



The Honorable
Eddie Baza Calvo
Governor

The Honorable
Ray Tenorio
Lieutenant Governor



Carl V. Dominguez
Director
Jessie B. Palican
Deputy Director

June 27, 2014

Christopher J. Murphy
Regional Administrator
National Highway Traffic Safety Administration
Region IX
201 Mission Street, Suite 1600
San Francisco, CA 94105

Dear Mr. Murphy:

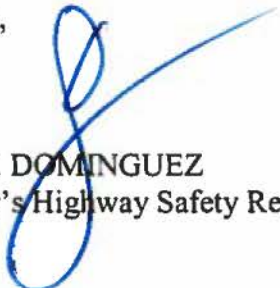
Hafa Adai! First and foremost, we want to congratulate you as Region IX's new Regional Administrator. We look forward to working with you and the regional staff towards the implementation of Guam's FY2015 Highway Safety Programs.

As we are unable to submit our grant applications via "Dropbox", we are, therefore, requesting your assistance for Region IX to kindly submit on Guam's behalf, FY2015 Sections 402, 405b, and 405e grant applications.

We wish to express our sincerest appreciation for the efforts your staff has personally assisted in helping address the highway safety needs of our island.

Should you require additional information, please do not hesitate in calling Ms. Cil Javier, Highway Safety Coordinator or me at (671) 647-4343 or (671) 646-3131, respectively.

Sincerely,


CARL V. DOMINGUEZ
Governor's Highway Safety Representative

Enclosures

2015 Guam Highway Safety Plan



GUAM'S 2015 HIGHWAY SAFETY PLAN

TERRITORY OF GUAM

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

Prepared for:

U.S. Department of Transportation

National Highway Traffic Safety Administration

Developed and presented by:

Government of Guam

Department of Public Works

Office of Highway Safety

542 North Marine Corps Drive

Tamuning, GU 96913

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Acronym Guide

APD	Airport Police Division
BAC	Blood Alcohol Concentration
CIOT	Click It Or Ticket
CPS	Child Passenger Safety
DPW	Department of Public Works
DUI	Driving Under the Influence
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
GDL	Graduated Drivers Licensing
GFD	Guam Fire Department
GIAA	Guam International Airport Authority
GMH	Guam Memorial Hospital Authority
GPD	Guam Police Department
GUCRS	Guam Crash Reporting System
HPD	Highway Patrol Division
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ITSIS	Island-wide Traffic Safety Information System
MAP-21	Moving Ahead for Progress in the 21 st Century Act

MOU	Memorandum of Understanding
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OBD	Operation Buckle Down
OHS	Office of Highway Safety
OSCAR	Online System Crash Analysis Reporting
PAG	Port Authority of Guam
PPD	Port Police Division
RFP	Request for Proposals
SAFETY-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
TRIMS	Traffic Records Information Management System

Part I: Introduction to the Guam Highway Safety Planning Process

■ 1.1 Executive Summary

This Guam Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2015 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the "Moving Ahead in Progress in the 21st Century (MAP-21)". The Government of Guam, Department of Public Works (DPW)-Office of Highway Safety (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.

■ 1.2 Evidence Base Enforcement Plan

Evidence Base Enforcement Plan is available upon request and the 2015 HSP Plan have projects identifying enforcement activities.

■ 1.3 Legislation Summary

The following Highway Safety Bill was introduced by the 32nd Legislature and has been referred:

- Bill No. 277-32 (COR) – "An act to add a new Section 3349 to Article 3, Chapter 3, Title 16 of the Guam Code Annotated relative to the duties of drivers when approaching stationary vehicles displaying emergency or warning lights."

Public Law Passed

- Public Law 32-027 – "An Act to repeal and Reenact §9108 of Chapter 9 of Title 16, Guam Code Annotated, relative to changing the penalty for violation of the Traffic Code from a Petty misdemeanor to a Civil Violation punishable by a fine."

- Public Law 32-051 – “An Act to add new §§3123, 3124, 3124.1, and 3125 to Article 1; to amend §32107 and add new §§3212.1, 3230, 3231, and 3231 of Article 2; and to amend §3613 of Article 6, all of Chapter 3, Title 11, Guam Code Annotated; and to add a new subsection (h) to §2105, a new subsection (c) to §2107, and a new §2111, all of Chapter 2, Title 3, Guam Administrative Rules and Regulations, relative to Alcohol Beverage Control, and to be known as “The Responsible Alcohol Sales and Service Act”, which was signed into law on July 5, 2013 as Public Law 32-051.
- Public Law 32-052 – “An Act to amend §§3305 and 3305.1 and subsections (i), (k) and (o) of §3101(p), all of Chapter 3 of Title 16, Guam Code Annotated, relative to amending the provisions of the Motorcycle Operators License and Permit, and Implementing a Limited Helmet Law”
- Public Law 32-097 – “An Act to amend subsection (c) of §3209 of Article 2 of Chapter 3 of Title 16, Guam Code Annotated relative to allowing for the use of clear ultraviolet (UV) ray filtering material on the front windshields of motor vehicles” which was signed into law on November 27, 2013 as Public Law 32-097.
- Public Law 32-163 – “An Act to amend subsections (a) and (b) and add a new subsection (o) to §67.401.4 and to amend subsection (b) and add a new subsection € to §67.401.9 of Chapter 67, Title 9, Guam Code Annotated, relative to punishment for the delivery, dispensing, manufacturing, and importation of controlled substances, which may be cited as the “Methamphetamine Incarceration Reform Act of 2014”, which was signed into law on May 23, 2014 as Public Law 32-163.



Carl V. Dominguez
Director of Public Works
Governor's Highway Safety Representative

■ 1.3 **Mission Statement**

As the Governor's Highway Safety Representative and Director of Public Works, I provide leadership and support to the Office of Highway Safety through its administration of the federal funds awarded annually to Guam. The top priorities of the FY2015 Highway Safety Plan programs are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes.

The overall goals of Guam's highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of the injuries suffered.

The Guam Office of Highway Safety (OHS) is responsible for coordinating and managing Guam's comprehensive highway safety program. OHS takes a leadership role in identifying Guam's overall traffic safety priorities, provides assistance in problem identification at the local level; and works with its partners to develop programs, public information campaigns, and other activities to address the problems identified.

In addition to the Section 402 funding program, the new surface transportation act, MAP-21, establishes the Section 405 National Priority Safety Program which provides funding in a number of specific areas. Guam OHS's applications for 405 funding in the areas of occupant protection, traffic records, and distracted driving are submitted as attachments to the FY2015 Highway Safety Plan.

■ 1.4 Proposed Timeline and Process

In the interest of reducing the incidence and severity of vehicular collisions in the Territorial Highway & Local Street System, and in order to identify highway safety problems, remedial countermeasures, strategies, and project performance measurements for inclusion of the Fiscal Year 2015 Highway Safety Plan, the Guam Office of Highway Safety networked with, conferred with, and consulted with the Highway Safety Coalition, which comprises those government officials, public offices/agencies, and private organizations.

The Guam Office of Highway Safety conducts transportation safety planning year round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders. Table 1 describes the OHS planning cycle.

Table1: Guam Office of Highway Safety Annual Safety Planning Calendar

Month	Activities
January – March	Staff conducts grant oversight and monitoring visits. Review progress of prior year programs with OHS staff as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Obtain input from partner agencies and stakeholders on program direction.
April – May	Conduct strategic planning sessions with staff to create specific projects within each program area. Staff develops the kick-off event and activities to support the national “Click It Or Ticket (CIOT)” and Distracted Driving campaigns in May. Attend Pre-HSP meeting in Hawaii. Prepare sections 402 and MAP-21, 405 grant applications.
June	Review of project proposals for FY2015 and preparation of FY2015 Highway Safety Plan.
July-August	Hold meetings with potential grantees.
September	Close-out of FY2014 Projects

October	Implement grants and contracts. Begin work on the FY 2014 Annual Report.
November-December	OHS closeout the prior fiscal year. OHS collects and reviews year-end reports from its grantees.

1.5 Grant Funding Process

The process begins with the potential grantee to submit a Highway Safety Grant application to OHS for review. Each applicant is required to provide a Problem Identification statement (Problem I.D.); Project Description; strategy(s); performance measures; and a description of how the goals and performance will be measured. Grantees also must provide a detailed budget, including the source of all funding and any local funds if any that may be required.

Applications are reviewed for approval/rejection by the OHS Highway Safety Coordinator and the appropriate Program Manager. OHS has managers and staff for the following programs: Alcohol and Other Drugs, Occupant Protection, Police Traffic Services, Traffic Records, and Pedestrian Safety.

When the Problem I.D./budget has been approved, the next step is to determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding government agencies), then a grant can be issued after a Grants and Assurances document has been signed by the grantee. If the goods or services can be provided by others, OHS must submit a Request for Proposal (RFP) to Procurement for advertisement for a minimum of 30 days to ensure a quality product is being provided at a competitive price. This process takes approximately one to three months.

When an applicant is awarded highway safety funding, they must abide by all federal and local requirements, which includes all applicable federal and local statues and regulations, executive orders, National Highway Traffic Safety Administration (NHTSA) guidelines, Office of Management and Budget (OMB) Circulars and other federal requirements as referenced in the NHTSA Highway Safety Grant Management Manual.

All grantees will be required to provide quarterly reports to the Program Manager, including invoices, timesheets, and any other documentation required for monitoring, reporting, and oversight of program areas. Field

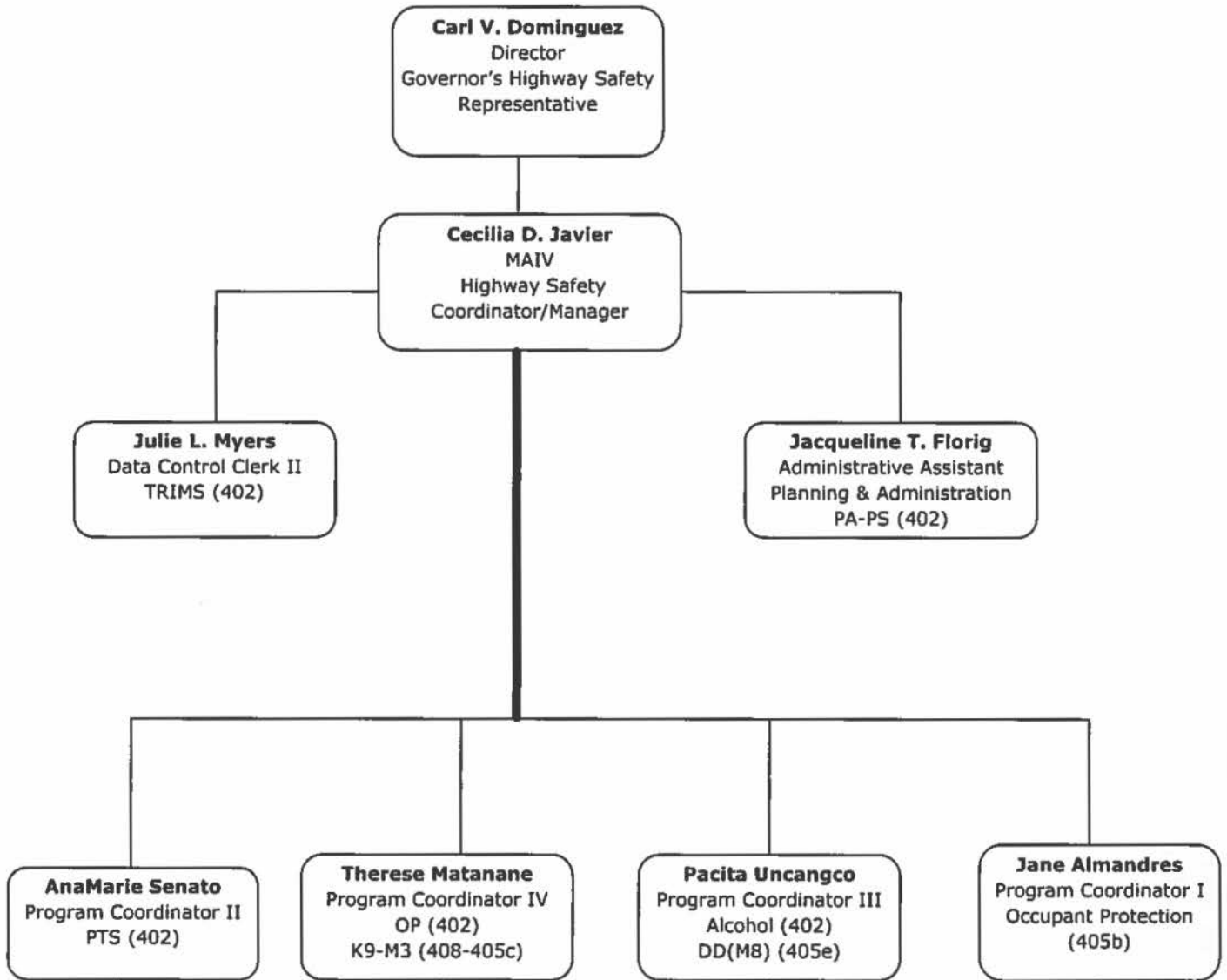
visits also may be required for evaluation of the effectiveness of the program and to ensure that the appropriate territory procedures/guidelines are being followed.

