencies, to include taxi's; Guam's "Uber", the Guam's Visitor Bureau; and military installations.

4. DPW-OHS will fund personnel costs for program coordinators to administer, implement, and enforce policy issues concerning Occupant Protection.
5. To send the Program Managers and sub-grantee(s) to off-island trainings, meetings, and/or conferences during FY 2019.
6. Conduct the annual observation surveys of occupant protection use.
7. To procure various types of child restraints, i.e., infant-only, convertible, forward-facing, combination, and booster seats (high-back and backless).

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Occupant Protection	\$99,784.30		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.2 Planned Activity: OP HIGH EDUCATION - PROGRAM MANAGEMENT

Planned activity name	OP HIGH EDUCATION - PROGRAM MANAGEMENT
Planned activity number	M1PE19-22-01OHS
Primary countermeasure strategy	OP Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Emphasis continued in the Occupant Protection Program (PI&E) to include educational outreach at underserved areas to include less fortunate and needy families. DPW-OHS and its Partners for Highway Safety will focus on establishing and enhancing the Occupant Protection and Child Passenger Safety programs by identifying locations where seat belt usage rates are lower than the statewide rate and increase its enforcement activities at those locations.

During FY2019, a novelty educational approach that integrates occupant protection, car seat and seatbelts, will be the focus at outreaches in Guam's Public and Private Schools, as well as in Guam's general and military communities. The approach will feature Guam's Mascots Tomas d' Turtle and volunteers who are Enforcement Officers i.e., Guam Police Department, Guam Airport Authority, Port Authority of Guam, and experts in the medical field, i.e. Department of Public Health Emergency Management, Guam Fire Department and the Guam Regional Medical Center. The DPW-OHS will establish two (2) more permanent fitting stations with the Guam Fire Department.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Highway Safety Office Program Management
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Public Education (FAST)	\$59,602.20		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2 Countermeasure Strategy: Combined Seat Belt and Alcohol Enforcement, Nighttime

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Combined Seat Belt and Alcohol Enforcement, Nighttime

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Grant funds will be used for overtime enforcement activities at high-crash areas by conducting highly visible and sustained enforcement activities to reduce serious injuries and fatalities during traffic crashes. These areas are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

Operation Click It Or Ticket (CIOT) project will increase the compliance relating to seatbelt and child restraint usage, which will result in safer roadways for our citizens. As part of this operation, Guam Police Department (GPD) - Guam Highway Patrol Division (GHPD) will use the same concept during the Click It or Ticket mobilization and Child Passenger Safety week.

The GPD-GHPD has traffic enforcement jurisdiction of the entire island, which covers 100% of the population and is more than the 70% as required by the grant criterion.

Due to the easy access of our island's youth to motorized vehicles and the high number of incidents of illegal activities involving youths on the public highways, it has been acknowledged that public awareness is the key to educating our island youths on the use of safety devices or safety restraints.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Funds will support dedicated overtime enforcement and costs associated with the state law enforcement participation in the NHTSA National Click It or Ticket Campaign (May).

1. What will be done:

The Guam Highway Patrol Division will continue to conduct federally funded CIOT/Operation Buckle Down overtime enforcement activities on the most populated area in as far as people and vehicular traffic is concerned. These areas are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

2. Who will do it:

GHPD Personnel will conduct eleven (11) enforcement operations at four (4) hours per operation, totaling 44 hours. These operations will continue through September 30, 2019.

This project involves project strategies that may include but not limited to working with other law enforcement agencies to increase occupant restraint citations through increased enforcement, officer training, and monitor the judicial disposition of occupant restraints citations.

3. When it will take place:

This project will commence as soon as funding is available and will include the annual national campaign "Click It Or Ticket" Mobilization period.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document.

- 2-7 (Countermeasure that Works)
- 2-15 (Seat Belt Law Enforcement)

It is a proven strategy that increases seat belt use rates. The most effective strategy for achieving and maintaining restraint use at acceptable levels is well publicized high visibility enforcement of strong occupant restraint use laws.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-02-02HPD	Operation CIOT/Buckle Down	Combined Seat Belt and Alcohol Enforcement, Nighttime
M1HVE19-23-01HPD	OPERATION SCOPE	Combined Seat Belt and Alcohol Enforcement, Nighttime

5.2.2.1 Planned Activity: Operation CIOT/Buckle Down

Planned activity name	Operation CIOT/Buckle Down
Planned activity number	OP19-02-02HPD
Primary countermeasure strategy	Combined Seat Belt and Alcohol Enforcement, Nighttime

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

1. What will be done:

The Guam Highway Patrol Division will continue to conduct CIOT overtime enforcement activities on the most populated area in as far as people and vehicular traffic is concerned. These areas are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

2. Who will do it:

GHPD Personnel will conduct eleven (11) enforcement operations at four (4) hours per operation, totaling 44 hours. These operations will continue through September 30, 2019.

This project involves project strategies that may include but not limited to working with other law enforcement agencies to increase occupant restraint citations through increased enforcement, officer training, and monitor the judicial disposition of occupant restraints citations.

3. When it will take place:

This project will commence as soon as funding is available and will include the annual national campaign "Click It Or Ticket" Mobilization period.

Enter intended subrecipients.

Guam Police Department-Guam Highway Patrol Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Occupant Protection	\$20,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2.2 Planned Activity: OPERATION SCOPE

Planned activity name	OPERATION SCOPE
Planned activity number	M1HVE19-23-01HPD
Primary countermeasure strategy	Combined Seat Belt and Alcohol Enforcement, Nighttime

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funds will be used for overtime enforcement activities at high-crash areas by conducting highly visible and sustained enforcement activities to reduce traffic crashes and fatalities.

Operation Seatbelt, Child Restraint, Occupant Enforcement (S.C.O.P.E.) project will increase the compliance relating to seatbelt and child restraint usage, which will result in safer roadways for our citizens. As part of this operation, Guam Police Department (GPD) - Guam Highway Patrol Division (GHPD) will use the same concept during the Click It or Ticket mobilization and Child Passenger Safety week.

The GPD-GHPD has traffic enforcement jurisdiction of the entire island, which covers 100% of the population and is more than the 70% as required by the grant criterion.

1. What will be done:

The Guam Highway Patrol Division (GHPD) will conduct Operation S.C.O.P.E. overtime enforcement activities at the most populated area in as far as people and vehicular traffic are concern. These areas are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

2. Who will do it:

GHPD Personnel will conduct eleven (11) enforcement operations at four (4) hours per operation, totaling 44 hours. These operations will continue through September 30, 2019.

This project involves project strategies that may include but not limited to working with other law enforcement agencies to increase occupant restraint citations through increased enforcement, officer training, and monitor the judicial disposition of occupant restraints citations.

3. When it will take place:

This project will take place during the national seatbelt mobilization campaigns such as the annual Click It Or Ticket, National Seat Check Saturday, and Child Passenger Safety week.

Enter intended subrecipients.

GUAM POLICE DEPARTMENT - GUAM HIGHWAY PATROL DIVISION

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High HVE (FAST)	\$20,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.3 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of

recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Child Passenger Safety (CPS) efforts also form a key component of Guam's Occupant Protection Program as the island continues to certify and support trained CPS technicians at fitting stations throughout Guam but especially in jurisdiction within high risk groups. Child safety seats are distributed through CPS partners and local health departments. Outreach and is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practice and Guam's law) to care providers of children from birth to 11 years old for those children below 12 years of age and who are less than 4'9" tall.

One of the planned objectives for the new fiscal year is to produce brochures, posters and pamphlets in their ethnic language to better understand Guam's traffic laws and proper usage of child restraints, and will be distributed at

designated areas underserved in the community. Information will be given to all families regardless of their economic status, however, the safety seats will be provided to those families (low income) that are unable to afford the proper safety seat. DPW-OHS will conduct at least two community car seat checkpoint/workshops in "Zero Down" during the project period.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Guam currently has five (5) permanent fitting stations located in the northern and central part of the island. Each Permanent Fitting Station is staffed by at least one current nationally certified child passenger technician. They are:

TOTAL INSPECTION STATIONS: 5

No.	Inspection Station	Rural	Urban	Certified CPST
1	Department of Public - Works Office of Highway Safety	X*	N/A	3 CPST 2 CPST Inst
2	Guam Police Department - Highway Patrol Division	X*	N/A	10 1 CPST Inst Candidate
3	Guam International Airport Authority - Airport Police Div	X*	N/A	4
4	Department of Public Health & Social Services - EMS	X*	N/A	4 CPST 1 CPST Inst
5	CarsPlus Guam (Auto Dealer)	X*	N/A	1

* Includes underserved/at-risk populations

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document.

2-7 (Countermeasures that Works)

2-31 (Inspection Stations)

It is a proven strategy that child restraint inspection station events change parents' behavior and increased their knowledge on the importance of restraining their child in a car seat.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its

performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1PE19-22-01OHS	CPS Inspection Stations	Child Restraint System Inspection Station(s)
M1PE19-22-01OHS	OP HIGH EDUCATION - PROGRAM MANAGEMENT	OP Highway Safety Office Program Management
M1TR19-27-01OHS	CPS TRAINING AND TRAVEL	Child Restraint System Inspection Station(s)

5.2.3.1 Planned Activity: CPS Inspection Stations

Planned activity name	CPS Inspection Stations
Planned activity number	M1PE19-22-01OHS
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

DPW-OHS' Occupant Protection Program conducts ten (10) to twenty (20) outreaches annually. Although "Zero Down" – Gil Subdivision, Village of Yigo, Guam, is specified as an underserved and at risk community, there are other villages in Guam that are also considered underserved. **Guam has villages which we consider underserved and/or at-risk populations. Guam does not have urban or rural areas. Guam's five (5) inspection stations serve at-risk and underserved populations.** Educational outreaches are done at various daycares, elementary, middle and high schools, inclusive of public and private schools. Educational outreaches are also conducted at community events at various Malls, department stores, village town meetings, etc. educating the general public about Guam's traffic laws, to include seat belt and car seats. All outreaches on Seat Belt and Car seats are conducted by DPW-OHS' Child Passenger Safety Instructors and Certified Child Passenger Safety Technicians who are invited to participate at the outreaches. These outreaches are conducted island-wide.

Educational outreaches and the maintenance of Child Passenger Safety Technicians to conduct seat checks, by appointments, during high visibility enforcement and at events are significant towards Guam's profile as a high seat belt usage community; thus a high seat belt usage community means parents and caregivers are wearing the seat belt and children do follow by using their car seats.