The OHS grant partners are essential to the component of the success of any program as they implement the programs that address the highlighted issues of concern included within the Highway Safety Program.

■ 1.6 Organization



Back: (left to right) - Ann Senato (Program Coordinator II); William "Bill" Kootsikak (Region IX-Deputy Administrator); Brian Huynh (Regional Program Manager); Carl Dominguez (Director/Governor's Highway Safety Representative); Cil Javier (Highway Safety Coordinator); Aubrey Oliphint (Regional Program Manager); Therese Matanane (Program Coordinator IV). Front: (left to right) - Julie Myers (Program Staff); Jackie Florig (Program Staff); Pat Uncangco (Program Coordinator III); and Jane Almandres (Program Coordinator I)



Department of Public Works - Office of Highway Safety's Organizational Chart

1.7 Strategic Partners

In the interest of reducing the incidence and severity of vehicular collisions on the Island roadway, 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 those government officials, public offices/agencies, and private organizations. The Highway Safety Coalition member is provided below:

Honorable Eddie Baza Calvo
Governor of Guam

Honorable Ray Tenorio
Lt. Governor of Guam

Carl V. Dominguez
Governor's Highway Safety Rep
Department of Public Works

Cecilia D. Javier, MA IV
Highway Safety Coordinator
Office of Highway Safety, DPW

Honorable Thomas C. Ada Senator,
32nd Guam Legislature Chairman,
Committee on Public Safety,
Law Enforcement and Judiciary

Therese C. D. Matanane
Program Coordinator IV
Office of Highway Safety, DPW

Fred E. Bordallo, Jr.
Chief of Police
Guam Police Department

Pacita A. Uncangco
Program Coordinator III
Office of Highway Safety, DPW

Charles Ada
Executive Manager
Guam International Airport Authority

AnaMarie C. Senato
Program Coordinator II
Office of Highway Safety, DPW

John Camacho
Director
Dept. of Revenue & Taxation

Jane M. Almandres
Program Coordinator I
Office of Highway Safety, DPW

Honorable Alberto Lamorena III
Presiding Judge
Judiciary of Guam

Joey San Nicolas
Fire Chief
Guam Fire Department

Chief Robert Camacho
Airport Police Chief
Airport Police Division
Guam International Airport Authority

Maria C. Flores
Administrator, DMV
Dept. of Revenue & Taxation

Honorable Alberto Lamorena III
Honorable James L. Canto II
DWI Court Judges
Judiciary of Guam

Angel Sablan
Executive Director
Mayor's Council of
Guam

Vicente Cruz
Acting Supervisor
Traffic Engineering & Control Section
Department of Public Works

Marlene M. Carbullido
Acting EMS Administrator
Emergency Medical Services for Children
Department of Public Health

Leonardo M. Rapadas
Attorney General of Guam
Office of the Attorney General

James W. Gillan
Director
Dept. of Public Health & Social Svcs.

Manny Chong
Lieutenant/Division Chief
Highway Patrol Division
Guam Police Department

Andrew Quinata
Lieutenant/Officer in Charge
Planning, Research & Development
Guam Police Department
Valerie Tenorio

Valerie Tenorio
Acting Clerk of Traffic Violations
Bureau
Superior Court of Guam

Josh Tenorio
Acting Court Administrator
Judiciary of Guam

Peter R. Sgro Jr.
President/Board Chairman
Guam Chamber of Commerce

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

Doris Aguero
Chief of Port Police
Port Authority of Guam

PART II
EXECUTIVE SUMMARY
(PERFORMANCE PLAN)

PROCESS DESCRIPTION

The programs below identify the most critical problem areas in highway safety in Guam and grants to selected projects in these areas will receive priority:

- Programs to reduce the number of repeated driving while intoxicated (DWI) violations.
- Programs to increase the use of seat belts for persons 12 to 35 years.
- Programs to increase the use of child safety seats (including booster).
- Programs to enforce traffic laws in the areas of alcohol, occupant protection, distracted driving, pedestrian safety, and speed.
- Programs to reduce excessive speeding by persons ages 18-35.
- Programs to reduce pedestrian injuries and fatalities for persons of all ages.
- Programs to reduce motorcycle/bicycle crashes involving injuries and fatalities.
- Programs to involve businesses in traffic safety programs.

All highway safety projects funded in 2015 are targeted to these key programs.

The Department of Public Works – Office of Highway Safety along with its Partners for Highway Safety studied both collision and enforcement data to identify the island-wide problem areas in highway safety. Data included in the FY2015 Highway Safety Plan was obtained and reviewed from the Crash Reporting System (CRS) and the On-line System for Crash Analysis and Reporting (OSCAR). These reports are information gathered from the Guam Police Department, Superior Court of Guam, Guam International Airport Authority – Airport Police Division, and the Department of Revenue and Taxation – Motor Vehicle Division.

Once the priorities were set, the DPW-Office of Highway Safety issued a Request for Proposal (RFP) in March 2014, which invited interested agencies and departments and traffic safety groups to submit their proposals. Applicants were requested to identify their specific problems using data, develop their solution and provide OHS with a quantifiable evaluation to show effectiveness of their programs. Copies of the proposals were delivered to all previous grantees and those who requested copies.

A total of ten (10) proposals were received by the Office of Highway Safety for their review based on the needs of the island. The program managers for each project reviewed and provided recommendations to the Highway Safety Coordinator who made the final decision on which should be funded. The Governor's Highway Safety Representative reviewed the process and approved the recommendations made by the Office of Highway Safety.

Once the Territory of Guam's Highway Safety Plan has been officially approved by NHTSA Headquarters, a memorandum will be sent to each sub-grantee informing them of the award and providing them with grant applications. A mandatory orientation meeting is scheduled with all new sub-grantees to review the grant process, how to submit requests for reimbursements, project monitoring, and reporting requirements.

**FISCAL YEAR 2015 – CARRY FORWARD (SEC. 402)
HIGHWAY SAFETY PLAN COST SUMMARY**

PROJECT TITLE	TOTAL
Planning & Administration	\$29,403.63
Alcohol & Other Drugs Countermeasures	\$32,244.00
Occupant Protection	\$11,128.00
Police Traffic Services	\$29,967.41
Traffic Records	\$6,163.00
Paid Advertising	\$0.00
Pedestrian Safety	\$9,670.00
Total Program Costs	\$118,576.04

**FEDERAL FISCAL YEAR 2015 – NEW FUNDING (SEC. 402)
HIGHWAY SAFETY PLAN COST SUMMARY**

PROJECT TITLE	TOTAL
Planning & Administration	\$75,520.25
Alcohol & Other Drugs Countermeasures	\$164,422.20
Occupant Protection	\$119,642.40
Police Traffic Services	\$123,401.00
Traffic Records	\$33,893.00
Paid Advertising	\$12,434.99
Pedestrian Safety	\$50,611.16
Total Program Costs	\$579,925.00

TOTAL FY2015 COST SUMMARY BY GRANT NUMBERS	
SECTION 402 (CARRY-FORWARD)	\$118,576.04
SECTION 402 (MAP-21)	\$579,925.00
TOTAL FY2015 GRANT FUNDING	\$698,501.04

Core Outcome Measures		2009	2010	2011	2012	2013
TOTAL PROGRAM						
C-1	Traffic Fatalities (Actual)	15	16	15	16	18
C-2	Serious Traffic Injuries	267	484	916	1180	1121
C-3	Total Fatalities/VMT Rural/Urban	NC	NC	NC	NC	NC
OCCUPANT PROTECTION						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	2	0	0	2	5
B-1	Seat Belt Rate (Island-wide observational surveys)	80%	85%	84%	81.4%	93.81%
B-2	Child Passenger Restraints Use	65%	75%	76%	76%	76%
ALCOHOL						
C-5	# of Fatalities Involving Driver or Motorcycle Operator w/≥.08 BAC	9	0	1	1	3
	Alcohol or Drug Related Fatalities	7	5	8	7	9
SPEED CONTROL						
C-6	Speed Related Fatalities	6	8	7	5	7
MOTORCYCLISTS						
C-7	# of Motorcyclist Fatalities	4	2	3	4	2
C-8	# of Un-helmeted Motorcyclist Fatalities	2	0	0	3	2
DRIVERS 20 OR YOUNGER						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	1	0	1	0	1
PEDESTRIANS						
C-10	Pedestrian Fatalities	4	4	2	4	6
C-11	Bicycle Fatalities	0	0	0	0	1

NC – Not collected

FFY2015 Performance Measures

➤ ***Traffic Fatalities (State Crash Reporting System)***

C-1) To decrease traffic fatalities by 12.5% from the 2009-2013 calendar base year average of 16 to 14 by December 31, 2015.

➤ ***Serious Traffic Injuries (State Crash Reporting System)***

C-2) To decrease serious traffic injuries by 39.7% from the 2009-2013 calendar base year average of 794 to 754 by December 31, 2015.

C-3) Total Fatalities/VMT Rural/Urban: Not collected. No goals required.

➤ ***Unrestrained Passenger Vehicle Occupant Fatalities (State Crash Reporting System)***

C-4) To decrease the number of unrestrained passenger vehicle occupant fatalities by 50% from the 2009-2013 calendar base year average of 2 to 1 by December 31, 2015.

➤ ***Number of Fatalities Involving Driver or Motorcycle Operator with greater or equal to .08 BAC (State Crash Reporting System)***

C-5) To decrease the number of fatalities involving driver or motorcycle operator with greater than or equal to .08 BAC by 33% from the 2009-2013 calendar base year average of 3 to 2 by December 31, 2015.

➤ ***Speed-related Fatalities (State Crash Reporting System)***

C-6) To decrease the number of speed-related fatalities by 28.57% from the 2009-2013 calendar base year average of 7 to 5 by December 31, 2015.

➤ ***Number of Motorcyclist Fatalities (State Crash Reporting System)***

C-7) To decrease the number of motorcyclist fatalities by 33% from the 2009-2013 calendar base year average of 3 to 2 by December 31, 2015.

➤ ***Number of un-helmeted motorcyclist fatalities (State Crash Reporting System)***

C-8) To decrease the number of un-helmeted motorcyclist fatalities by 100% from the 2009-2013 calendar base year average of 1 to 0 by December 31, 2015.

NOTE: Public Law 32-052, which was signed into law on July 5, 2013 states in part: "...§§3305. Mandatory Safety Helmets. Any driver under eighteen years of age and any passenger under eighteen years of age shall wear a safety helmet, of

a type that meets or exceeds the safety standards established by the U.S. Department of Transportation, when riding on a motorcycle...In addition, any driver who has not been licensed to operate a motorcycle for at least three years shall wear a safety helmet of a type that meets or exceeds the safety standards established by the U.S. Department of Transportation.”

➤ ***Drivers age 20 or Younger Involved in Fatal Crashes (State Crash Reporting System)***

C-9) To decrease the number of drivers age 20 or younger involved in fatal crashes by 100% from the 2009-2013 calendar base year average of 1 to 0 by December 31, 2015.

➤ ***Pedestrian Fatalities (State Crash Reporting System)***

C-10) To decrease the number of pedestrian fatalities by 25% from the 2009-2013 calendar base year average of 4 to 3 by December 31, 2015.

➤ ***Bicycle Fatalities (State Crash Reporting System)***

C-11) To decrease the number of pedestrian fatalities by 100% from the 2009- 2013 calendar base yar average of 1 to 0 by December 31, 2015.

5 YEAR STATISTICS

GUAM'S SUMMARY OF TRAFFIC DEMOGRAPHICS AND FATALITIES, 2009-2013

YEAR	POPULATION	REGISTERED VEHICLES	TRAFFIC FATALITIES	ALCOHOL – RELATED FATALITIES
2009	154,805+	105,727	15	7
2010	159,358	108,218	16	5
2011	159,358	109,842	17	6
2012	159,914 (July 2012 est)	111,091	16	7
2013	159,914 (July 2012 est.)	112,450	18	9

PART III PROGRAM AREAS

In the Guam 2015 Highway Safety Plan, all projects will be funded on the condition that the Guam Office of Highway Safety receives federal appropriations for federal fiscal year 2015.

PLANNING & ADMINISTRATION (SECTION 402)

Project Title: Program Management

Project Numbers: PA15-07-01OHS

Department of Public Works-Office of Highway Safety

Planning and Administration is a critical function of Guam's traffic safety program, ensuring funds are used on identified problems, towards target markets, and on the strategies most likely to make an impact on the number of crash related deaths and serious injuries.