1. DPW-OHS will conduct Car Seat Inspection twice a year in FY2019 at various auto dealerships and/or Shopping Centers.
2. DPW-OHS will continue to participate along with the DPH&SS–EMS for Children, the Guam District Nurses, and the Bureau of Family Health and Nursing Division that collaborates with the Primary Care Northern and Southern Community Health Centers providing free immunization to the underserved community who are unemployed and receiving federal/local assistance. DPW-OHS' role in this outreach is to provide awareness, prevention, education, and car seat inspection to those underserved community family on the importance of having their child(ren) who are less than 4'9" and below twelve (12) years of age to be restrained in an approved child restraint system. This outreach is done twice a year and is a joint effort conducted at underserved areas known as "Zero Down" (FKA: Ground Zero), which are heavily populated by the "less fortunate and needy" families, mostly Micronesian descent from outer islands that do not have Seat Belt or Child Restraint laws. DPW-OHS also is available five days a week for walk-ins. Educational materials are available to the public during business hours as well as to distribute those materials to local businesses and government agencies.
3. OHS will increase the number of permanent fitting station from five to seven in FY2019.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Highway Safety Office Program Management
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$2,500.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.2.3.2 Planned Activity: CPS TRAINING AND TRAVEL

Planned activity name	CPS TRAINING AND TRAVEL
Planned activity number	M1TR19-27-01OHS
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The DPW-OHS' planned activities are listed below:

1. Conduct two (2) Child Passenger Safety Technician Renewal classes in FY2019 with an average of fifteen (15) participants in each class.
2. CEU sessions for re-certifications – to be conducted by a CPS Instructor approved by SafeKids Worldwide.
3. One (1) Standardized Child Passenger Safety Training to expand the pool of CPS Technicians by focusing the inclusion interested professionals and persons in the private medical organizations - nurses and pediatrics department will be a main target group for this endeavor.
4. To cover the costs for the certification fees for the Standardized Child Passenger Safety Technician certification, renewal, and recertification.
5. DPW-OHS will continue to sponsor the Standardized Child Passenger Safety Technician certification and re-certification training events to offer flexible certification opportunities for current and new technicians, as well as specific targeted training for law enforcement officers, first responders and health professionals.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Training (FAST)	\$35,150.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speed contributes to an over-represented proportion of Guam's crashes, fatalities, and injuries, and is the largest contributor to aggressive driving violations. Speed is of great concern and represents at least 30 percent of causation for the past decade. It frequently leads to other driver errors and results in serious injury and fatal crashes. Speed limits are designed to give drivers sufficient time to stop if there is an unexpected event. It is also the most common traffic violation issued by Guam law enforcement agencies during grant-funded highly visible enforcement events conducted by joining forces with other law enforcement agencies. It is also known that as speed increases the risk of serious injury or death in a crash rises exponentially. Greater speeds require shorter stopping distances; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour over the speed limit. Speed enforcement and improved awareness and education of the dangers of excessive speed while driving should remain major focus points for traffic safety professionals.

SPEED STATISTICS

	2012	2013	2014	2015	2016
Total Traffic Fatalities	16	18	19	9	12
Total Speed-related Fatalities	5	7	5	5	6
Total Crashes	7031	6548	6473	7206	7559
Total Speed-related citations	5004	4315	4605	3596	3811

In 2012, there were 7031 traffic crashes resulting in 16 traffic fatalities. Of the 16 traffic fatalities, five (5) were speed related. In 2013, there were 6548 traffic crashes resulting in 18 fatalities. Of the 18 traffic fatalities, seven (7) were speed related. In 2014, there were 6473 traffic crashes resulting in 19 fatalities. Of the 19 traffic fatalities, five (5) were speed related. In 2015, there were 7206 traffic crashes resulting in nine (9) fatalities. Of the nine 9 fatalities, five (5) were speed related. In 2016 there were a total of 7559 traffic crashes resulting in 12 fatalities. Of the 12 traffic fatalities, six (6) were speed related.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	14.1
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	5.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	1.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	0.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	speed enforcement
2019	Highway Safety Office Program Management PT

5.3.1 Countermeasure Strategy: speed enforcement

Program area Police Traffic Services
Countermeasure strategy speed enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

SPEED STATISTICS	2012	2013	2014	2015	2016
Total Fatalities	16	18	19	9	13
Speed-related Fatalities	5	7	5	5	6
Total Crashes	7031	6548	6473	7206	7559
Total Speed-related citations	5004	4315	4605	3596	3811

The Guam Police Department-Guam Highway Patrol Division (GDP-GHPD) continues to maintain speed enforcement activities to increase driver compliance within posted speed limits and at intersections posted with traffic light signals to assist in the reduction of speed-related crashes involving fatalities, injuries, and property damages. Speed contributes to an over-represented proportion of Guam's crashes, fatalities, and injuries, and is the largest contributor to aggressive driving violations. Speed is of great concern and represents at least 30 percent of causation for the past decade. It frequently leads to other driver errors and results in serious injury and fatal crashes. Speed limits are designed to give drivers sufficient time to stop if there is an unexpected event. It is also known that as speed increases the risk of serious injury or death in a crash rises exponentially. Greater speeds require shorter stopping distances; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour over the speed limit.

The GDP – GHPD continues its efforts to reduce fatal crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits. In Calendar Year (CY) 2012 there were a total of sixteen (16) traffic fatalities, five (5) were speed related; in CY2013 there were eighteen (18) traffic fatalities, seven (7) were speed related; in CY2014 there were nineteen (19) traffic fatalities, five (5) were speed related; in CY2015, there were nine (9) traffic fatalities, five (5) speed related; in CY2016, there were thirteen (13) fatalities, six (6) were speed related.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

A. What will be done:

The **GHPD** personnel will conduct approximately 44 hours of overtime within a 7 month period to conduct a combination of stationary and roving speeding enforcement (LASER/RADAR) on the major highways of Guam through September 30, 2019. The target locations will be on Route 1 - Hagatna, Tamuning, Dededo and Yigo; Route 16 – Barrigada; Route 10 – Barrigada, Mangilao; Route 4 – Ordot/Chalan Pago; Route 3 – Dededo; Route 14 – Tamuning, Tumon.

B. Who will do it:

Guam Highway Patrol Division will conduct these speed related traffic enforcement and if necessary, they will be augmented by other officers from within the Guam Police Department.

C. When it will take place:

These enforcement operations will take place immediately after receiving the authorization to proceed from the Office of Highway Safety, Department of Public Works.

The **Port Authority of Guam** - Port Police Division (PAG-PPD) will target crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits along the roadways on Route 11 & 18 (Cabras Highway and Naval Fuel Dock in Piti); Route 1 (Hagatna, Asan, and Piti); Route 2 and 2A (Sumay and Agat) by providing high-visibility

enforcement throughout FY2019. The PPD will conduct a minimum of 10 hours per month or a maximum of 24 hours per month on targeted roadways throughout FY2019.

To fund overtime activities for GPD-GHPD, and PAG-PPD to reduce the number of speed related traffic fatalities by 10 percent from 5.6 (2012-2016 average) to 5.04 by December 31, 2019.

To procure one (1) Truck Crew Cab, Four W4, Regular Bed, Tow package, V-6 Automatic, Latest model for GPD-GHPD.

To increase FY2019 speeding citations by 15% by December 31, 2019.

To conduct LASER/RADAR training sessions for partner agencies.

To train 30% of the precinct patrol officers on the use of speed detection equipment to enhance their knowledge and skills to perform during stationary enforcement activities.

To send PPD to the 2019 Lifesavers Conference

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document.

3-11 (Countermeasures That Work)

3-13 (Laws)

3-19 (Enforcement)

3-31 (Penalties and Adjudication)

3-37 (Communications and Outreach)

It is a proven strategy that increases or decreases (pick one)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT19-03-01HPD	OPERATION HEAT	speed enforcement
PT19-03-03PPD	Operation A' dai He Hao'	speed enforcement

5.3.1.1 Planned Activity: OPERATION HEAT

Planned activity name	OPERATION HEAT
Planned activity number	PT19-03-01HPD
Primary countermeasure strategy	speed enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

To fund overtime activities for GPD-GHPD to reduce the number of speed related traffic fatalities by 10 percent from 5.6 (2012-2016 average) to 5.04 by December 31, 2019.

To procure one (1) Truck Crew Cab, Four W4, Regular Bed, Tow package, V-6 Automatic, Latest model

To increase FY2019 speeding citations by 15% by December 31, 2019.

To conduct LASER/RADAR training sessions for partner agencies.

To train 30% of the precinct patrol officers on the use of speed detection equipment to enhance their knowledge and skills to perform during stationary enforcement activities.

Project Name: Operation H.E.A.T.

Project Number: PT19-03-01HPD

A. What will be done:

The GHPD personnel will conduct approximately 44 hours of overtime within a 7 month period to conduct a combination of stationary and roving speeding enforcement (LASER/RADAR) on the major highways of Guam through September 30, 2019. The target locations will be on Route 1 - Hagatna, Tamuning, Dededo and Yigo; Route 16 – Barrigada; Route 10 – Barrigada, Mangilao; Route 4 – Ordot/Chalan Pago; Route 3 – Dededo; Route 14 – Tamuning, Tumon.

B. Who will do it:

Guam Highway Patrol Division will conduct these speed related traffic enforcement and if necessary, they will be augmented by other officers from within the Guam Police Department.

C. When it will take place:

These enforcement operations will take place immediately after receiving the authorization to proceed from the Office of Highway Safety, Department of Public Works.

These countermeasures are based on the Countermeasures that Work (2015, 8th Edition).

Enter intended subrecipients.

1. Guam Police Department - Guam Highway Patrol Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 speed enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

2019 NHTSA 402 Police Traffic Services \$85,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Pick-up Truck	1	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00

5.3.1.2 Planned Activity: Operation A' dai He Hao'

Planned activity name Operation A' dai He Hao'

Planned activity number PT19-03-03PPD

Primary countermeasure strategy speed enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The PAG-PPD will implement Operation A'dai He Hao' that will target crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits along the roadways on Route 11 and 18 (Cabras Highway and Naval Fuel

Dock in Piti); Route 1 (Hagatna, Asan, and Piti); Route 2 and 2A (Sumay and Agat); by providing high-visibility enforcement throughout FY2019.