The primary function of this cohesive unit is to administer all phases of Guam's federally funded Highway Safety Programs, which include project development, implementation, monitoring and evaluation. The federal funds will be used for operational expenditures, travel, organizational dues, subscriptions, office supplies, information technology, and other routine items.

These projects provide funding for personnel, operating costs, and contractual services that will provide the statewide program direction, financial and clerical support, property management, and audit for the 402 statewide programs for the development of the Annual Highway Safety Performance Plan and Annual Report.

Essential to the administrative workability and the success of the Highway Safety projects on Guam is the Planning and Administration which is the program that will draw and lead together all diverse highway safety objectives in such a way that a long-term stable and thoroughly professional program is assumed.

Goal:

To administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the Territory's specific safety characteristics.

Performance Measures:

It is the goal of the Planning and Administration program to provide management, supervision and support for all activities of the island traffic safety program.

- To fund 20% of the salary and fringe benefits for one (1) Administrative Assistant to handle all administrative work. **\$17,570.40 (new money)**
- To integrate recommendations from NHTSA's Management Review within the specific timeframe.
- To effectively administer the development implementation, monitoring, and evaluation phases of Guam's Highway Safety Programs in accordance with federal and local procedural guidelines.
- To provide documentation of all funded programs.
- To submit the Annual Performance Report to NHTSA by December 31, 2014.
- To utilize all available resources to improve and promote the island traffic safety program.
- To administer a fiscally responsible, effective highway safety program that targets the island's most significant safety problems in an effort to save lives and reduce serious injuries.
- To fund off-island travel for the Governor's Highway Safety Representative and the Highway Safety Coordinator to attend training, meetings, and conferences such as: 2015 Lifesavers Conference, NHTSA-Region IX Leadership Meeting, Pre-HSP Meeting, Governor's Highway Safety Association Annual Meeting, National Association of Women's State Leaders Conference, and any other NHTSA sponsored training and/or other traffic related activities. **\$15,000.00 (Carry-forward) and \$14,078.00 (New Money) = \$29,078.00**

Title	Meeting	Training	Conference	Airfare	Per Diem	Registration	Total Costs
GR	Leadership Meeting			\$3,332	\$630	\$65	\$4,027
GR	Pre-HSP			\$2,037	\$796		\$2,833
GR			GHSA	\$1,640	\$1,339	\$550	\$3,529
HSC	Leadership Meeting			\$3,332	\$504	\$65	\$3,901
HSC	Pre-HSP			\$2,037	\$637		\$2,674
HSC			NAWHSL/GHSA	\$3,386	\$1,928	\$800	\$6,114
HSC	Other		Lifesavers/Kimz	\$3,500	\$2,000	\$500	\$6,000
TOTAL PA				\$19,264	\$7,834	\$1,980	\$29,078

NOTE: Airfare and per diem are dependent on the conference location and based on the federal GSA per diem rate.

- To continue to cover the costs for operational expenses, i.e., monthly telephone services, Annual Dues, vehicle maintenance, cable (TV) services, cell phone services, materials and supplies, and utilities. **\$13,903.63 (carry-forward) and \$43,371.85 (new money) = \$57,275.48**
- To procure one (1) Cell Phone, and one (1) DVD/CD player: **\$500 (carry-forward) and \$500 (new money) = \$1,000.00**

Strategic Partners:

The Office of Highway Safety will continue to work with traffic safety stakeholders, including government agencies/departments and all law enforcement agencies and grant recipients on island.

Strategies include these activities:

- Identifying the island's traffic safety problems.
- Use traffic safety data (crash, citation, roadway, injury, alcohol, speed, etc.) for the problem identifications.
- Work with the OHS Strategic Partners to develop countermeasures.
- Develop the Highway Safety Plan.
- Develop the Annual Highway Safety Report.
- Solicit and review grant applications submitted by potential sub-grantees for funding.
- Monitor all grants.
- Prepare program performance measures.
- Use performance measures to evaluate accomplishments.
- Conduct sub-grantee performance reviews.
- Propose traffic safety legislation.
- Increase public awareness of traffic safety laws and programs.
- Promote and coordinate traffic safety in Guam.
- Create public awareness campaigns and provide support for all National High Visibility Campaigns, i.e., Click It or Ticket mobilization, Impaired Driving National Enforcement Crackdown, and Distracted Driving Month, etc.

PROJECT COSTS:

- Salary and Fringe: **\$17,570.40**
- Travel: **\$29,078.00**
- Operational Costs (Utilities, annual dues, vehicle maintenance, Xerox monthly services, cable TV services, and materials and supplies): **\$57,275.48**
- Equipment: **\$1,000.00**

TOTAL PROJECT COSTS: \$29,403.63 (carry-forward) and \$75,520.25 (new money) \$104,923.88

Guam's Project Summary Sheet Federal Fiscal Year 2015

	Planning & Administration Projects	Allocation
PA15-07-01OHS	Program Management (carry-forward)	\$28,903.63
PA15-07-01OHS	Program Management (new money)	\$75,520.25
	TOTAL PROJECT COSTS:	\$104,923.88

ALCOHOL PROGRAM

Project Name: Program Management

Project Numbers: AL15-01-01OHS

Department of Public Work-Office of Highway Safety

The purpose of this project is to encourage States and Territories to adopt and implement effective programs to reduce the number of alcohol-related crashes, injuries, and fatalities.

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.

The Guam Office of Highway Safety (OHS) will continue strong emphasis on educational outreach and high-visibility enforcement with the Guam Police Department (GPD) and the Airport Police Division (APD). OHS will continue to utilize resources on paid media, public information and education and underage drinking prevention programs.

The OHS will increase the awareness on the "Drive Sober or Get Pulled Over" campaign by conducting "before and after" survey. In addition, the OHS will procure items such as Fatal Vision Goggles, brochures, pamphlets, and promotional items/giveaways to be distributed island-wide in support of the alcohol and other drugs message. These are interactive items which will be demonstrated and distributed at various middle and high school, colleges, public hearings, community presentations, and other traffic safety events during FY 2015. The law enforcement agencies (GPD & APD) will increase and improve their checkpoints and/or saturation patrols during the National impaired driving campaign. Additional sobriety checkpoints will be established during the major holiday periods.

The Department of Public Works – Office of Highway Safety and its Coalition members, consisting of the Guam Police Department (GPD), the Office of the Attorney General (OAG), Judiciary of Guam (JOG), Guam Behavioral Health and Wellness Center (GBHWC), Guam Fire Department (GFD), Department of Revenue and Taxation (DRT), the Department of Public Health & Social Services (DPH&SS) and Mothers Against Drunk Driving (MADD), will take a collaborative and aggressive approach to change the attitudes of the general public on the dangers and consequences of impaired driving by expanding outreach efforts to include the various organizations, associations, and other ethnic group such as Japanese, Chinese, Filipino, Korean, Russian and our neighboring islands with the Federal States of Micronesia.

Goals and Objectives – Program Management

The Office of Highway Safety together with its members of the Partners for Highway Safety Coalition has continued to conduct its outreach activities and events throughout FY2015. Through presentations, public service announcements, exhibitions and static displays, training, and advertisement their efforts have proven to be a positive impact. Collaborative efforts with the Office of Highway Safety and its partners will continue to strengthen our messages in the effects reducing serious injuries and fatalities in car crashes involving impaired driving on Guam's roadways.

It is the goal in the Public Information and Education project to decrease the number of drivers age 20 or younger involved in fatal crashes by 10% from the 2009-2013 calendar base year average of 1 to 0 by December 31, 2015 by conducting the following:

- To continue to emphasize on public education of Guam's DUI/DWI laws through enforcement and paid and earned media. Funding will be used for television and radio to support the high visibility enforcement campaigns, which will include messages in Japanese, Korean, Chinese, Filipino, Russian, and the Federal State of Micronesia speaking audiences. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers. Paid media and public outreach at health and safety fairs and civic organizations will be conducted. This activity will be supported by garnering corresponding earned media opportunities through the Office of Highway Safety, the Partners for Highway Safety, and various law enforcement agencies. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitudinal surveys conducted by the Office of Highway attitudinal surveys as well as the survey conducted by the University of Guam.
- Continue to conduct education outreach on impaired driving to (26) public elementary schools, (8) public middle schools, (6) public high schools, as well as all private schools, DODEA schools, and other military installations on Guam. This project is designed to reduce the number of Guam young drivers who had been drinking in fatal and injury collisions. The DPW-OHS along with the law enforcement agencies will promote programs, such as Sober Graduation events and other alcohol reduction education programs by conducting informational presentations to high schools, community based organizations, health clinics; and distributing promotional and educational items emphasizing the dangers and consequences of drinking and driving.
- To procure from Fatal Vision vendor one (1) Fatal Vision Starter Kit with TVL, to include shipping and handling, to be utilized during school presentations, exhibits, static display, community events about the

dangers and consequences associated with underage and binge drinking which often occurs at night in remote or unfamiliar locations. **\$1,700.00 (new money)**



- To host quarterly meetings with the Alcohol and Other Drugs Coalition throughout the year to develop specific strategies to decrease injuries and fatalities relating to alcohol and drugs.
- To network with consulate offices in developing multi-language printed materials, as well as multi-language electronic messages on alcohol and other drugs. According to the 2010 Guam Census, it identifies the various Ethnic groups living on Guam and reflects that Guam has 37.1% Chamorro, 26.3% Filipino, 11.3% other Pacific Islanders, 6.9% Caucasian, 6.3% other Asian, 2.3% other ethnic origin or race and 9.8% mixed. Funding will be used to procure educational materials, i.e., brochures, posters, etc., for this project. Production of educational materials are needed to reach the various ethnic groups and translated to their language. The importance of public information and educational materials are required to achieve the various ethnic groups relating to Guam's impaired driving laws as well as information on the Guam Police Department's "Book and Confine" policy. **\$5,000.00 (new money)**

- To fund for salary and fringe for one (1) Program Coordinator III to administer and manage projects with the Guam Police Department – Highway Patrol Division. She processes reimbursement requests, documents to establish accounts for her project, manages and monitors the grants and contracts. She coordinates the activities and tasks outlined in the HSP and provide status reports and updates on project activity to the Highway Safety Coordinator. She coordinates the NHTSA annual media campaigns and the HVE enforcement activities. She participates and coordinates outreaches to the various middle and high school students, colleges, community events, as well as the military installations here in Guam. In addition to monitoring the Alcohol projects, she oversees the Distracted Driving Program. This project will cover 80% of the PCIII's annual salary, which includes benefits, i.e., retirement, health, medicare, and life insurance. **\$12,244.00 (carry-forward) \$51,415.20 (new money) = \$63,659.20**

- To send the Office of Highway Safety Alcohol Program Manager to training, conferences, and meetings relating to alcohol and drugs, such as the 2015 Lifesavers Conference, NHTSA-Region IX Leadership Meeting, Pre-HSP meeting, Communication Skills for the Highway Safety Professional, and the NAWHSL/GHSA annual meeting to enhance the administration, awareness, implementation and effectiveness of the program when dealing with impaired driving. **\$15,807.00 (new money)**

Title	Meeting	Training	Conference	Airfare	Per Diem	Reg.	Total Costs
PCIII	Leadership Meeting			\$3,332	\$630.00	\$65.00	\$4,027.00
PCIII	Pre-HSP			\$2,037	\$796.00		\$2,833.00
PCIII			NAWHSL GHSA	\$3,386	\$1,928.00	\$800.00	\$6,114.00
PCIII		Communication Skills		\$2,037	\$796.00		\$2,833.00
TOTAL							\$15,807.00

NOTE: Airfare and per diem depends on the location of the meeting, training, and conference and the per diem is based on the Federal GSA per diem rate.