Objectives:

To fund overtime to PAG-PPD with the focus on targeting specific areas where high-speed related crashes occurs. Port Police Division will conduct a minimum of 10 hours per month or a maximum of 24 hours per month on targeted roadways throughout FY2019.

To send one (1) Port Police Officer or PAG representatives to the 2019 Lifesavers Conference.

To train 30% key personnel in LASER/RADAR Operator Certification throughout FY2019.

Enter intended subrecipients.

Port Authority of Guam-Port Police Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	speed enforcement
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Police Traffic Services	\$15,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.2 Countermeasure Strategy: Highway Safety Office Program Management PT

Program area Police Traffic Services

Countermeasure strategy Highway Safety Office Program Management PT

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Speed has been an indicator in serious and fatal crashes in Guam and represented at least 30 percent of causation for the past decade. It is also the most common traffic violation issued by Guam law enforcement agencies during grant-funded highly visible enforcement events conducted by joining forces with other law enforcement agencies. The Guam Police Department-Guam Highway Patrol Division (GPD-GHPD) proposes an expansion of Selective Traffic Enforcement Program (STEP), Operation HEAT and Operation Safe Streets Safe Guam to include Guam Police Department-Dededo Precinct Command (GPD-DPC), and the Port Authority of Guam-Port Police Division (PAG-PPD) to their manpower. These enforcement programs can be conducted at all levels of each department/agency if properly equipped and funded to do so. Primarily enforcement occurs during the morning, afternoon commute, and evening drive home. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).

Speed contributes to an over-represented proportion of Guam's crashes, fatalities, and injuries, and is the largest contributor to aggressive driving violations. It is also known that as speed increases the risk of serious injury or death in a crash rises exponentially. Speed enforcement and improved awareness and education of the dangers of excessive speed while driving should remain major focus points for traffic safety professionals.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Part of the multifaceted approach to this project is paid media. DPW-OHS has increased its' level of paid media to support the annual speed enforcement campaign in Guam during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly. The combination of enforcement and education, during concentrated mobilizations, seeks to eliminate the dangers posed by aggressive and speeding drivers. Training and equipment purchases are provided as a component of many of these programs, along with various media and education campaigns to address specific characteristics of aggressive driving.

DPW-OHS' major role is the coordination of enforcement efforts among law enforcement agencies at all jurisdictional levels. Effective, high-visibility communications and outreach are an essential part of a successful speed and aggressive-driving enforcement program. The objective is to provide information about the program and persuade motorists that detection and punishment for violations is likely.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasures that Work, Eighth Edition 2015 document.

3-11 (Countermeasures That Work)

3-38 (Communications and Outreach)

It is a proven strategy that effective, high-visibility communications and outreach are an essential part of successful speed and aggressive driving enforcement programs (NCHRP, 2003a: NHTSA, 2000).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT19-03-00OHS	POLICE TRAFFIC EDUCATION	Highway Safety Office Program Management PT

5.3.2.1 Planned Activity: POLICE TRAFFIC EDUCATION

Planned activity name	POLICE TRAFFIC EDUCATION
Planned activity number	PT19-03-00OHS
Primary countermeasure strategy	Highway Safety Office Program Management PT

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

DPW-OHS plays a major role in the coordination of enforcement efforts among law enforcement agencies at all jurisdictional levels. Effective, high-visibility communications and outreach are an essential part of a successful speed and aggressive-driving enforcement program. The objective is to provide information about the program and persuade motorists that detection and punishment for violations is likely.

Another key element is the High-Visibility Enforcement campaigns that have been used to deter aggressive driving and speeding through both specific and general deterrence.

Part of the multifaceted approach to this issue is paid media. DPW-OHS has increased its' level of paid media to support the annual speed enforcement campaign in Guam during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly. The combination of enforcement and education, during concentrated mobilizations, seeks to eliminate the dangers posed by aggressive and speeding drivers. Training and equipment purchases are provided as a component of many of these programs, along with various media and education campaigns to address specific characteristics of aggressive driving.

Throughout the year, DPW-OHS together with GPD-HPD are called upon to conduct awareness presentations on best driving practices, the dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits, and the rules of the roadway. Presentations are also being conducted for all in-coming new personnel for the various military branches on island, as well as public and private high schools on island stressing on teen driving, dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits. Pamphlets and brochures, flyers, posters and other promotional items must be purchased and distributed to these individuals to reinforce the message and increase their awareness of the dangers associated with speeding, reckless driving, imprudent driving, and unsafe driving habits.

1. To fund personnel costs for program managers and management analyst to administer and manage the projects and recruit one (1) Program Coordinator III.
2. To continue to conduct public awareness presentations on the dangers of speeding, reckless driving, imprudent driving, and distracted driving to include drunk and drugged driving, excessive speed, distracted driving, special problems (running red lights, unsafe driving behavior, etc.), and benefits of occupant protection at various public and private schools, and community events. This project will include funding for contractual services to print educational materials and supplies that will be distributed island-wide on the dangers of speeding on Guam's roadways.
3. To send program managers and sub-grantees to conferences, meetings, and/or trainings to the 2019 Lifesavers Conference, NHTSA-Region 9 Leadership Meeting, and to any trainings sponsored by the Traffic Safety Institute (TSI) to enhance the administration, awareness, implementation and effectiveness of the program when dealing with police traffic safety issues. Travel expenses includes but not limited to airfare, per diem, registration and car rental.
4. DPW-OHS will conduct program management and oversight for all activities within its priority area.
5. To cover travel costs to send two GPD -GHPD officers to the IPTM-sponsored Pedestrian/Bicycle Crash Investigation and Investigation of Motorcycle Crashes. Travel expenses includes but not limited to airfare, per diem, registration and/or car rental.
6. To procure one (1) Bosch Crash data retrieval Deluxe Kit. This kit is the entry level or what some call the "DLC" kit. It contains all of the hardware required to perform a DLC retrieval of the EDR data.
7. To procure two (2) speed displays to be used by GPD-GHPD.

8. To procure one (1) VC4000 - The package is specially designed to meet the technical needs of the Traffic Crash Reconstructionist. The VC4000 Vericom is known world-wide for its accuracy in calculating vehicle speed and distance from acceleration and time. Used by accident reconstructionist and transportation authorities because of its accuracy and acceptance into court. Vericom is the only performance computer in its price range that can accurately synchronize acceleration, speed, time and distance during vehicle braking which is partially due to Vericom's RDP™ (Run Duration Protocol). Now with OBD II CAN and built in 10 Hz GPS interface the VC4000 DAQ is its own working test module allowing the speed to be easily confirmed. This equipment is used to assist in the investigation of vehicular crashes by providing information in regards to the co-efficient of friction, time and distance, etc.
9. To procure six (6) Python III Ka-band FS single-antenna radars - complete. Each BEE III radar unit includes: readout unit, one Ka-band antenna, wired remote control unit, antenna cable, operators manual, two certified tuning forks, radar mounting bracket, and factory warranty.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

GUAM POLICE DEPARTMENT-GUAM HIGHWAY PATROL DIVISION

PORT AUTHORITY OF GUAM-PORT POLICE DIVISION

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management PT

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Police Traffic Services	\$214,027.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Bosch Crash Data Retrieval Deluxe Kit	1	\$9,700.00	\$9,700.00	\$9,700.00	\$9,700.00
VC4000	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00

5.4 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Guam needs to improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

The Crash System is designed to interface with all the Traffic Records Systems (Driver System, Vehicle System, Roadway System, Citation/Adjudication System and the EMS system.

Currently crash system interfaces provide real time access from the field in the officer for validating driver information as stored in the Department of Revenue and Taxation - Driver and Vehicle systems. The data is used to auto populate the required data fields in the Crash system thereby improving data accuracy and the time to complete a crash report. Crash system use a roadway map for crash location (incomplete) and interface with E-Citation. The crash system will have all the necessary interface links with other traffic records systems that reflects best practices as identified in the Traffic Records Program Assessment Advisory.

This is an on-going effort. Interface already exist between crash, citation and adjudication, driver and vehicle system. Interface to EMS will be addressed in FY 2019. Project under performance measure GU-E/I-005.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	14.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
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5.4.1 Countermeasure Strategy: Highway Safety Office Program Management TR

Program area Traffic Records

Countermeasure strategy Highway Safety Office Program Management TR

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Traffic records are the backbone for problem identification in all of the various traffic safety areas. Data is what drives the ability to identify trends, recognize emerging problem areas, and to measure the success of previous efforts. The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety on Guam. The Traffic Records Coordinating Committee (TRCC) continues to improve the exchange of information but need improvement in the areas of timely, accurate, complete, uniform, and integrated systems.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The DPW-OHS will review the development, coordination and availability of current traffic records as it is vital to the problem identification. This program will support the TRCC and provide an avenue to promote sharing of relevant traffic safety data.

This project will identify and rank high crash locations, crash causation and roadway characteristics.

Funding will be used to cover:

Personnel costs for one (1) program staff

Contractual services and material and supplies for the Traffic Records project such as operational expenses, i.e., printer ink cartridges, etc.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR19-05-01OHS	Traffic Records	Highway Safety Office Program Management TR
M3DA19-28-01OHS	ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM	Highway Safety Office Program Management TR

5.4.1.1 Planned Activity: Traffic Records

Planned activity name	Traffic Records
Planned activity number	TR19-05-01OHS
Primary countermeasure strategy	Highway Safety Office Program Management TR

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

1. To continue to fund one (1) Data Clerk II to assist generating data and crash report from the On-line System Crash Analysis and Reporting (OSCAR) program.
2. Access On-line System Crash Analysis and Reporting (OSCAR) interface to generate data report.
3. Maintain Guam's traffic records information in a form that is of high quality and readily accessible to users throughout Guam. (NHTSA Highway Safety Program Guideline No.10)
4. To procure materials and supplies for the crash data collection project.
5. To send three (3) Traffic Records Coordinating Committee members to the Traffic Records Forum.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management TR

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Traffic Records	\$57,480.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.2 Planned Activity: ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM

Planned activity name ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM

Planned activity number M3DA19-28-01OHS

Primary countermeasure strategy Highway Safety Office Program Management TR

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Roadway System Recommendations

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action: Will Address

TRCC will establish a plan to address the design and development of a Roadway Information Management System (RIMS). RIMS will adopt MIRE data elements definitions and attributes for coding and priority rating. RIMS reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendation

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action- Will Address

The system to be design (RIMS) will have a well-documented data dictionary. The documentation will include a definition for each element for all pertinent roadway components and data collection guidelines that match the data definitions. The dictionary will be consistent and matches the roadway components in all applicable forms. RIMS data definition will be in compliance with MIRE definitions. RIMS roadway data elements will be sufficient to conduct high quality safety analysis. The data dictionary will be maintained and updated to keep pace with changes. Procedures for updating the dictionary will also documented.

RIMS data dictionary will reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendation

Improve the interface with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action- Will Address

The roadway system will have all the necessary interface links with other traffic records systems that reflects best practices as identified in the Traffic Records Program Assessment Advisory.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

GUAM FIRE DEPARTMENT

JUDICIARY OF GUAM

OFFICE OF THE ATTORNEY GENERAL

PORT AUTHORITY OF GUAM-PORT POLICE DIVISION

A.B. WONPAT INTERNATIONAL AIRPORT AUTHORITY - AIRPORT POLICE DIVISION

DEPARTMENT OF REVENUE AND TAXATION - DIVISION OF MOTOR VEHICLE

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management TR

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$255,749.90		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Emergency Medical Services

Program area type Emergency Medical Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Haddon Matrix is a model which applies basic principles of public health to motor vehicle-related injuries. It's based on three phases of a crash and the factors that impact the prevention, severity, and survivability of crashes. Response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training are all key factors for reducing the chance of fatalities. In traffic safety, EMS is recognized as a critical component.

From 2014 to 2016 there were a total of 2686 reported accidents with injuries. The average for the past three years is 895 accidents with injuries a year. The trend of crashes with injury show a sharp increase and then a slight decrease from 2014 to 2016. For these same years there were a total of 50 crashes that resulted in fatalities. That is an average of 16.7 fatalities a year for the past three years.

The trend in overall data shows yearly increases.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	896.9

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	National Emergency Medical Services Information System
2019	Highway Safety Office Program Management EM

5.5.1 Countermeasure Strategy: National Emergency Medical Services Information System

Program area Emergency Medical Services
Countermeasure strategy National Emergency Medical Services Information System

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

To provide the Emergency Medical Services of the Guam Fire Department (GFD) with the necessary equipment and training to respond to any and all possible traffic related crashes. By virtue of public law, GFD must provide emergency medical services to the people of Guam. GFD firefighters are also certified EMT's with the National Registry of Emergency Medical Technicians.

GFD is mandated to respond to all traffic crashes with injuries and fatalities, all traffic related fire emergencies, and non-emergencies. Currently there are twelve (12) ambulances, fourteen (14) fire trucks, three (3) Rescue units, and two (2) Advanced Life Support (ALS) units that are strategically placed throughout Guam. For any traffic-related crashes there could be at least one ambulance and one fire truck on scene. Multiple victims will dictate the need for more additional responding units. Victims involved in any type of traffic crash can possibly sustain injury to the neck of spine. These patients must be put on a long backboard to prevent injury or to prevent further possible damage to the spine.

In worst-case scenarios, victims of traffic crashes may need to be extricated from vehicles using hydraulic tools. Currently there are three (3) specialized Rescue units strategically located on Guam. Two of the Rescue units are equipped with extrication equipment designed to remove a victim from a severely damaged vehicle. Some of the fire trucks also have the capability extricate trapped victims. The extrication equipment consists of hydraulic tools designed to cut and spread metal that has been severely damaged or distorted due to the crash. These tools are capable of delivering over 50,000 lbs of force.

The trend in overall data shows yearly increases. This only supports the need for GFD to have functional equipment and training to provide better services to the public.

Crash Incident Category	2016	2015	2014
Non-Injury/ Non-Fatal Crashes	7559	7206	6473
Crash Incidents with Injury	893	941	848
Crash Incidents with Fatalities	12	9	19

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C-2: To reduce serious traffic injuries by ten percent from 996.6 (2012-2016 average) to 896.94 by December 31, 2019.

The Guam Fire Department will be funded to procure one (1) SP555E2 Spreader Package. This unit and/or package is used for cutting and spreading through most of the high strength steel used by automakers today. When a severe automobile crash occurs, the metals have a propensity to crush and become so distorted that the occupants may become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide immediate care and transport to a medical facility.

Funding will also be used to send one (1) GFD representative and/or fire fighter off island to attend the 2019 Lifesavers Conference.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Strategies: The overall goal is to provide GFD with necessary equipment and training to respond to all traffic related crashes. GFD must also be able to properly and safely extricate all traffic victims who are trapped or unable to remove themselves from a vehicle.

GFD will procure one (1) SP555E2 Spreader package. This unit and/or package is used for cutting and spreading through most of the high strength steel used by automakers today. When a severe automobile accident occurs, the metals have a propensity to crush and become so distorted that the occupants may become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide immediate care and transport to a medical facility.

To provide all ambulances and fire trucks with necessary equipment to victims of traffic accidents.

To conduct training for all respective personnel on the new hydraulic powered extrication tool and any new vehicle extrication techniques.

To conduct training on any new equipment purchased for the ambulances and fire trucks.

To cover the costs to send one GFD representative off-island to attend the 2019 Lifesavers Conference.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EM19-04-01GFD	EMS IMMOBILIZATION AND EXTRICATION	

5.5.1.1 Planned Activity: EMS IMMOBILIZATION AND EXTRICATION

Planned activity name	EMS IMMOBILIZATION AND EXTRICATION
Planned activity number	EM19-04-01GFD
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Strategies: The overall goal is to provide GFD with necessary equipment and training to respond to all traffic related crashes. GFD must also be able to properly and safely extricate all traffic victims who are trapped or unable to remove themselves from a vehicle.

GFD will procure one (1) SP555E2 Spreader package. This unit and/or package is used for cutting and spreading through most of the high strength steel used by automakers today. When a severe automobile accident occurs, the metals have a propensity to crush and become so distorted that the occupants may become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide immediate care and transport to a medical facility.

To provide all ambulances and fire trucks with necessary equipment to victims of traffic accidents.

To conduct training for all respective personnel on the new hydraulic powered extrication tool and any new vehicle extrication techniques.

To conduct training on any new equipment purchased for the ambulances and fire trucks.

To cover the costs to send one GFD representative off-island to attend the 2019 Lifesavers Conference.

Enter intended subrecipients.

GUAM FIRE DEPARTMENT

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	National Emergency Medical Services Information System

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Emergency Medical Services	\$18,700.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
SP555E2 Spreader package	1	\$14,200.00	\$14,200.00	\$14,200.00	\$14,200.00

5.5.2 Countermeasure Strategy: Highway Safety Office Program Management EM

Program area	Emergency Medical Services
Countermeasure strategy	Highway Safety Office Program Management EM

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs targeted to all age groups raise awareness of traffic safety laws - most especially the dangers of drinking and driving, not wearing your seatbelts, speeding, and using cell phones while operating a motor vehicle.

Funding for this project is to cover personnel costs for program staff to implement and coordinate an educational outreach on Emergency Medical Services and how it relates to vehicle crashes.

Funding will also cover materials and supplies for operational costs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C-2: To reduce serious traffic injuries by 10 percent from 996.6 (2012-2016 average) to 896.94 by December 31, 2019.

The DPW-OHS will work with the Department of Public Health and Social Services (DPH&SS) and the Guam Fire Department (GFD). The DPH&SS ensure that Guam's emergency personnel were skilled, certified, and qualified to adequately administer pre-hospital emergency care to residents in need, as well as inspect ambulances. Over the years, the Office of Emergency Medical Services has stretched its arms to seek resources necessary to improve Guam's Emergency Medical Service system.

Previous studies indicate that motor vehicle crashes among our youth can be attributed to their inexperience as new drivers and high-risk behaviors. Other factors include speed, driving while intoxicated, and hazardous road conditions.

When a motor vehicle crash occurs with injuries and a call is made to 911, fire department units are usually the first to arrive at the scene. A size up of the situation is made to determine the course of action. Many of traffic-related deaths which occurred on Guam's roadways specialized extrication equipment were used to remove trapped victims.

As Guam moves forward, facing more growth, more traffic, more drivers, new challenges, and increased exposure and risk, motor vehicle crashes will continue to threaten the safety of our citizens. This project will allow us to meet the fundamental mission of GFD's extrication project, which is to protect lives and property.

The trend in overall data shows yearly increases. This only supports the need for GFD to have functional equipment and training to provide better services to the public.

Crash Incident Category	2016	2015	2014
Non-Injury/ Non-Fatal Crashes	7559	7206	6473
Crash Incidents with Injury	893	941	848
Crash Incidents with Fatalities	12	9	19

Funding for this project is to cover personnel costs for program staff and to cover materials and supplies to implement and coordinate an educational outreach on Emergency Medical Services and how it relates to vehicle crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy focus to the awareness and education to the general public of the the importance of wearing a seat belt, the dangers of drinking and driving and using a cell phone while operating a motor vehicle to prevent serious traffic injuries.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EM19-04-00OHS	EMS EDUCATION	Highway Safety Office Program Management EM

5.5.2.1 Planned Activity: EMS EDUCATION

Planned activity name	EMS EDUCATION
Planned activity number	EM19-04-00OHS
Primary countermeasure strategy	Highway Safety Office Program Management EM

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Will provideeEducational programs targeted to all age groups raise awareness of traffic safety laws - to focus in the area of the dangers of drinking and driving, not wearing your seatbelts, speeding, and using cell phones while operating a motor vehicle.

The DPW-OHS will work with the Department of Public Health and Social Services (DPH&SS) and the Guam Fire Department (GFD). The DPH&SS ensure that Guam's emergency personnel were skilled, certified, and qualified to adequately administer pre-hospital emergency care to residents in need, as well as inspect ambulances. Over the years, the Office of Emergency Medical Services has stretched its arms to seek resources necessary to improve Guam's Emergency Medical Service system.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management EM

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Emergency Medical Services	\$34,701.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Changing driver behavior requires a diversified approach including education and enforcement. The Guam Office of Highway Safety will continue to partner with universities in promoting seat belt usage and deterring impaired driving. Campaigns will also develop and implement around the national enforcement campaigns. The Guam Office of Highway Safety plans to increase utilization of non-traditional mediums to reach the target audience. While Paid Media will still be utilized to promote improving the driver behavior, earned media still plays a large role in changing the culture. The Guam Office of Highway Safety will focus on the kick-off of Click It or Ticket and You Drink...You Drive...You Lose.