Project Costs:

- Salary and Fringe for PCIII: **\$63,659.20**
- Travel: **\$15,807.00**
- Contractual: **\$5,000.00**
- Equipment: **\$1,700.00**

TOTAL PROJECT COSTS: \$12,244.00 (carry-forward) and \$86,166.20 (new money) = \$86,166.20

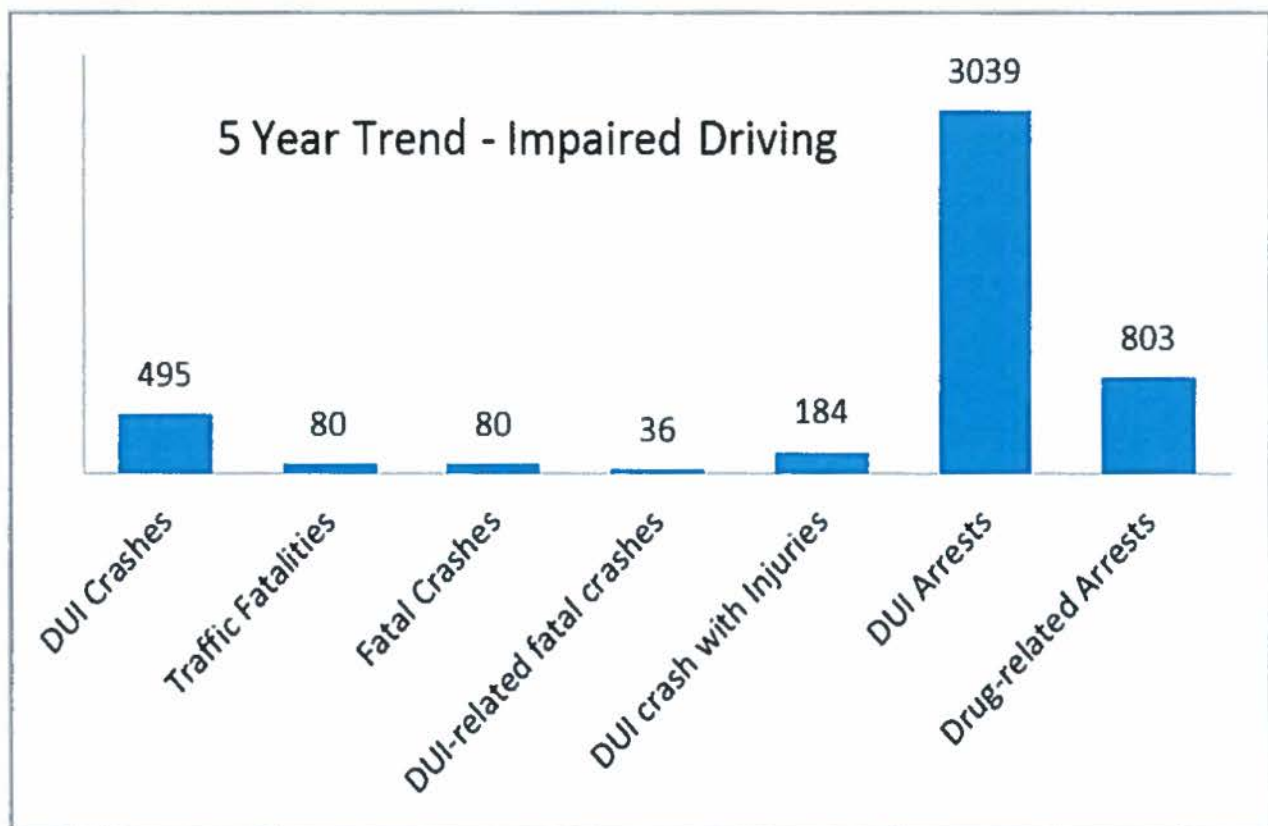
Project Title: DUI and Impaired Driving Enforcement

Project Numbers: AL15-01-02HPD

Guam Police Department-Highway Patrol Division

PERFORMANCE MEASURE: To decrease fatalities in impaired driving-related crashes by 50% from 6 in Fiscal Year 2013 to 3 by December 31, 2015.

PERFORMANCE TARGET: The Guam Police Department-Highway Patrol Division (GPD-HPD) will increase and improve their sobriety checkpoints and/or saturation patrols during the High Visibility Enforcement Campaigns (Impaired Driving National Enforcement Crackdown, Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving, and Click it or Ticket). It is the goal of HPD to decrease traffic fatalities by 12% from the five year average of 15 to 12 by December 31, 2015 by funding overtime to HPD to enhance their Impaired Driving Enforcement Program with the focus on targeting specific areas where high impaired driving crashes occurs, which includes Route 1 in front of Andersen Air Force Base to Naval Base Guam; Routes 3, 8, 9a, and Route 16. The GPD-HPD will increase their DUI checkpoints from 15 in 2014 to 28 in 2015.



Impaired Driving in Guam 2009-2013	2009	2010	2011	2012	2013	TOTAL
Total Crashes	6577	7165	6699	7031	6547	34019
Total DUI Crashes	143	120	87	82	63	495
Total Traffic Fatalities	15	16	15	16	18	80
Total Fatal Crashes	15	16	15	16	18	80
DUI-related fatal crashes	7	5	6	7	11	36
DUI crash w/injuries	58	45	28	33	20	184
DUI arrests	1146	680	471	396	346	3039
Drug-related arrests	346	117	132	102	106	803

- **GUAM POLICE DEPARTMENT: Planning, Research & Development**
- **Source: OSCAR (On-line System Crash Analysis Reporting)**
- **Prepared by: D.B. San Nicolas, Statistician II/D.C. Penn, LED**

Alcohol Abuse on Guam

- Heavy drinking among Guam males is almost double that of U.S. males (10.7% vs. 5.6%)
- Binge drinking among Guam males is 65% higher (34.5% vs. 20.9%).
- About 25% of heavy drinkers and 20% of binge drinkers are aged 18-24.
- Half of all heavy drinkers and 40% of binge drinkers are under the age of 35.
- Alcohol-related motor vehicle crashes are the most visible social consequence of alcohol abuse.
- There has been a sharp decline in the number of drunk drivers on Guam's roadways and this may have attributed to the Guam Police Department's book and confine policy, for persons arrested on DUI related offenses.
- GPD must continue to do more to combat drunk/drugged drivers. Although the number of arrests has decreased significantly, the number DUI related fatal car crashes has risen over the past 3 years.

Guam continues to register high number of traffic crashes and a high percentage of traffic fatalities involving DUI. In 2011, there were 6699 traffic crashes resulting in 916 serious traffic injuries. Of the 17 traffic fatalities, six (6) were alcohol and/or drug related. In 2012, there were 7031 traffic crashes resulting in 114 injuries. Of the 16 traffic fatalities, seven (7) were alcohol and/or drug related. In 2013, there were 6548 traffic crashes resulting in 1,121 injuries. Of the 18 fatalities, eleven (11) were alcohol and/or drug related. The GPD-HPD will develop and implement innovative enforcement strategies with other local law enforcement agencies, including publicized enforcement programs, such as saturation patrols, sobriety checkpoints, roving patrols, sting operations and organized island-wide mobilizations.

Highway related fatal crashes trend over the three (3) year period from 2011 to 2013, signified the sporadic changes in the number of injuries/fatalities incurred on traffic crashes. Factors attributed to this increase may be: 1) the increase of foreign visitors, alien labor/residing aliens who provide little than careful driving and not familiar with Guam's roadways and driving conditions; 2) the increase of motor vehicles and equipment from both the government and private sectors; and 3) reconstruction of all island roadways from three to five lanes.

Guam currently has a population of 159,389 according to the 2010 census, with an anticipated increase in the next few years due to the military buildup and the increase of foreign labor resulting from the buildup. Presence of large groups of H2 assisting in the military buildup of the island is evident. The estimated workers as of April 2014, is 1,300; however, about 20% or 260 of this group are licensed drivers. There will be an estimated increase of foreign labor approximately 7,000 to 8,000 personnel, with a potential 1,400 to 1,600 new drivers, which will increase more vehicles and drivers on Guam's roadways..

Currently the Highway Patrol has 18 personnel assigned, 1 lieutenant, 2 sergeants, and 15 officers. This allows the Highway Patrol to have day and night shifts crew. The GPD-HPD continues to solicit for more personnel and hope to have 30 personnel to staff three shifts that will allow twenty-four hour coverage, and support of D.U.I. checkpoints.

There is a great need for an effective traffic law enforcement program that would serve two (2) roles: 1) to deter potential impaired drivers by providing a regular and highly visible enforcement presence; and 2) to arrest impaired drivers. By conducting sobriety checkpoints around the island, we can alleviate the problem of drunken drivers on our roadways and ensure the motoring public that our roads are safe to drive on.

Drivers that are detected for intoxication may refuse breath, blood or urine testing. Refusals by drivers make prosecution difficult. A limitation which affects DUI operations is that the primary tool for counter DUI operations is the Checkpoint. Because of inherent limitations of checkpoints, alternative means of implementing enforcement must be considered.

This project is intended to enhance and supplement the existing efforts to combat traffic related events of driving under the influence of alcohol and drugs. Such efforts will be to continue to conduct Standard Field Sobriety Testing training to the Guam Police Department and other law enforcement agencies in Guam, to include the military installations. This project will be evaluated by the Guam Police Department's Planning, Research, and Development section to determine the cause of the problems or problem indicators and take appropriate actions.

The Guam Police Department's policy of the "Book and Confine" mandated jail time for

DUI offenders, where violators immediately face confinement or automatic jail time and appear before Guam's DWI Court Judge within 48 hours. As a result of this policy, DUI/DWI violations decreased considerably. In 2011 there were 422 violations; in 2012, there were 396 violations; and in 2013 there were 272 violations.

PRIORITY AREAS:

- a) Reduce speeding-related death, injury and property damage
- b) Respond to Special Traffic Problems (i.e. red lights, distracted driving, etc.) to facilitate safe movement and smooth flow of motor vehicle traffic.
- c) To re-establish a comprehensive capability for technical investigation of serious crashes

BASELINE DATA FOR EVALUATION

- a) Calendar Year 2009 Crashes
- b) Calendar Year 2010 Crashes
- c) Calendar Year 2011 Crashes
- d) Calendar Year 2012 Crashes
- e) Calendar Year 2013 Crashes

"HOT SPOTS"

- a) Route 1 Marine Corps Drive, Tamuning/Dededo
- b) Route 4, Hagatna/Sinajana
- c) Route 8, Maite/Barrigada
- d) Route 16, Harmon

DATA ELEMENTS

- a. Total Crashes
- b. Total Injury Crashes
- c. Total Fatal Crashes
- d. Total Alcohol-related Crashes
- e. Total Alcohol-related injury Crashes
- f. Total Alcohol-related fatal Crashes
- g. Total Speed-related Crashes
- h. Total Speed-related Injury Crashes
- i. Total Speed-related Fatal Crashes

DATA SOURCE

Government of Guam:

- i. Department of Public Works, Online System for Crash Analysis and Reporting (OSCAR)
- ii. Department of Public Health and Social Services, Mortality Statistics

DATA FORMAT (MAPS SPREADSHEETS, RAW DATA, CHARTS, AND TREND ANALYSIS)

Statistical Matrix

- iii. Event count
- iv. Year to Year Comparison
- v. Ratio to Three-year Average

Program Strategies:

- **Continuous Problem Assessment and Identification** – An accurate analysis of current and emerging problems is an important first step to address the issues.
- **Deter high-risk behavior** – Most social problems are best deterred. Police attempt to prevent harmful events and should that fail, then they apprehend and arrest offenders.
- **Apprehend Violators** – Apprehending and arresting violators is a fundamental responsibility of police.
- **Perform technical investigation of serious crashes** – another fundamental function for police is to bring a case to its rightful conclusion and to provide the basis for future improvement.

1. Continuous Problem Assessment and Identification:

- a. Continue to gather crash data on motor vehicle crashes
- b. Train all key personnel in the OSCAR program
- c. Continuously analyze traffic crash data for trends and problems
- d. Develop courses of action
- e. Prioritize actions
- f. Proactively apply enforcement efforts
- g. Provide management interaction and participation in national forums for traffic management and traffic safety problems

2. Deter high-risk behavior:

- a. Conduct public awareness and education campaigns on:
 - i. Drunk and drugged driving
 - ii. Excessive speed
 - iii. Distracted driving
 - iv. Special Problems: red lights, etc.
 - v. Benefits of occupant protection
- b. Form alliances with stakeholders and other interested groups
- c. Promote media involvement - establish contacts at the local print, radio, or television media outlets to reach a broader range of residents
- d. Deter behavior contributing to motor vehicle crashes by conducting positive, high visibility enforcement of traffic laws. (1 checkpoint per month and include one additional checkpoint during the HVE national campaign)

3. Apprehend Violators

- a. Apprehend and Arrest Drunk/Drugged Drivers
- b. Conduct special problem enforcement during key times/days/locations

- c. Establish scheduled overtime funding to counteract personnel shortages

4. Perform technical investigation of serious crashes:

- a. Determine cause and contributing factors
- b. Identify highway engineering issues
- c. Prosecute offenders

Program Activities:

1. Train **100%** key personnel in the OSCAR program.
2. Train **100%** key personnel in problem analysis/continuous improvement.
3. Conduct public awareness presentations on: a) Drunk and drugged driving; b) Excessive speed; c) Distracted driving; d) Special Problems (red lights, etc.), and f) Seat belt and child restraint protection.
4. Promote media involvement in traffic safety by issuing traffic tips per week/month
5. Conducting positive, high visibility enforcement of traffic laws:
 - a. DUI Checkpoints: 28
 - b. Saturation Patrols: an average of 15-30 per month
6. Maintain federally funded equipment at a **90%** serviceable rate for the year
7. Conduct four (4) Standard Field Sobriety Training sessions for outside agencies.
8. Train precinct patrol officers in performing the SFST. The goal is to achieve **100%** of all precinct officers to be trained.
9. Establish scheduled overtime funding for enforcement activities.
 - a. Conduct DUI enforcement with federally funded overtime
 - i. Focus on DUI Checkpoints
 - ii. Saturation patrols if environmental conditions warrant

Goals and Objectives: Enforcement

- To decrease traffic fatalities by 12% from the five year average of 15 to 12 by December 31, 2015 by funding overtime to the GPD-HPD to enhance their impaired driving enforcement with a focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur. (Route 1-in front of Andersen Air Force Base to Naval Base Guam, Routes 3, 8, 9, and 16).
- To conduct 28 D.U.I checkpoints, two per month and additional checkpoints during the National High Visibility campaigns in August, November, December, January, and May. This activity will also be achieved through the roving DUI suppression. The roving DUI suppression will be done after the scheduled checkpoints. This type of activity will assist GPD-HPD to detect and arrest DUI offenders. The GPD-HPD will maintain the downward trend of alcohol-related arrests and fatalities by conducting sustained DUI checkpoints and applying saturation patrols to critical time, day, and locations. **\$20,000.00 (carry-forward) and \$15,000.00 (new money) = \$35,000.00**

- To send one (1) officer to the DWI Instructor Training, At-Scene Crash/Traffic Homicide Investigation, 2015 Law Enforcement Users Group Meeting, and any other related courses sponsored by TSI and IPTM relating to impaired driving. **\$5,000.00 (new money)**
- To deploy resources effectively using cooperative efforts between the Guam Highway Patrol personnel and patrol officers from precincts to various local law enforcement agencies as appropriate. The GPD-HPD will establish a scheduled overtime funding to counteract personnel shortages.

PROJECT COSTS:

- **Overtime: \$35,000.00**
- **Travel: \$5,000.00**

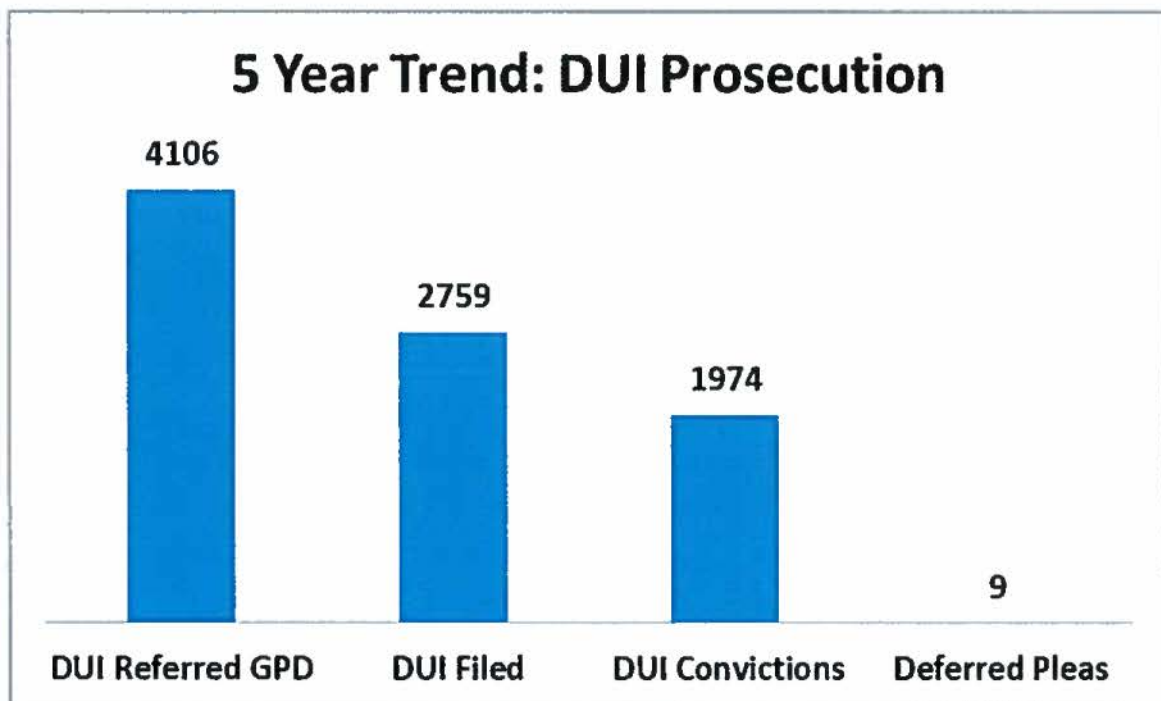
TOTAL PROJECT COSTS: \$20,000 (carry-forward) and \$20,000 (new money) = \$40,000.00

Project Title: Highway Safety Prosecution
Project Numbers: AL15-01-030AG
Office of the Attorney General

PERFORMANCE MEASURE: To successfully prosecute cases, ensure repeat offenders are provided treatment and punishment to fit the crime.

PERFORMANCE TARGET: To continue prosecution of DUI/DWI case by funding one (1) dedicated DUI prosecutor.

Alcohol related driving offenses continue to be statistically and disproportionately high for the island population. In CY 2013, a total of 389 cases were received from GPD with 356 of those cases filed in court for further proceedings or judgment. Of the 356 cases filed, 265 resulted in conviction. These offenses have a harmful effect and impact upon the lives of the offenders and continue to make our roads and streets unsafe for law abiding drivers, their passengers and pedestrians. These offenses are committed by individuals regardless of gender, race, nationality, ethnicity, and age. Anyone can be the victim of a reckless, drinking, or drunk driver at any time and any place.



DUI PROSECUTION 2009 – DECEMBER 2013 CALENDAR YEAR

	2009	2010	2011	2012	2013	TOTAL
DUI Referred from GPD	1113	1141	892	571	389	4106
DUI Filed	681	715	683	324	356	2759
DUI Convictions	247	526	651	285	265	1974
# of Deferred pleas	7	0	0	2	0	9

Alcohol related driving offenses on Guam include Driving While Intoxicated (DWI) with no driver's license, DWI/leaving the scene of traffic accident w/property damage, DWI/open container, Driving Under the Influence (DUI), DUI with Blood Alcohol Content (BAC), DUI with property damage, DUI with injuries, and DUI Vehicular Homicide. Reckless driving offenses mirror alcohol related offenses.

The number of DUI cases reported indicates that there is still a need to continue effective and timely response by law enforcement and prosecution officials. To address the DUI/DWI problems on island, the Office of the Attorney General (OAG) seeks to maintain funding from this project for a DUI prosecutor. By continuing the funding for the dedicated DUI Prosecutor, reckless and DUI/alcohol-related traffic offenses will continue to receive the quality attention they deserve.

The current efforts of the Office of the Attorney General (OAG) is to assist law enforcement in making our roads and streets safe by prosecuting reckless and alcohol related driving offenses. Thus, the OAG seeks continued funding for a prosecutor to continue the prosecution efforts of DUI/DWI and other traffic related cases. The OAG dedicates a senior level attorney (Attorney IV) to handle DUI/DWI cases in the DUI Court of the Judiciary of Guam.

Goals and Objectives:

- To communicate with law enforcement agencies, Superior Court, and the general public via meetings, conferences and outreaches to strengthen prevention, enforcement and education efforts, by attending meetings, conferences and trainings with law enforcements agencies, and Superior Court to strengthen coordination efforts.
- To continue partial funding for the salary and fringe for the DUI Prosecutor to prosecute DUI/DW cases, as well as cases involving repeat offenders. Total costs for salary and fringe benefits: **\$50,000 (new money)**
- To increase the number of successful prosecutions of the DWI/DUI cases for FY2015 based on the number of traffic DUI/DWI cases received from law enforcement agencies and by the number of DUI/DW convictions.

This is measured by the total number of DUI/DWI cases received from law enforcement agencies and by the number of DUI/DWI convictions.

Measurements for the above factors will include supervisory reviews by the Attorney General, Chief Deputy Attorney General and Chief Prosecutor-Prosecution Division. Statistical information will be provided by the Prosecution Division administrative support staff. This information will be used to evaluate future performance measures, as well as to inform the general public of the scope of the problem and the impact of the program, via outreach activities. The OAG-Prosecution office will work with the DPW-Office of Highway Safety to develop and air public service announcements that will promote safe driving habits.

PROJECT COSTS:

- Salary and Fringe Benefit: **\$50,000.00**

TOTAL PROJECT COSTS: \$50,000.00

Project Title: DWI Court Enhancement Project

Project Numbers: AL15-01-04JOG

Judiciary of Guam

The Guam DWI Court has been operational as a drunk driving docket since November 2010 under assignment to a single judge. All felony and misdemeanor DWI cases are consolidated into a single docket. Based on the filings for grant period January 2013 to December 2013, the docket represented 362 total cases by calendar year end of 2013. It is estimated that based on the first year grant period the average caseload for DWI Court will be between 650-700 cases per annum. It is recommended that the assignment of the DWI docket continue under a single judge or can be assigned to three general jurisdiction judges, with the assignment of the high risk defendants to the Adult Drug Court (ADC/DWI). The final determination as the permanent establishment of the DWI Court docket and assignment will take effect January 2015.

The policy mandated by the Guam Police Department on the "Book and Confine" is a major factor in bringing about immediate response and accountability for all DWI violations. The Guam Chief of Police has assured the DWI Court that the policy will remain in effect. It is fully supported by the DWI Court Team. This policy, together with the clearing of all uncharged 2009-2010 cases within the Office of the Attorney General, is the major factor in the success of the DWI Court.

The DWI Court Interpreter program has been a resounding success. A full time interpreter for Chuukese defendants has expedited non-English speaking defendants of Chuukese descent through the criminal justice process from initial magistrate to entry of guilty plea. In addition, and more importantly, the establishment of an Alcohol Education Program in Chuukese (AEPCK) for non-English speaking Chuukese defendants has reduced violations through alcohol education. The AEPCK curriculum continues to be expanded and improved. It is a first of its kind in the nation. The DWI Court Executive Committee contemplates extending the AEPCK to include an educational program for juvenile defendants. The course is 12 hours; 4 sessions.

The DWI Court Interpreter has been made available to all defense counsels who need to meet with Chuukese clients for purposes of explanation of the constitutional rights from within the standard plea agreement. Also, the DWI Court Interpreter is available for Probation to meet with Chuukese defendants at the lock-up to gather pre-trial data for magistrate and arraignment hearings. This requires the use of a vehicle to make these out of courthouse appointments.

Making these appointments expedites early disposition of cases, and provides the judge necessary indigent information about defendants that would not otherwise be available at magistrate or arraignment in the absence of an interpreter.

The program goals are to present information by providing participants statistics on DWI, knowledge on alcohol and its effects, the opportunity to assess and evaluate their drinking habits, especially driving while intoxicated, and the consequences of DWI alcohol abuse. Other goals are to provide information on how long the defendant stays in jail, how much to pay for the damages they had caused, how they're affecting the victims of DWI, the deaths expenses and trouble in other people's lives and their rights. Lastly, to reduce DWI cases in our community so we can live safely.

This success of this program is beneficial to the community as well as the offenders to know the consequences of drinking and driving and its effects.

MONTHLY	DWI Cases requiring Chuukese	How many DWI cases were convictions involving Chuukese violators?
Jun-13	25	7
Jul-13	35	14
Aug-13	64	13
Sep-13		16
FY2014		
Dec '13 to March '14	352	96
TOTAL	489	146

STATISTICS PROVIDED BY THE JUDICIARY OF GUAM – DWI COURT STATISTICS ABOVE IDENTIFYING DWI CASES REQUIRING CHUUKESE INTERPRETER (1st and 2nd quarters were combined)

Goals and Objectives:

- To establish a permanent court Chuukese Interpreter position. Interpreter will improve the Alcohol Education Program; the Chuukese curriculum to incorporate adult anger management, American Civics, and parenting;
- To continue funding for one (1) Chuukese Interpreter; **\$15,000.00 (new money)**
- To continue the cooperative efforts among the various law enforcement agencies, propose revision to the 1996 Safe Streets Act to update and incorporate therapeutic courts into legislation, revision of the Ignition Interlock statute to comport with DWI Court procedures;

- To continue to expand the reach of the DWI Court program into the community and schools.
- To sponsor and conduct a DWI Court training in 2014-2015;
- To decrease the number of drunk driving arrests and fatalities by continuing the disposition of cases within 30 days.
- To send one (1) DWI Court Judge to the National Association of Drug Court Professionals (NADCP) Training and the National Judicial College (NJC) Drugged Driving Essential Training. **\$5,500.00 (new money)**

PROJECT COSTS:

- Salary and Fringe: **\$15,000.00**
- Travel: **\$5,500.00**

TOTAL PROJECT COSTS: \$20,500.00

**Guam's Carry-forward Project Summary Sheet
Federal Fiscal Year 2015**

	Alcohol Countermeasures Fiscal Summary	Allocation
AL15-01-01OHS	Program Management	\$12,244.00
AL15-01-02HPD	DUI and Impaired Driving Enforcement	\$20,000.00
	TOTAL PROGRAM COSTS:	\$32,244.00

**Guam's New Money Project Summary Sheet
Federal Fiscal Year 2015**

	Alcohol Countermeasures Fiscal Summary	Allocation
AL15-01-01OHS	Program Management	\$73,922.20
AL15-01-02HPD	DUI and Impaired Driving Enforcement	\$20,000.00
AL15-01-03OAG	Highway Safety Prosecution Project	\$50,000.00
AL15-01-04JOG	DWI Court Enhancement Program	\$20,500.00
	TOTAL PROGRAM COSTS:	\$164,422.20

**Total Project Summary Sheet
Federal Fiscal Year 2015**

	Alcohol Countermeasures Fiscal Summary	Allocation
AL15	Carry-forward	\$32,244.00
AL15	New Money	\$164,422.20
	TOTAL PROGRAM COSTS:	\$196,666.20

OCCUPANT PROTECTION

The Guam Seat Belt law is a primary law. Guam's primary seat belt law was amended on June 16, 2009 by Public Law 30-33 and became effective January 2010. Title 16 Guam Code Annotated (GCA), Chapter 26, **Passenger Restraint Devices**, as amended, states in part:

- **“Subsection 26101. Child restraint: Requirement for Child Restraint System, Non-Booster Seat.** The driver of a motor vehicle...in which a child under four (4) years of age is being transported, shall secure such child during transit in a child passenger restraint system, which meets federal motor vehicle safety standards and is used in accordance with the manufacturer's operating instructions.”
- **“Subsection 26102. Child Restraint: Requirement for Child Restraint System, Booster Seat.** The driver of a motor vehicle...in which a passenger less than four feet nine inches (4'9”) tall and between four (4) and eleven (11) years of age being transported, shall secure such passenger during transit in a booster seat or an appropriately fitting child restraint system that meets federal motor vehicle safety standards and is used in accordance with the manufacturer's operating instructions.”