The Department of Public Works-Office of Highway Safety will design different brochures, posters and printed materials with themes that include alcohol, speed, occupant protection, pedestrian safety, and distracted driving to be distributed to the public at DUI and safety checkpoints, sport venues, fairs, schools and other events island-wide. The Office of Highway Safety will continue to procure and produce educational materials in various languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Micronesian audiences.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	14.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PM Highway Safety Office Program Management

5.6.1 Countermeasure Strategy: PM Highway Safety Office Program Management

Program area	Communications (Media)
Countermeasure strategy	PM Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Department of Public Works-Office on Highway Safety (DPW-OHS) will follow all Federal and local guidelines for purchasing media/advertising with National Highway Traffic Safety Administration (NHTSA) Paid Media funds. The Guam Office of Highway Safety's mission is to develop, promote, and coordinate traffic safety initiatives designed to reduce traffic crashes, injuries, and fatalities on Guam's roadways.

The DPW-OHS will support alcohol-impaired driving and occupant protection, high-visibility enforcement efforts in the diverse communities of Guam. DPW-OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. DPW-OHS will use paid, earned, and owned media, including social media, to address the program areas in the Highway Safety Plan. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. DPW-OHS incorporates National Highway Traffic Safety Administration's (NHTSA) Communications Calendar into its media plan activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C-1: To reduce total traffic fatalities by six percent from 15 (2012-2016 average) to 14.1 by December 31, 2019.

Strategies:

1. DPW-OHS paid media project will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 34 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Drive Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).
2. DPW-OHS will use all forms of media – paid, earned and social – to increase Guam's roadway users' awareness and knowledge of all aspects of traffic safety, while focusing specific messages on groups to whom particular messages apply. Messages will include drivers, passengers, bicyclists, pedestrians and motorcyclists – of all ages.
3. To produce various highway safety commercials in different languages, which will include bi-lingual components for Japanese, Koreans, Chinese, Filipino, and the Federated States of Micronesia audiences.
4. All media will be evaluated to assess its effectiveness in reaching the target audience.
5. Media coverage generated by DPW-OHS and/or partner-related public outreach tactics (e.g., press releases/conference, mall displays, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency.
6. DPW-OHS will utilize produced by NHTSA and the Traffic Safety Marketing which provide free resources.
7. Plan earned media opportunities, in the form of press conferences or press releases, independently or in conjunction with safety partners for all campaign enforcement or education periods.
8. Create video content that is educational, informative, and entertaining for use by DPW-OHS and its partners.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The focus of this project is to reduce traffic fatalities by producing and airing video commercials on the dangers of drinking and driving, texting, non-usage of seat belts, speeding, and distracted driving.

This is a countermeasure from NHTSA's Countermeasure that Works. Eighth Edition 2015 document and is a proven strategy.

1-21

2-20

3-37

8-12

9-9

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM19-08-01OHS	PAID MEDIA	PM Highway Safety Office Program Management

5.6.1.1 Planned Activity: PAID MEDIA

Planned activity name PAID MEDIA
Planned activity number PM19-08-01OHS
Primary countermeasure strategy PM Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will support educational events and advertising at various mall outlets. Impaired driving, seat belt, distracted driving, motorcycle safety, and pedestrian safety will be addressed via public service announcements, signage,

informational displays and personal interaction with the public using local law enforcement and OHS staff during "Click It or Ticket"; "Buzzed Driving is Drunk Driving"; "Drive Sober or Get Pulled Over" and "One Text or Call Could Wreck It All".

Funds will be used for advertising, video production, and producing educational materials.

Enter intended subrecipients.

THE DEPARTMENT OF PUBLIC WORKS - OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PM Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Paid Advertising	\$20,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

PEDESTRIAN STATISTICS

	2012	2013	2014	2015	2016
Total Traffic Fatalities	16	18	19	9	13
Pedestrian Fatalities	4	6	10	3	2

In CY 2012, the Guam Police Department recorded a total of sixteen (16) traffic fatalities, of which four (4) were pedestrian fatalities. In CY 2013, the Guam Police Department (GPD) recorded eighteen (18) traffic fatalities of which six (6) were pedestrian fatalities. In CY 2014, GPD recorded a total of nineteen (19) traffic fatalities of which ten (10) were pedestrian fatalities. In CY 2015, the Guam Police Department recorded nine (9) traffic fatalities of which three (3) were pedestrian fatalities. In CY 2016, GPD recorded thirteen (13) traffic fatalities of which two (2) were pedestrian fatalities. Most pedestrian crashes occur on the roadway. Alcohol and Drug related pedestrian fatalities continue to be a growing concern on Guam. Therefore, it is the goal of the Department of Public Works-Office of Highway Safety (DPW-OHS) together with the Guam Police Department to increase the pedestrian safety countermeasures to prevent pedestrians and motor vehicles from attempting to use the same roadway space at the same time.

Auto-pedestrian crashes continue to be a growing problem on the island, with little to no sidewalks in majority of the communities and not enough crosswalks and poor lit roadways where there are no crosswalks. One inherent problem is with pedestrians from the outer islands who have no paved roads and crosswalks.

Many are not familiar with the laws due to English being their second language. More emphasis is needed in educating those who come to Guam from neighboring islands such as the Federated States of Micronesia that consists of Yap, Chuuk, Pohnpei and Kosrae islands respectively.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	1.8
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	0.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PS Highway Safety Office Program Management

5.7.1 Countermeasure Strategy: PS Highway Safety Office Program Management

Program area Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy PS Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Auto-pedestrian crashes continue to be a growing problem on the island, with little to no sidewalks in majority of the communities and not enough crosswalks and poor lit roadways where there are no crosswalks. One inherent problem is with pedestrians from the outer islands who have no paved roads and crosswalks.

Many are not familiar with the laws due to English being their second language. More emphasis is needed in educating those who come to Guam from neighboring islands such as the Federated States of Micronesia that consists of Yap, Chuuk, Pohnpei and Kosrae islands respectively.

The DPW-OHS will develop social media and Public Service Announcement spots, as well as print and distribute educational materials in various ethnic languages. The DPW-OHS together with the Guam Police Department will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials for pedestrians and drivers to be distributed to businesses and community centers in locations identified by DPW-OHS with high pedestrian fatalities. Media efforts will concentrate on the top five community clusters with the highest pedestrian fatality rates: Tamuning, Dededo, Maite, Asan, and Mangilao.

The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, law compliance, proper reflective clothing and impairment.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

C-10) To reduce pedestrian fatalities by 10 percent from five (5) (2012-2016 average) to 1.8 by December 31, 2019.

C-11) To reduce bicyclist fatalities by 50 percent from 0.6 (2012-2016 average) to zero (0) by December 31, 2019.

To provide education and awareness to change driver and pedestrian behavioral safety initiatives. Once pedestrians and drivers are informed of the behavior changes needed and why they are important, enforcement often is necessary to encourage compliance. The DPW-OHS will work with the Guam Police Department to target enforcement activities at locations with high pedestrian fatality rates. The DPW-OHS will produce educational materials in various languages on

pedestrian safety and distribute island-wide to various agencies, department stores, consul general offices, and private companies..

Strategies:

1. To identify those geographic problem areas and develop public awareness countermeasures to improve pedestrian and bicycle safety.
2. To develop and implement island-wide paid media plan for public awareness on pedestrian and bicycle safety. Pedestrian safety funding will be used to coordinate and coincide with media-centered awareness, education and enforcement efforts.
3. To promote bicycle helmet use for all bicyclist regardless of age.
4. To promote and improve education and awareness for children and parents on safe practices while walking, running especially for children and young adults walking to and from school.
5. To change the existing upward trend of pedestrian fatalities by enforcing pedestrian safety laws and providing education to distracted pedestrians talking on their cell phones while walking not paying attention, and/or wearing headphones that restrict the ability to hear oncoming traffic.
6. To increase the safety of pedestrians on Guam and educate both pedestrians and motorists about the danger of distractions while using public roadways.
7. To cover personnel costs for program manager/staff and management analyst to administer and manage the Pedestrian and Bicycle Safety Program.
8. To send Program Manager/Staff and Management Analyst and/or sub-grantee to participate in off-island training (Sponsored by the Traffic Safety Institute {TSI}) and conferences.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasure that Works, Eighth Edition 2015 document.

8-12 (Countermeasures that Works)

9-9 (Countermeasures that Works)

It is a proven strategy to improve safety behaviors of pedestrians and drivers through education and enforcement measures aimed at improving the knowledge and behaviors of road users to prevent a crash and to increase the use of properly fitted bicycle helmets by all bicyclists, including children and adults, and the enforcement of helmet laws to increase compliance.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS19-06-01OHS	PEDESTRIAN AND BICYCLE SAFETY	PS Highway Safety Office Program Management

5.7.1.1 Planned Activity: PEDESTRIAN AND BICYCLE SAFETY

Planned activity name PEDESTRIAN AND BICYCLE SAFETY
Planned activity number PS19-06-01OHS
Primary countermeasure strategy PS Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Behavioral change in pedestrian safety initiatives require improvements in unsafe driver or pedestrian behaviors. Once pedestrians and drivers are informed of the behavior changes needed and why they are important, enforcement often is necessary to encourage compliance. The DPW-OHS will work with the Guam Police Department to target enforcement activities at locations with high pedestrian fatality rates.

The DPW-OHS will develop social media and Public Service announcement spots, as well as print and distribute educational materials in various ethnic languages. The DPW-OHS together with the Guam Police Department will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials for pedestrians and drivers to be distributed to businesses and community centers in locations identified by DPW-OHS with high pedestrian fatalities. Media efforts will concentrate in the top five community clusters with the highest pedestrian fatality rates: Tamuning, Dededo, Maite, Asan, and Mangilao.

The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, law compliance, proper reflective clothing and impairment.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PS Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Pedestrian/Bicycle Safety	\$44,393.80		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Department of Public Works -Office of Highway Safety (DPW-OHS) serves as the primary department responsible for ensuring that highway safety concerns for Guam are identified and addressed through the development and implementation of appropriate countermeasures.

DPW-OHS' professional and administrative staff created the annual Highway Safety Plan and then award, authorize, monitor, and evaluate grant-funded projects throughout the grant year. To accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed as needed. DPW-OHS staff members are diverse and play a vital role in determining performance measures and performance goals; setting up and coordinating administrative meetings, researching materials, disseminating materials; and coordinating general office administration.

The planning administrative staff also handle fiscal duties; respond to questions from the general public; maintain records per state and federal record retention requirement; monitor projects; maintain correspondence; and perform a variety of other tasks related to support of the DPW-OHS mission and purpose. Without this support, it would be impossible for DPW-OHS program personnel to adequately and efficiently administer the grant funds awarded to the sub-grantees.