SOURCE: §26102 added by P.L. 18-45:1 (Dec. 10, 1986). Amended by P.L. 30-033:3 (June 16, 2009), effective Jan. 1, 2010, pursuant to P.L. 30-033:9.

- **“Subsection 26103. Driver and Passenger(s). Seat Belts Required.** Each driver and all passengers of a motor vehicle...excluding passengers covered under §§26101 and 26102 of this Chapter, shall be restrained by a seat belt assembly that meets federal motor vehicle safety standards and is used in accordance with the assembly manufacturer's operating instructions.”
- **“Subsection 26103(a)-:** Passengers riding in the bed of a pickup truck are exempted from the requirement to utilize a seat belt assembly, as stated in this Section, provided that the following criteria are met: (1) the bed of the pickup truck is surrounded on all four (4) sides by a secured vertical body extension, inclusive a tailgate, that is at least fourteen (14)-inches high; (2) all seats in the cab of the pickup truck are occupied by a passenger; (3) passengers in the bed of the truck are twelve (12) years of age or older; (4) passengers in the bed of a pickup truck must remain seated on the floor of the truck bed at all times; (5) passengers are *not* leaning against the tailgate of the pickup truck; and (6) there are no more than five (5) passengers riding in the bed of the pickup truck.”

SOURCE: §26103 added by P.L. 18-45:1 (Dec. 10, 1986). Amended by P.L. 30-033:4 (June 16, 2009), effective Jan. 1, 2010, pursuant to P.L. 30-033:9.

- **“Subsection 26104. Exemptions:** No driver of a motor vehicle...shall be in violation of §§26101, 26102 or 26103 of this Chapter *if* (a) The motor vehicle being driven is participating in the annual Liberation Day parade, with said motor vehicle *not* exceeding a speed of ten miles per hour (10 mph); (b) the inadequately restrained individual has a condition that prevents appropriate restraint by a seat belt assembly or child restraint system. Such a condition must be duly certified by a physician who shall state the nature of the condition, as well as the reason such restraint is inappropriate. ...the physician giving the statement must state why the use of a child restraint system or seat belt assembly by the person would be impractical or harmful to the person by reason of physical condition and medical issue. Such physician statement shall be in the possession of the individual; (c) The inadequately restrained individual is a passenger of an emergency, passenger transport vehicle or taxicab; ...and (d) the vehicle being operated was manufactured before January 1, 1967.”

SOURCE: §26104 added by P.L. 18-45:1 (Dec. 10, 1986). Amended by P.L. 30-033:5 (June 16, 2009), effective Jan. 1, 2010, pursuant to P.L. 30-033:9. Subsections © and (d) amended by P.L. 30-122:1 (Apr. 1, 2010).

- **“Subsection 26105. Conviction of First violation of §§ 26101, 26102, or 26103; Penalties.** Any driver convicted of violating §§ 26101, 26102, or 26103 of Title 16, Guam Code Annotated, shall be fined a sum *no greater than* One Hundred (\$100) per violation.”

SOURCE: §26105 added by P.L. 18-45:1 (Dec. 10, 1986). Amended by P.L. 30-033:6 (June 16, 2009), effective Jan. 1, 2010, pursuant to P.L. 30-033:9.

- **“Subsection 26106. Conviction of Violation of §§ 26101, 26102, or 26103 Within One Year after Prior Violation; Penalties.** Any driver convicted of violation §§ 26101, 26102, or 26103 of Title 16, Guam Code Annotated, and the offense occurred within one (1) year of a separate conviction for violations of either § 26101, § 26102 or § 26103, *shall* be fined a sum *no greater than* Two Hundred Dollars (\$200) per violation.”

SOURCE: Added by P.L. 30-033:7 (June 16, 2009), effective Jan. 1, 2010 pursuant to P.L. 30-033:9.

- **“Subsection 26107. Conviction Involving Passengers Riding in the Truck Bed.** (a) Notwithstanding any other provision of law, a person convicted of violating §3301 of Title 16, Guam Code Annotated, shall be fined One Hundred Dollars (\$100) for each passenger riding in the truck bed. This fine is in addition to, and not in lieu of, the fines or penalties incurred for driving in excess of the speed limit.”

SOURCE: Added by P.L. 30-033:8 (June 16, 2009), effective Jan. 1, 2010 pursuant to P.L. 30-033.9.

2012 to 2013 CITATIONS ISSUED

Section 26103(a)(2) – all seats in the cab of the pickup truck are occupied by a passenger

	2012	2013
CITATIONS	62	7

Section 26103(a)(3) – passengers in the bed of the truck are 12 years of age or older

	2012	2013
CITATIONS	10	5

Section 26103(a)(4) – passengers in the bed of a pickup truck remain seated on the floor of the truck bed at all times.

	2012	2013
CITATIONS	32	14

Section 26103(a)(5) – passengers are not leaning against tailgate of the pickup truck.

	2012	2013
CITATIONS	49	19

Section 26103(a)(6) – there are no more than five (5) passengers riding in the bed of a pickup truck.

	2012	2013
CITATIONS	4	0

Section 26107(a) – conviction involving passengers riding in the truck bed.

	2012	2013
CITATIONS	0	0

TOTAL INJURIES IN CY2013 INVOLVING PASSENGERS IN THE BACK OF A PICKUP TRUCK

Type of Injuries	Total number of Passengers	Total number of crash
Complain of pain	34	22
Incapacitating*	2	2
No injuries	394	225
Non-incapacitating	7	6

*Incapacitating injury is defined as any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. This is often defined as "needing help from the scene".

Project Title: Program Management
Project Numbers: OP15-02-01OHS
Department of Public Works-Office of Highway Safety

PERFORMANCE MEASURE: To increase seat belt usage from 93.81% in 2013 to 95% in 2014.

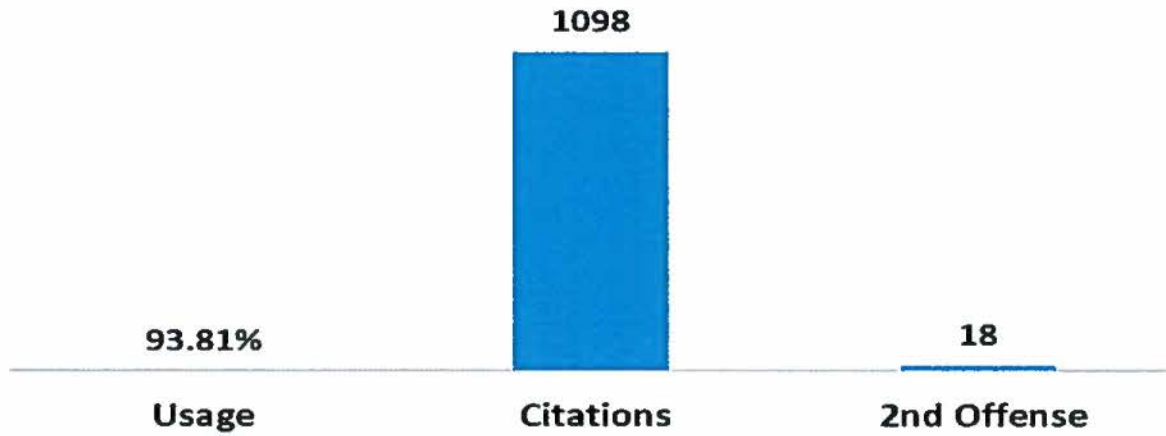
PERFORMANCE TARGET: Guam will continue to conduct high visibility enforcement efforts and increase its educational outreach to the schools, communities, non-profit organizations, private sectors, and to Government of Guam agencies/departments. The effectiveness of high visibility enforcement has been documented repeatedly in the United States and abroad. Educational materials in various ethnic languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Micronesian audiences, will be produced and distributed island-wide throughout FY2015. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers and the Micronesian islanders.

The purpose of this project is to encourage States and Territories to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. This project addresses child restraint use by infants and young children as well as seat belt use by adults and older children. It is the goal of the Occupant Protection Program to improve aggressive, highly visible Public Information and Education campaigns, increase seat belt and child restraint usage, and participate in the national campaigns, such as: "Click It or Ticket" mobilization and Child Passenger Safety Week.

MAP-21 amended Section 402 which sets forth the minimum requirements with which each State highway safety program must comply, to require the Highway Safety Plan to provide for a data-driven traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents.

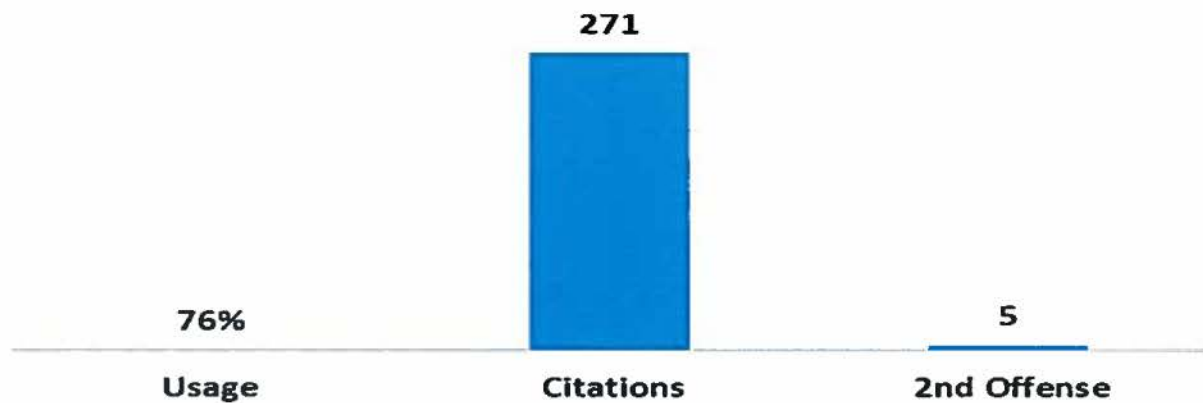
In March 2011, NHTSA and the American Academy of Pediatrics revised their child restraint usage recommendations. The new recommendations encourage parents and caregivers to keep children in rear-facing child restraints until they outgrow the rear-facing capabilities of their child restraint. AAP specifically suggests using rear-facing child restraints until at least age 2.