1. Administer the Highway Safety Program:

1. Implement the FY 2019 HSP;
 2. Develop projects to support the current programs goals;
 3. Provide sound fiscal management on all the traffic safety programs;
 4. Coordinate plans with other local and federal agencies;
 5. Assess program and projects outcomes; and
 6. Share this vital information and relevant data with the public.
2. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
 3. Identify and prioritize highway safety programs and activities.
 4. Implement program management, oversight, and monitoring for activities within this priority area.
 5. Provide data required for Federal and local reports.
 6. Provide program staff, professional development, travel costs for the Governor's Highway Safety Representative, Highway Safety Coordinator, and other Government of Guam department heads, i.e., Directors, Chief of Police, etc., equipment, materials, and fiscal support for all programs.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA19-07-01OHS	Program Management	

5.8.1 Planned Activity: Program Management

Planned activity name Program Management

Planned activity number PA19-07-01OHS

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

1. Administer the Highway Safety Program:
 - a. Implement the FY 2019 HSP;
 - b. Develop projects to support the current programs goals;
 - c. Provide sound fiscal management on all the traffic safety programs;
 - d. Coordinate plans with other local and federal agencies;

- e. Assess program and projects outcomes; and
 - f. Share this vital information and relevant data with the public.
2. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
 3. Identify and prioritize highway safety programs and activities.
 4. Implement program management, oversight, and monitoring for activities within this priority area.
 5. Provide data required for Federal and local reports.
 6. Provide program staff, professional development, travel costs for the Governor’s Highway Safety Representative, Highway Safety Coordinator, and other Government of Guam department heads, i.e., Directors, Chief of Police, etc., equipment, materials, and fiscal support for all programs.

Enter intended subrecipients.

DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Planning and Administration	\$108,292.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
------------------------------------	-----------------------	------------------------

AL19-01-03HPD	DUI/Impaired Driving	Impaired Driving Task Force
OP19-02-02HPD	Operation CIOT/Buckle Down	Combined Seat Belt and Alcohol Enforcement, Nighttime
PT19-03-01HPD	OPERATION HEAT	speed enforcement
PT19-03-03PPD	Operation A' dai He Hao'	speed enforcement
M1HVE19-23-01HPD	OPERATION SCOPE	Combined Seat Belt and Alcohol Enforcement, Nighttime

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Guam's problem identification process used in the development of the Highway Safety Plan has been described in sections in this plan. The data analyses are designed to identify the high-risk population in crashes and who, what, when, where and why crashes are occurring. Problem Identification is summarized in the individual program area sections of this HSP.

Enter explanation of the deployment of resources based on the analysis performed.

All enforcement agencies receiving OHS' grant funding must also take a data driven approach to identifying the enforcement issues in their jurisdictions. Data documenting the highway safety issue must be included in the funding application submitted to OHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem.

OHS uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices. The methodology will include enforcement of traffic laws pertaining to, but not limited to, adult and child occupant protection, speeding, distracted driving and impaired driving coupled with enforcement patrols that saturate an identified area and that the enforcement is advertised in the local media.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

OHS managers will use quarterly reports, and conduct desk and on-site monitoring to ensure grant funded law enforcement projects are effective. Quarterly progress reports will be required from each agency receiving grant funding to ensure both understanding achievement of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of citations issued. OHS' uses the Crash Reporting System and the On-line State Crash Analysis Reporting System (OSCAR) to monitor crashes and fatalities and will advise law enforcement if there are increases or decreases that would require a change in strategy in a particular jurisdiction. This continuous follow-up will allow for subtle or major adjustments thereby ensuring the best use of resources to address the stated priority traffic safety problems. OHS has developed monitoring policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the Guam's highway safety program.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

speed enforcement

Impaired Driving Task Force

Highway Safety Office Program Management AL

Combined Seat Belt and Alcohol Enforcement, Nighttime

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-01-03HPD	DUI/Impaired Driving	Impaired Driving Task Force
OP19-02-02HPD	Operation CIOT/Buckle Down	Combined Seat Belt and Alcohol Enforcement, Nighttime
PT19-03-01HPD	OPERATION HEAT	speed enforcement
PT19-03-03PPD	Operation A' dai He Hao'	speed enforcement
M1HVE19-23-01HPD	OPERATION SCOPE	Combined Seat Belt and Alcohol Enforcement, Nighttime

8 405(b) Occupant Protection Grant**Occupant protection information**

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT**Agency**

Guam Police Department

Guam Office of Highway Safety

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

National High-Visibility Enforcement (HVE) Mobilization Strategy

The DPW-OHS participates in and requires from our funded law enforcement partners in the three national mobilizations: "Click It or Ticket", "Labor Day, Impaired Driving Crackdown" and "holiday Impaired Driving" in May, September, and December. The DPW-OHS will have media coverage during the two national mobilizations. Agencies that are grant funded for selective traffic enforcement projects are required to participate in the mobilizations as part of their year-long mobilization funding.

After each mobilization, the data including crash, citations, and others are analyzed and compared to address successes and decrease in crashes in addition to areas that might need additional assistance in order to be successful in the future.

The DPW-OHS together with the Guam Police Department-Guam Highway Patrol Division (GPD-GHPD) and the Port Authority of Guam-Port Police Division will conduct high-visibility "publicized" enforcement activities of strong occupant restraint use laws throughout FY 2019. Within the past five (5) years, traffic fatalities occurs in the central part of Guam and has been identified as high-crash areas. Locations identified are Route 1 and 14 (Tamuning, Tumon, and Harmon), Route 4 (Sinajana and Chalan Pago), 8 (Mongmong, Toto, and Maite), and 16 (Barrigada). The GPD-GHPD's three strategy components are – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or lacking. DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Works (2015, 8th Edition).

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

- OP Highway Safety Office Program Management
- Combined Seat Belt and Alcohol Enforcement, Nighttime
- Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1PE19-22-01OHS	CPS Inspection Stations	Child Restraint System Inspection Station(s)

M1PE19-22-01OHS

OP HIGH EDUCATION - PROGRAM
MANAGEMENT

OP Highway Safety Office Program Management

M1HVE19-23-01HPD

OPERATION SCOPE

Combined Seat Belt and Alcohol Enforcement,
Nighttime

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 4

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 0

Populations served - rural 0

Populations served - at risk 5

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

OP Highway Safety Office Program Management

Combined Seat Belt and Alcohol Enforcement, Nighttime

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

M1HVE19-23-01HPD

OPERATION SCOPE

Combined Seat Belt and Alcohol Enforcement, Nighttime

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by

nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 3

Estimated total number of technicians 35

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant**Traffic records coordinating committee (TRCC)**

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

8/16/2017

10/25/2017

4/15/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: THERESE MATANANE

Title of State's Traffic Records Coordinator: PROGRAM COORDINATOR IV

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

C/A/Crash/Roadway	User	Therese Matanane	Department of Public Works-Office of Highway Safety	DPW
C/A/Crash/DL/VL	Collector/User	Capt. Stephen Ignacio	Highway Patrol, Guam Police Department	GPD
C/A/Crash/DL/VL	Collector/User	Lt. Michael Arcangel	Guam Police Department Highway Patrol Division	GPD
C/A/Crash/DL/VL	Collector/User	Sgt. Robert J. Santos	Guam Police Department	GPD

Highway Patrol Division

EMS/Injury Surveillance	Collector/User	Daren Burrier	Assistant Fire Chief, Guam Fire Department	GFD/EMS
Vehicle Registration	Collector/User	Steve Aguon	Vehicle Registration Section Department of Revenue & Taxation	DR&T
Driver Licensing	Collector/User	Jesse Salas	Driver's License Section Department of Revenue & Taxation	DR&T
FMCSA	Collector/User	Leonardo Ramirez	Motor Carrier	DR&T
Citation/Adjudication	User	Valerie Tenorio	Traffic Violations Bureau (TVB) Judiciary of Guam	Judiciary of Guam
Citation/Adjudication	Management	Lorie Perez	Management Information System Judiciary of Guam	Judiciary of Guam
EMS/Injury Surveillance	Collector	Kevin Reilly	NFIRS-E911, Guam Fire Department	GDF/EMS
Citation/Adjudication	User	Galo Perez	Traffic Violations Bureau Judiciary of Guam	Judiciary of Guam
C/A/Crash/DL/VL	Collector/User	Lt. Carl Cruz	Guam Airport Police Guam International Airport Authority (GIAA)	GIAA
C/A & Crash	Management	Arleen Sanchez	Guam Airport Police MIS	GIAA
C/A/Crash/DL/VL	Collector/User	Ciara Finona	Guam Airport Police Guam International Airport Authority	GIAA
C/A & Crash	Management	Benny Babauta	Management Information System	GPD

Guam Police Department
(GPD)

C/A/Crash/DL/VL	Collector/User	David Esplana Jr.	Guam Port Authority Police	GPA
C/A/Crash/DL/VL	Collector/User	Doris Aguero	Guam Port Authority Police	GPA
C/A/Crash/DL/VL	Collector/User	Christopher Roberto	Guam Port Police Port Authority of Guam	GPA
C/A & Crash	User	Fred Nishihira	Office of the Attorney General	AGO

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

TR.STRATEGIC.PLAN.2019.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

Strategic Planning and Traffic Record System Recommendations

Crash Recommendations

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Program Assessment Advisory

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Driver Recommendations

Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interface with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Citation/Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interface with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

EMS/Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interface with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Data Use and Integration Recommendation

Improve the traffic records systems capacity to integrate data to reflect identified in the Traffic records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Projects Summary Section 405 (c) Funding

The table below provides a summary for each of the projects that are being proposed for funding in FY 2019 under Section 405 (c) Grant". A summary description of each project is provided in this section of application.

Project Title	Performance Area	Baseline	Goal	Funding Requirement	
				2017	
System Maintenance, Support & Enhancement	Program Wide	N/A	100%		\$80,000.00
Wireless Connection for GIAA/GFD/MCSAP	Completeness	80%	100%		\$15,000.00
GIAA Deployment and Training	Timeliness	0%	80%		\$10,000.00
Motor Carrier ECitation Update	Integration	85%	90%		\$40,000.00
ECitation Web Viewer Program	Accessibility	0%	100%		\$40,000.00
Equipment (Mobile Printers) for ECitation	Timeliness				\$12,562.80
Traffic Records Coordinator (OHS 10%)	Program wide				\$8,187.10
FY2019 Grant Application/TRCC Support/TR Update	Program Wide				\$50,000.00
Total FY 2019 Budget					\$255,749.90

Island-Wide Traffic Safety Information System Maintenance, Support and Enhancements

ONGOING

State: Guam

Plan Year: 2019

Revision Date: 06/01/18

Submitted By: Therese
Matanane

Email:
therese.matanane@dpw.guam.gov

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces) **GU_CR_003**

Deficiency Description: (This section contains a brief statement of the deficiency.)