FY 2013 Section 26103 - Seat Belts (All Passengers)

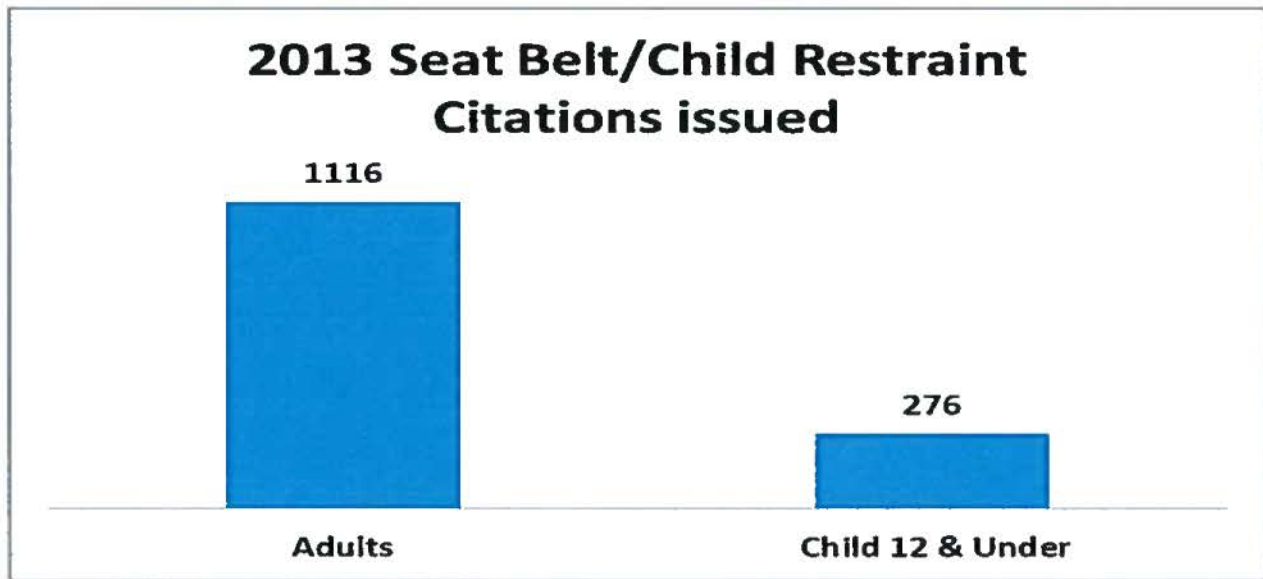


Section 26103 – Seat Belts (All Passengers)					
	2009	2010	2011	2012	2013
Usage	80%	85%	84%	81.4%	93%
Citations	968	606	554	1696	1098
2 nd Offense	NC	NC	20	100	18

FY 2013 Section 26101 - 26102 (Children Below 12)



Section 26101-26102 (Children below 12)	2009	2010	2011	2012	2013
USAGE	65%	75%	76%	76%	76%
CITATIONS	349	107	1018	301	271
SECOND OFFENSE	NC	1	7	9	5



ANNUAL SEAT BELT/CHILD RESTRAINT CITATIONS ISSUED					
YEAR	2009	2010	2011	2012	2013
Adults	968	606	574	1796	1116
Child (12 & under)	349	108	1025	310	276
Total Seat Belt Citations	1317	714	1609	2106	1392

Project Description:

MAP-21 highlights the importance of strategies supported by data to reduce crashes. While data-driven program development has long been a practice of jurisdictions in the highway safety grant program, requiring States to have a data-driven traffic safety enforcement program and targeted enforcement based on data will promote improved safety outcomes.

The National Highway Traffic Safety Administration estimates that correct use of child restraints are more effective than seat belts in reducing fatalities. Child Restraints reduce fatalities by 71% for infants younger than 1 year old and by 54% for children 1 to 4 years old in passenger cars. In light trucks, the fatality reductions are 58% for infants and 59% for children 1 to 4 years old (NHTSA, 1996). (NHTSA publication "Countermeasures that Work (CTW): A Highway Safety Countermeasures Guide for State Highway Safety Offices", Seventh Edition, 2013).

This comprehensive campaign will include funding safety belt enforcement through checkpoints and roving/saturation patrols both day and night. The DPW-OHS will encourage participation in nighttime safety belt enforcement and track data from this initiative during the national mobilizations. DPW-OHS will provide funding for observation surveys before and after enforcement waves measuring the effects of the campaign and determining the safety belt use rate.

In December 2013, Guam submitted their Seat Belt Observation Study, as this was the first year using new sampling procedures which were put into effect by the National Highway Traffic Safety Administration (NHTSA). Guam's new methodology was approved in 2013 and this report will be used for the new four years. The study revealed that Guam's seat belt usage rate increased from 81.4% in 2012 to 93.81% in 2013. Guam will continue to conduct high visibility enforcement efforts and an increase in educational outreach to the schools, communities, and to Government of Guam agencies/departments. The effectiveness of high visibility enforcement has been documented repeatedly in the United States and abroad. Because of the high use rate, identifying and directing efforts toward the high risk groups that comprise the 7% who do not comply with the law will continue to be a major focus of the program in FY2015.

The 2013 survey of safety belt use was conducted at 34 observation sites during the month of December. During the 2013 survey, a total of 10,514 drivers and 2,390 front-seat outboard passengers were observed. The survey found that 93.81% of people were restrained. Overall, 1.7% of the data were excluded due to the inability to assess whether or not the occupant was belted. This is compliant with the NHTSA rule which requires this value to be below 10%. In addition, the standard error of the result was only 0.9%, which was well below the NHTSA requirement of standard error not

exceeding 2.5%. All seat belt and booster seat use observations will be conducted during weekdays and weekends between 7 a.m. and 6 p.m. The schedule will include rush hour (before 9:30 a.m. and after 3:30 p.m.) and non-rush hour observations.

Effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs. The DPW-OHS will fund paid advertising as this can be a critical part of the media strategy and brings with it the ability to control message content, timing, placement, and repetition. In support of the visual messages, public outreach will be conducted at the malls, all public and private schools, and various sports venues to educate motorists about the importance of safety belt use for themselves and their passengers. The DPW-OHS reaches a wide variety of islanders with traffic safety messages.

The DPW-OHS along with GPD-Highway Patrol will coordinate an effective high-visibility enforcement programs to include communications and outreach strategies that use some combination of earned media (news stories) and paid advertising. 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 FY2015. A variety of efforts to increase awareness and educate parents and other caregivers on the best way to protect young passengers riding in motor vehicles through the Occupant Protection Program will continue throughout FY2015.

Goals and Objectives: Program Management

- To increase adult usage rate from 93.81% in CY2013 to 95% in CY2015 and increase child restraint usage from 76% in CY2013 to 80% in CY2015 by continuing high-visibility enforcement of strong occupant restraint use laws and implement an effective program to reduce highway fatalities and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.
- Continue to emphasize public education of Guam's Seat Belt laws through enforcement and paid and earned media venues. Funding will be used for paid advertisement for television and radio to support the national Click It or Ticket enforcement mobilization, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, Micronesian speaking audiences. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers. Paid media and public outreach at health and safety fairs and civic organizations will be conducted. This activity will be supported by garnering corresponding earned media opportunities through the Office of Highway Safety, the Partners for Highway Safety, and various law enforcement agencies. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitudinal surveys conducted by the Office of Highway attitudinal surveys as well as the survey conducted by the University of Guam.

- To host quarterly meetings with the Guam Police Department, and other law enforcement agencies, Guam Fire Department and the Department of Public Health and Social Services throughout the year to develop specific strategies to increase seat belt and child restraint use in Guam.
- To network with consulate offices in developing multi-language printed materials, as well as multi-language electronic messages on occupant protection countermeasures. The Guam Census identifies the various Ethnic groups living on Guam and reflects that Guam has 37.1% Chamorro, 26.3% Filipino, 11.3% other Pacific Islanders, 6.9% Caucasian, 6.3% other Asian, 2.3% other ethnic origin or race and 9.8% mixed. Production of educational materials are needed to reach the various ethnic groups and translated to their language.
- The DPW-Office of Highway Safety will fund 80% for salary and fringe for one (1) Program Coordinator IV to administer and enforce the policy issues concerning Occupant Protection.

Program Coordinator IV administers and manages projects within the Occupant Protection Program. She is the State Occupant Protection Manager/Coordinator. She process reimbursement requests, documents to establish accounts for her projects, manages and monitors the grants and contracts. She coordinates the activities and tasks outlined in the HSP and provide status reports and updates on project activities to the Highway Safety Coordinator. She is the primary GTS manager for the Office of Highway Safety. She coordinates the NHTSA annual media campaigns and the HVE enforcement activities. She participates and coordinates outreaches to the various daycare centers, head-start program, elementary, middle and high school students as well as the colleges here in Guam. She is also a certified Child Passenger Safety Instructor. Her annual salary and fringe benefit is: **\$11,128.00 (carry-forward) and \$46,726.40 (new money) = \$57,854.40**

- The DPW-Office of Highway Safety will participate at off-island meetings, trainings, and conferences i.e. 2015 Lifesavers Conference, NHTSA-Region IX Leadership Meeting, Pre-HSP meeting, Governor's Highway Safety Association Annual meeting, National Association of Women Highway State Leaders (NAWHSL) and other related meetings, trainings such as: Communication Skills for the Highway Safety Professional, Traffic Occupant Protection Strategies, and/or conferences that addresses the current trends in child restraint systems and other occupant protection measures. **\$19,326.00 (new money)**

Title	Meeting	Conference	Airfare	Per Diem	Reg.	Total Costs
PCIV	Leadership Meeting		\$3,332	\$504	\$65	\$3,901
PCIV	Pre-HSP		\$2,037	\$637		\$2,674
PCIV		NAWHSL/ GHSA	\$3,386	\$1,928	\$800	\$6,114
PCIV	Lifesavers		\$2,037	\$800	\$500	\$3,337
	TSI Training		\$2,500	\$800		\$3,300
TOTAL OP			\$13,292	\$4,669	\$1,365	\$19,326

NOTE: Airfare and per diem depends on the location of the conference and per diem is based on the Federal GSA per diem rate.

- To procure various types of child restraint systems, i.e., infant-only child restraints, convertible restraints, forward-facing only child restraints, combination child restraints, and booster seats. **\$10,000.00 (new money)**
- Continue to conduct and provide outreaches to all of the island's public and private elementary, middle, and high schools on the importance of wearing seatbelt and the usage of child restraint systems. To increase and expand the DPW- Office of Highway Safety's presentations and outreaches on seatbelt and child restraint laws to military schools and installations, especially to those families arriving on Guam, by procuring educational materials on Occupant Protection. **\$5,000.00 (new money)**
- To procure one (1) pick-up truck for the Occupant Protection Program. Vehicle will be used to transport equipment to and from training event, Child Passenger Safety Check-up Event, and exhibits and display events. Equipment such as canopies (Check-up events), child restraints (check-up events, exhibits and displays, and training), and other materials and supplies to be transported to each events. **\$23,590.00 (new money)**

Project Costs:

- Salary and Fringe: **\$57,854.40**
- Travel: **\$19,326.00**
- Contractual: **\$5,000.00**
- Equipment: **\$10,000.00**
- Capital Outlay: **\$23,590.00**

Total Project Costs for Program Management: \$11,128.00 (carry-forward) and \$104,642.40 (new money) = \$115,770.40

Project Title: CIOT/Operation Buckle Down

Project Numbers: OP15-02-02HPD

Guam Police Department-Highway Patrol Division

PERFORMANCE MEASURE: To decrease the number of unrestrained passenger vehicle occupant fatalities by 50% from the 2009-2013 calendar base year average of 2 to 1 by December 30, 2014.

PERFORMANCE TARGET: The Guam Police Department – Highway Patrol Division will conduct high-visibility “publicized” enforcement activities of strong occupant restraint use laws throughout FY2015. The strategy’s three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or lacking.

Guam has a primary enforcement belt use laws permitting law enforcement officers to stop and cite a seat belt use law violator independent of any other traffic behavior. Strong evidence was found that primary seat belt laws increase seat belt use.

In CY2012, GPD recorded 16 traffic-related fatalities of which two (2) fatalities involved unrestrained passengers. In CY2013, GPD recorded 18 traffic related fatalities, of which five (5) of those fatalities involved unrestrained passengers.

The Guam Police Department-Highway Patrol Division currently conducts short-term, high-visibility belt law enforcement activities in May of each year as part of the national seat belt mobilizations during Click It or Ticket in May, Child Passenger Safety Week in September, and Buckle Up America in November. This consists of an intense and highly publicized period frequently using checkpoints and saturation patrols. Operation CIOT/Buckle Down project will increase the compliance rate for seatbelt usage from 93.81% in CY2013 to 95% in CY2015 and child restraint usage by 76% in CY2013 to 80% in CY2015. This would result for safer roadways for our citizens. As part of this operation, GPD-HPD will use the same concept during the Click It or Ticket mobilization, Child Passenger Safety week and Buckle Up America in November. In FY2014 during the CIOT week, the GPD-HPD issued the following citations: 157 seatbelt citations, eighteen (18) child restraints and eighty-eight (88) miscellaneous violations. Enforcement activities continued even after the mobilization.

The Guam Police Department-Highway Patrol Division will continue to emphasize on seat belt enforcement during the late-night hours and in conjunction with alcohol laws that can provide additional gains in seat belt use and injury reduction.

The GPD-Highway Patrol Division will continue to conduct its activities at traffic intersections using a spotter, a flagman and officers in a staging area to cite violators. In addition to enforcement activities, awareness and outreach activities such as Operation Buckle Down increases the proper use of child restraint systems as well as increase compliance with seatbelt laws. Past efforts, such as seat belt enforcement check points and roadside intersection enforcement will continue and sustained in order to achieve the desired result.

"HOT SPOTS"

- a. Route 1, Marine Corps Drive, Tamuning/Dededo
- b. Route 4, Hagåtña/Sinajana
- c. Route 8, Maite/Barrigada
- d. Route 16, Harmon





Goals and Objectives: Enforcement

- Increase the number of night-time seat belt enforcement from 12 in FY2013 to 15 in FY2015 and combine STEP and Seat Belt enforcement activities by funding overtime costs to the Guam Police Department – Highway Patrol Division to conduct day and night-time seat belt enforcement activities throughout FY2015.

This activity will include working with GPD precincts, the GIAA-Airport Police Division, and the Military installations to conduct seatbelt and child restraint stationary and saturation operations during Click It or Ticket and Child Passenger Safety Week. The GPD-HPD will increase their night-time seatbelt enforcement activities by combining their high visibility enforcement with both paid and earned media, which will contribute to an increase in observed nighttime belt use.

- To decrease the number of unrestrained passenger vehicle occupant fatalities from the 2009-2013 calendar base year average of 2 to 1 by December 31, 2015 by increasing HPD's enforcement activities from 12 in FY2013 to 15 in FY2015. The GPD-HPD will coordinate the enforcement operations for GPD and the Highway Patrol Division will use personnel resources from the various precincts, divisions, sections, and units, to work overtime for the stationary and/or saturation seatbelt enforcement operations. **\$15,000.00 (new money)**
- The Guam Police Department – Highway Patrol Division will coordinate and conduct synchronized enforcement activities with the GIAA-Airport Police Division and military law enforcement agencies (Navy and Air Force) during the national mobilization enforcement campaigns for "Click It or Ticket" and "Child Passenger Safety Week". The DPW-OHS will expand the CPS Technician Training to include the military enforcement and EMS personnel during FY2015.

Project Costs:

- Overtime: **\$15,000.00**

Total Project Costs: \$15,000.00

**Guam's Carry-forward Project Summary Sheet
Federal Fiscal Year 2015**

	Occupant Protection Fiscal Summary	Allocation
OP15-02-01OHS	Program Management	\$11,128.00
	TOTAL PROGRAM COSTS:	\$11,128.00

**Guam's New Money Project Summary Sheet
Federal Fiscal Year 2015**

	Occupant Protection Fiscal Summary	Allocation
OP15-02-01OHS	Program Management	\$104,642.40
OP15-02-02HPD	CIOT/Operation Buckle Down	\$15,000.00
	TOTAL PROGRAM COSTS:	\$119,642.40

**Total Project Summary Sheet
Federal Fiscal Year 2015**

	Occupant Protection Fiscal Year Summary	Allocation
OP15	Carry-forward	\$11,128.00
OP15	New Money	\$119,642.40
	TOTAL PROGRAM COSTS:	\$130,770.40

POLICE TRAFFIC SERVICES

Project Title: Police Traffic Education Project

Project Numbers: PT15-03-000HS

Department of Public Works-Office of Highway Safety

Police Traffic Services (PTS) is an essential part of any traffic safety program and continues to be a focal point of the Guam-Office of Highway Safety, Guam Police Department and Airport Police Division. Enforcement with regards to highway safety is viewed as an important component in reducing the numbers of traffic related crashes, injuries and fatalities on Guam's roadways.

Through the Police Traffic Education Project, the DPW-Office of Highway Safety provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies identify these issues through analyses of crash data that focus on where and when crashes are occurring and the contributing factors to those crashes. A review of these analyses provides law enforcement agencies with the information they need to design and implement traffic safety education and enforcement programs that will be effective in reducing the frequency of crashes in the targeted area.

The primary emphasis will continue to be projects which focus on unsafe speed, aggressive and distracted driving behaviors. Occupant restraint enforcement will also be eligible for PTS funding, as well as, enforcement efforts focusing on special categories of vehicles such as commercial vehicles and school buses.

The Guam Office of Highway Safety 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.

One key element of any traffic safety program is education. In addition to enforcing Guam's Traffic Laws, the Guam Police Department – Highway Patrol Division, the Airport Police Division, and the Port Police Division plays an important role in educating motorists and raising public awareness.

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.

Goals and Objectives: Education

- To continue to fund for salary and fringe for one (1) Program Coordinator II to administer and manage the projects with the Guam Police Department – Highway Patrol Division, GIAA-Airport Police Division, and Port Authority of Guam – Port Police Division. She would also coordinate the NHTSA annual media campaigns and the HVE enforcement activities. Her annual salary includes benefits, i.e., retirement, health, medicare, and life insurance. **\$9,508.00 (carry-forward) and \$52,290.00 (new money) = \$61,798.00**
- To conduct twelve (12) public awareness presentations on the dangers of speeding, reckless driving, imprudent 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 that will be distributed island-wide on the dangers of speeding on Guam's roadways. **\$5,000.00 (new money)**
- Expand existing police traffic services to include a focus on commercial motor vehicle drivers and motorcycle operators who engage in dangerous driving behaviors.
- Continue to actively bring highway safety programs to diverse populations in Guam.
- Continue to expand the use of public information and education to raise awareness of traffic safety issues and educate the public on new legislation through partnering with various Cable Telecommunications providers.
- To send the PTS Program Coordinator to the 2015 Lifesavers Conference, NHTSA-Region IX Leadership Meeting, Communication Skills for Highway Safety Professional, and Speed Program Management to enhance the administration, awareness, implementation and effectiveness of the program when dealing with police traffic safety issues. **\$13,211.00 (new money)**

Title	Meeting	Conference	Airfare	Per Diem	Reg.	Total Costs
PCII	Leadership Meeting		\$3,332	\$504	\$65	\$3,901
PCII	Pre-HSP		\$2,037	\$637		\$2,674
PCII	Lifesavers		\$2,037	\$800	\$500	\$3,337
TSI training			\$2,500	\$800		\$3,300
TOTAL PT			\$9,906	\$2,741	\$565	\$13,212.00

Project Costs:

- Salary and Fringe: **\$61,798.00**
- Travel: **\$13,211.00**
- Contractual: **\$5,000.00**

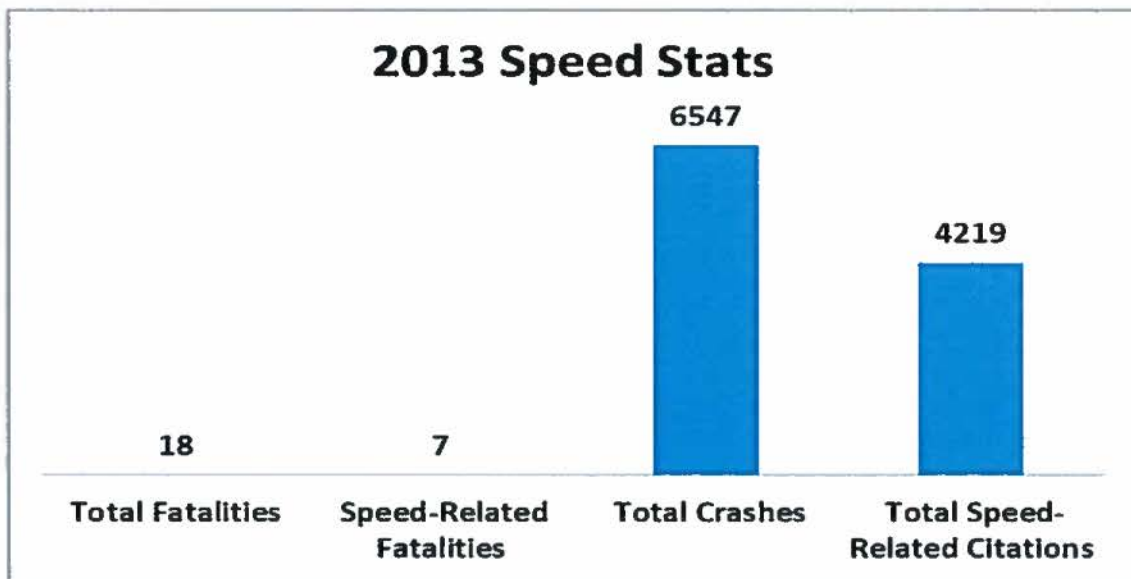
**Total Project Costs: \$9,508.00 (carry-forward) and \$70,501.00 (new money)
= \$80,009.00**

**Project Title: Operation H.E.A.T. Project
 Highway Enforcement Action Team
 Project Numbers: PT15-03-01HPD
 Guam Police Department-Highway Patrol Division**

SPEED ENFORCEMENT STATISTICS

Excessive speed continues to be a major contributing circumstance in fatal crashes in Guam; resulting in seven (7) speed-related fatalities in 2013.

A component of the Police Traffic Services is speed enforcement listed as the top priority of the Guam Police Department and the Airport Police Division. The agencies/departments use grant funds to enforce the speeding laws; conduct high visibility checkpoints and stealth operations; and curb speeding and aggressive driving.



	2009	2010	2011	2012	2013
Total Fatalities	15	16	17	16	18
Speed-related Fatalities	6	6	7	5	7
Total Crashes	6577	7165	6699	7031	6547
Total Speed-related Citations	15854	6717	6897	5004	4219

The Guam Police Department – Highway Patrol Division continues to sustain speed enforcement activities to increase driver compliance with posted speed limits and traffic signals to reduce the number of speed-related crashes, injuries, and fatalities.

Driver inattention/distraction is consistently the most frequently reported driver-related contributing factor in fatal and personal injury crashes. The next top factors are all related to aggressive driving. The Guam Police Department (GPD) – Highway Patrol Division (HPD) continues its efforts to reduce fatal crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits to reduce the occurrence of fatal crashes. In CY 2011, there were a total of 17 traffic fatalities and of the 17 traffic fatalities, seven (7) were speed-related; in CY 2012, there were a total of 16 fatalities and of the 16 traffic fatalities five (5) were speed-related; and in CY 2013 there were 18 total traffic fatalities and of the 18 traffic fatalities, seven (7) were speed-related.

The Operation H.E.A.T. project provides for a data-driven traffic safety enforcement project to prevent traffic violations, crashes, fatalities and injuries in high-risk locations. Enforcement efforts in this area focus on improving traffic safety by reducing unsafe behaviors including speeding, and other types of aggressive driving; failure to wear a seat belt; and distracted driving, in particular texting and talking on hand-held cell phones.

The combination of high visibility enforcement and sustained traffic safety messaging has proven to be effective in confronting dangerous driving behaviors and is an important component of the Operation H.E.A.T. project as well as the overall traffic safety programs in Guam.

In order to address the stated problem, overtime is needed to compensate the officers from the Highway Patrol Division as well as the other officers from other units who will augment Highway Patrol Division with efforts on reducing crashes, injuries, and fatalities on Guam's roadways.

The GPD-HPD will continue to implement and deploy a Selective Traffic Enforcement Program (STEP) and Operation H.E.A.T. (Highway Enforcement Action Team) in order to address deficiencies in existing enforcement efforts and services targeting fatal collisions and other hazardous events, inclusive of Operation Safe Street, Safe Guam and patrol level LASER/RADAR enforcement activities.

Effective strategies include high visibility enforcement that combines saturation enforcement details and roving patrols; enforcement programs that target specific types of violation; high crash location, times of day and other factors identified through a data driven approach; and combined enforcement that increases the efficiency and effectiveness of the resources deployed. These types of resources will be channeled through all law enforcement agencies, including the military law enforcement to conduct enforcement details that focus on drivers who exhibit dangerous driving behaviors

regardless of the type of vehicle they are operating. The GPD-HPD will meet with all law enforcement agencies to consider the different types of roadways within their villages and where crashes most frequently occur. This type of information will be useful when scheduling enforcement details.

This project addresses the need to increase a vehicle operator's perception of risk in being apprehended for an offense, thereby deterring the offense. Since deterrence works largely through the perception of increased risk to the violator, there is a need to extend "visibility" beyond the conventional concept of routine patrols engaged in traffic stops. The Guam Police Department – Highway Patrol Division is attempting to profit from increased visibility utilizing the media, particularly radio stations, which can influence more motorists with single announcements than the conventional visibility concept.

This project is intended to enhance and supplement the existing efforts to conduct traffic related events of speeding, reckless driving, imprudent driving and unsafe driving habits. Such efforts will be to continue to conduct numerous training on LASER and RADAR to the Guam Police Department and other law enforcement agencies on Guam, to include the military installations. Training manuals are being reproduced for students attending the training.

The performance measure will be based on the following:

- The number of "laser" selective enforcement checkpoints and saturation "radar" enforcement activities per year increasing speed enforcement activities throughout FY2015.
- The number of speed-related crashes and injury-producing crashes caused by reckless/speed driving.

The most effective activity to combat speed/imprudent driving violations and related crashes is for routine consistent patrol of the roadways and with S.T.E.P. To decrease the speed/