Crash Recommendations

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interface with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Continue providing system support and maintenance to the Island-wide Traffic Safety Information Systems (Crash, ECitation, OSCAR, RAMP, JustWare API; Driver and Vehicle Lookup Web Services; and Law Enforcement Mobile network.

This task also includes the maintenance and support of currently deployed systems as well provide OSCAR access to all agency involved in traffic safety programs.

Core System: (What core system is referred to by this deficiency? Check One)

- x. Crash
- x. Driver License / History
- x. Injury Surveillance / EMS
- x. Roadway
- x. Citation / Adjudication
- x. Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- x. Accuracy
 - Completeness
 - Integration
 - Timeliness
 - Uniformity
 - Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

*Submitted By: Therese
Matanane*

*Email:
therese.matanane@dpw.guam.gov*

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces) GU_CR_P_003

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

Increase

Decrease

What Will Be measured: (This section contains a brief statement of what will be measured.)

Time required for collecting, processing and generating traffic Safety reports.

Completeness and accuracy of traffic data reports.

Time required for disseminating traffic safety reports to qualified requestors.

Time required for generating quality crash analysis.

Completeness and accuracy of crash analysis and locations

Level of accessibility to traffic safety data and reports.

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

% of missing data elements; time between occurrence and data available for use; system interfaces; # of traffic safety agency and personnel with access to the ITSIS

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:

Increase in Time Savings

June 2017	65%
June 2018	70%
June 2019	90%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June 2016	0%	Change from 2015	0%
June 2017	65%	Change from 2016	65%
June 2018	70%	Change from 2017	5%
June 2019	90%	Change from 2018	20%

State: *Guam*Plan Year: *2019*

Revision Date:

*06/01/18*Submitted By: *Therese
Matanane*Email:
*therese.matanane@dpw.guam.gov***Article III. Projects:**

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) **GU_CR_003**

Project Title: (This section contains a working title for the Project.)

Highway Safety Systems Integration, Data Analysis Tools, Ad Hoc and Map-Based Reports, and Data Warehouse

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

Office of Highway Safety

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Therese Matanane

Title: TRCC Coordinator

Agency: Guam Office of Highway Safety

Address: 542 North Marine Corps Drive

City, ZIP: Tamuning, Guam 96913

Phone: 671-646-3229

Email: therese.matanane@dpw.guam.gov

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

DPW/OHS, GPD, AP, PAG, PP, Revenue & Tax, EMS, DPHSS, OAG and Superior Court

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply



Project Description: (This section provides a brief overview of what the project will entail.)

The Island-wide Traffic Safety Information System (ITSIS) comprise of the following systems:

Electronic Citation System
 Electronic Crash Reporting System,
 Online System for Crash Analysis & Reporting (OSCAR),
 Report Amendment and Modification Program (RAMP), and
 Driver Licensing & Vehicle Data Lookup Services
 Law Enforcement Wireless Mobile Network

The project is to provide system maintenance, upgrades/enhancements and technical support of the ITSIS. This work is necessary to keep the ITSIS current, to provide improvements and repairs as needed, and to supply technical support to the Guam Office of Highway Safety and law enforcement personnel.

The technical support task is to ensure that the ITSIS is functioning properly and data is successfully transmitted and integrated properly into the ITSIS databases.

The Help Desk/System Maintenance tasks will involve periodic updates to all the installed programs, the upgrading of applications, and responding to requests for assistance with ITSIS database queries. Also includes general assistance with the OSCAR module.

Included under in this project as well is answering of system user's emails, monitoring the systems support website, and providing additional on-site training as necessary.

Upgrade the ITSIS to new technology and the enhancements and modifications of all currently deployed applications to function with the new technology.

Basis for Project: *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

Data Integration, Sharing, and Usage

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Improve data sharing and usage

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019
Section 405 (c)	\$40,000.00	\$40,000.00	\$80,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
System Enhancements & Modifications	On-going	
System Support	On-going	
OSCAR Upgrade	On-Hold	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up - e.g. waiting for staffing)
- x. **Active** (Project is under way)
 - Completed** (Project has been completed)
 - Cancelled** (Project was cancelled)
 - On Hold** (Project is temporarily on hold)

Postponed (Project has been postponed, or tabled at this time)

2.3 Mobile Wireless Connection

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

Submitted By: ITSIS – Program [Law Enforcement Agencies/EMS](#)

Wide

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) [GU-CRS-03](#)

Deficiency Description: (This section contains a brief statement of the deficiency.)

Improve the traffic records systems capacity to integrate data to reflect identified in the Traffic Records Program Assessment Advisory

This is a continuation of existing projects (Mobile wireless connectivity for the ITSIS. This project is to support the deployment and use of Crash, Citation and EMS in the field for transmission of data over wireless network to the ITSIS centralized database. The project also provide access to Driver and Vehicle information in the field for all Law Enforcement Agencies and EMS.

This project also is to create a new ITSIS network infrastructure in support of the program.

Core System: (What core system is referred to by this deficiency? Check One)

- x. Crash
- x. Driver License / History
- x. Injury Surveillance / EMS
- x. Roadway
- x. Citation / Adjudication
- x. Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- x. Accuracy
- x. Completeness
- x. Integration
- x. Timeliness
- x. Uniformity
- x. Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA

Data Quality Audit, TRCC Input)

Government of Guam Wide Area Network Infrastructure requirements.

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

Submitted By: ITSIS- Program [Law Enforcement Agencies/EMS](#)

Wide

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) [\(GU_CRS_005_P\)](#)

Core System: (What core system will be affected by this measure? Check One)

- x. Crash
- x. Driver License / History
- x. Injury Surveillance / EMS
- x. Roadway
- x. Citation / Adjudication
- x. Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- x. Accuracy
- x. Completeness
- x. Integration
- x. Timeliness
- x. Uniformity
- x. Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

- Increase
- Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

Accessibility to the Island Wide Traffic Safety Information System (ITSIS)

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

Total number of access and interfaces between all the Traffic Records System

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2017	80%
June 2018	90%
June 2019	95%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year - prior year)

Value as of	%	Change	%
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June 2017	80%	Change from 2016	5%
June 2018	90%	Change from 2017	10%
June 2019	95%	Change from 2018	5%

State: Guam

Plan Year:
2019

Revision Date: 06/01/18

Submitted By: ITSIS – Program Wide [Law Enforcement Agencies/EMS](#)

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) [\(GU_CRS_005_D\)](#)

Project Title: (This section contains a working title for the Project.)

Mobile Wireless Network

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

ITSIS/GPD

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to

contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Program Wide Project under the TRCC

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

DPW/OHS, GPD, AP, PAG, PP, Revenue & Tax, EMS, DPHSS, OAG and Superior Court

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply



Project Description: (This section provides a brief overview of what the project will entail.)

The Island-wide Traffic Safety Information System (ITSIS) comprise of the following systems:

Electronic Citation System
Electronic Crash Reporting System,
Online System for Crash Analysis & Reporting (OSCAR),
Report Amendment and Modification Program (RAMP), and
Driver Licensing & Vehicle Data Lookup Services
Law Enforcement Wireless Mobile Network

The project is to provide system maintenance, upgrades/enhancements and technical support of the ITSIS. This work is necessary to keep the ITSIS current, to provide improvements and repairs as needed, and to supply technical support to the Guam Office of Highway Safety and law enforcement personnel.

The technical support task is to ensure that the ITSIS is functioning properly and data is successfully transmitted and integrated properly into the ITSIS databases.

The Help Desk/System Maintenance tasks will involve periodic updates to all the installed programs, the upgrading of applications, and responding to requests for assistance with ITSIS database queries. Also includes general assistance with the OSCAR module.

Included under in this project as well is answering of system user's emails, monitoring the systems support website, and providing additional on-site training as necessary.

Upgrade the ITSIS to new technology and the enhancements and modifications of all currently deployed applications to function with the new technology.

Basis for Project: *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

Data Integration, Sharing, and Usage

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Improve data sharing and usage

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019
Section 405 (c)	\$10,000.00	\$10,000.00	\$15,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Mobile Wireless	On-going	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- x. **Active** (Project is under way)
 - Completed** (Project has been completed)
 - Cancelled** (Project was cancelled)
 - On Hold** (Project is temporarily on hold)
 - Postponed** (Project has been postponed, or tabled at this time)

2.4 Guam International Airport Authority Police Department

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

Submitted By: Robert Camacho Email: bobcamacho@guamairport.net

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) **(GU_CRS_007_D)**

Deficiency Description: (This section contains a brief statement of the deficiency.)

Crash and ECitation Timeliness
Integration of Crash with ECitation
Data Sharing

Continue the development and enhancement of GIAA's (Airport Police Division's) Crash, E-Citation, and Oscar integration with DPW / Office of Highway Safety Traffic Safety Information System.

Core System: (What core system is referred to by this deficiency? Check One)

- x. Crash
 - Driver License / History
 - Injury Surveillance / EMS
 - Roadway
- x. Citation / Adjudication
 - Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- x. Accuracy
- x. Completeness
- x. Integration
- x. Timeliness
- x. Uniformity
- x. Accessibility

Source if Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input): TRCC

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

Submitted By: Robert Camacho Email: bobcamacho@guamairport.net

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) [\(GU_CRS_005_P\)](#)

Core System: (What core system will be affected by this measure? Check One)

- x. Crash
 - Driver License / History
 - Injury Surveillance / EMS
 - Roadway
- x. Citation / Adjudication
 - Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- x. Accuracy
- x. Completeness
- x. Integration
- x. Timeliness
- x. Uniformity
- x. Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

- x. Increase
- Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

Data access and usage

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

Number of users and reports designed and developed for highway safety countermeasures

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2017	0%
June 2018	10%
June 2019	30%
June 2020	75%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL	(this year - prior year)		
Value as of	%	Change	%
June 2018	30%	Change from 2017	0%
June 2019	75%	Change from 2018	0%
June 2020	80%	Change from 2019	20%

State: *Guam*

Plan Year: *2019*

Revision Date:

06/01/18

Submitted By: *Robert Camacho* Email: bobcamacho@guamairport.net

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) *(GU_CRS_005_D)*

Project Title: (This section contains a working title for the Project.)

Guam Int'l Airport Authority, Airport Police Division

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

GIAA Police Department

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Robert D. Camacho
 Title: Chief of Airport Police
 Agency: Guam Int'l Airport Authority
 Address: P.O. Box 8770, Tamuning, Guam 96931

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

DPW / OHS, Guam Police Department, Revenue and Taxation, and Superior Court of Guam

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply



Project Description: *(This section provides a brief overview of what the project will entail.)*

Continue Implementation of Traffic Crash Reporting System.

Continue Implementation of E-Citation System.

Continue Implementation of Oscar System

Continue training enhancement for Traffic Crash, E-Citation, and Oscar Systems.

Currently APD has (4) Tough Books with vehicle kits, (1) Desktop Computer, and

(1) Internet Service.

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Improve both Crash and ECitation performance measures

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019
Section 405 (c)	\$0.00	\$0.00	\$10,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Crash Re-deployment	10/01/2018	
ECitation Re-deployment	12/01/2018	
Crash User Training	01/01/2019	
ECitation Training	02/01/2019	
Field Testing	03/30/2019	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)

x. **Active** (Project is under way)

- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

2.5 Motor Carrier ECitation Update

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

Submitted By: Leonardo leonardo.ramirez@revtax.guam.gov
Ramirez

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces) [\(GU_EC_001_D\)](#)

Deficiency Description: (This section contains a brief statement of the deficiency.)

Update the JustWare API to allow for Motor Carrier Safety Administration Program issued citations to be transmitted to JustWare.

Upgrade the Motor Carrier ECitation Program to separate violation table for the Carrier and the Driver

Core System: (What core system is referred to by this deficiency? Check One)

x. Crash

- Driver License / History
- Injury Surveillance / EMS

x. Roadway

x. Citation / Adjudication

- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

x. Accuracy

x. Completeness

x. Integration

x. Timeliness

- Uniformity
- Accessibility

Source if Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input): FMCSA

State: Guam

Plan Year: 2019

Revision Date: 06/01/18

Submitted By: Leonardo Ramirez

leonardo.ramirez@revtax.guam.gov

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) [\(GU_EC_004_P\)](#)

Core System: (What core system will be affected by this measure? Check One)

- x. Crash
 - Driver License / History
 - Injury Surveillance / EMS

x. Roadway

x. Citation / Adjudication

- Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- x. Accuracy
- x. Completeness
- x. Integration
- x. Timeliness
 - Uniformity
 - Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

- x. Increase
- x. Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

% of MCSAP citation that is transmitted to JustWare

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

Total number of motor carrier related citations

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2017	75%
June 2018	90%
June 2019	95%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL	(this year - prior year)		
Value as of	%	Change	%
June 2018	75%	Change from 2017	15%
June 2019	90%	Change from 2018	15%
June 2020	95%	Change from 2019	5%

State: Guam

Plan Year:
2019

Revision Date:
06/01/18

Submitted By: Leonardo
Ramirez

leonardo.ramirez@revtax.guam.gov

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters - no spaces) *(GU_EC_004_D)*

Project Title: (This section contains a working title for the Project.)

Motor Carrier ECitation Update to JustWare

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

MCSAP

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

TRCC/MCSAP/Court

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply



Project Description: *(This section provides a brief overview of what the project will entail.)*

Update the current ECitation program for citation issuance specific to Motor Carrier violations. Develop and deploy the application (the Service) to transmit electronic citations created by the MCSAP to the Court JustWare system.

Update the JustWare's Application Program Interface (API), using the access information provided by the Court to transmit printed MCSAP citations from the Central Citation Repository to the JustWare system daily. The Service will provide email notifications containing the results of each transmission.

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Increase % of Motor Carrier Citations transmitted to the Court

Reduction in the time it takes to prosecute and fine motor carrier violators

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019
Section 405 (c)	\$0.00	\$0.00	\$40,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Update ECitation Program	10/01/2018	
Update JustWare Service	02/01/2019	
Test & Deploy	03/01/2019	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- x. **Active** (Project is under way)
 - Completed** (Project has been completed)
 - Cancelled** (Project was cancelled)
 - On Hold** (Project is temporarily on hold)
 - Postponed** (Project has been postponed, or tabled at this time)

2.6 ECitation Web Viewer

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

Submitted By:

Email: vtenorio@guamcourts.org

TRCC/Court/AG

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) *(GU_EC_010_D)*

Deficiency Description: (This section contains a brief statement of the deficiency.)

Current ECitation Program do not have a means for access the Citation after it is printed and transmitted to the Court system

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway

x. Citation / Adjudication

- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- x. Accuracy
- x. Completeness
- x. Integration
- x. Timeliness

- Uniformity
- Accessibility

Source if Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, TRCC Input) Guam Highway Patrol/Court/ AG

State: Guam

Plan Year:
2019

Revision Date:
06/01/18

Submitted By:
TRCC/Court/AG

Email: vtenorio@guamcourts.org

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) [\(GU_EC_010_P\)](#)

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- x. Citation / Adjudication
 - Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

Accuracy
Completeness
Integration
Timeliness
Uniformity

- x. Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

- x. Increase
 - Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

Increase in the use of ECitation

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

Agency with access to ECitation file

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of: *Increase in Time Savings*

June 2017	70%
June 2018	80%
June 2019	90%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year - prior year)

Value as of	%	Change	%
June 2018	70%	Change from 2016	0
June 2019	80%	Change from 2017	10%
June 2020	90%	Change from 2017	10%

State: Guam

Plan Year: 2019

Revision Date:

06/01/18

Submitted By:

[Email: vtenorio@guamcourts.org](mailto:vtenorio@guamcourts.org)

TRCC/Court/AG

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) *(GU_EC_008_D)*

Project Title: (This section contains a working title for the Project.)

ECitation Web Viewer Program

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

Guam Police Department (GPD)

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Valerie Tenorio
 Title: Traffic Violations Bureau Clerk.
 Agency: Superior Court of Guam
 Address: 120 West O'Brien Drive, Hagatna, Guam 96910

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

Judiciary of Guam/Guam Police Department/Department of Revenue and Tax/Guam International Airport Authority / Port Police and Attorney General Office

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply



Project Description: *(This section provides a brief overview of what the project will entail.)*

The ECitation Web Viewer Program will provide access to the electronic citation for the law enforcement officers, Superior Court and the Attorney General's Office. This access will allow each agency to view, search, print and analyze electronic citation. The AG can obtain a copy for use in court cases; officer can get access to their field note to test in court cases and the court can get hard copy of the citation as needed.

Basis for Project: *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

Access to electronic citation after transmission to the Court system.

Improve completeness of ECitation data in the court system

Provide Timely access to citation for prosecution by AG

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Increase the use of ECitation systems and transmission to Court (Timeliness)

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

2017

2018

2019

Funding Source

Section 405 (c) \$0.00 \$0.00 \$40,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
ECitation Web Viewer Requirements	10/01/2018	
ECitation Web Viewer Program	03/30/2019	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- x. **Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
 - Active** (Project is under way)
 - Completed** (Project has been completed)
 - Cancelled** (Project was cancelled)
 - On Hold** (Project is temporarily on hold)
 - Postponed** (Project has been postponed, or tabled at this time)

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure Strategy

TR19-05-01OHS

Traffic Records

Highway Safety Office Program Management
TR

M3DA19-28-01OHS

ISLAND-WIDE TRAFFIC SAFETY INFORMATION
SYSTEMHighway Safety Office Program Management
TR

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Roadway System Recommendations

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action: Will Address

TRCC will establish a plan to address the design and development of a Roadway Information Management System (RIMS). RIMS will adopt MIRE data elements definitions and attributes for coding and priority rating. RIMS reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendation

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action- Will Address

The system to be design (RIMS) will have a well-documented data dictionary. The documentation will include a definition for each element for all pertinent roadway components and data collection guidelines that match the data definitions. The dictionary will be consistent and matches the roadway components in all applicable forms. RIMS data definition will be in compliance with MIRE definitions. RIMS roadway data elements will be sufficient to conduct high quality safety analysis. The data dictionary will be maintained and updated to keep pace with changes. Procedures for updating the dictionary will also documented.

RIMS data dictionary will reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendation

Improve the interface with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action- Will Address

The roadway system will have all the necessary interface links with other traffic records systems that reflects best practices as identified in the Traffic Records Program Assessment Advisory.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

FY2018 Progress Report

Performance Measure

The Guam Traffic Records Coordinating Committee (GTRCC), with the full support of the Guam Traffic Records Executive Committee (GTREC) continued to manage and supervised projects funded under the Section 405(c) Grant. With the limited amount of funding received in FY2018 the traffic records improvement initiatives focused on crash accuracy, integration of crash and citation data, and timeliness of citation transmission from ECitation Central to the Court System (JustWare).

1. Crash Accuracy – Decrease the number of crash report missing critical data elements. Edit checks and report validation was improved to focus on data elements that fails validation the most. The process enables Law Enforcement Officers in the collection of crash data by performing edit checks during data collection and validation prior to submission to supervisor for approval and transmission to the central database.
2. Crash Integration - Increase the number of citation data that are linked to other traffic records file. The use of citation number and violation code in crash report increased which led to increase in the number of citation data with associated crash report.
3. ECitation Data Transmission - Improve the number of ECitation that are electronically transmitted to the Court System (JustWare) via Application Program Interface (API). This project improves timeliness of Citation submission as well as the adjudicated time by the court.
4. Crash Completeness – The number of crashes with geo-code data increased which improved the ability to locate crashes. Crash location is critical as it could provide roadway data that can lead to roadway improvements as well as ability to develop location-based countermeasures.

Demonstrated Improvement

GU-CR002- Crash Accuracy

Performance Measure Based on C-A-1- Model (Crash Accuracy)

Guam Electronic Crash Reporting System accuracy improved during this period as data edits, audit and validations occurs during data collection.

Performance Area: **GU-CR-002** **Accuracy - C-A-1**

Summary of Deficiency: Submitted crash data is mostly accurate except for location and incorrectly completed data fields.

Measurement: % of Crash Records with no errors in Critical data elements (that passed all Validations).

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

TR.STRATEGIC.PLAN.2019.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and

methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 9/25/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

CERTIFICATION.AND.ASSURANCES.pdf

GUAM - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf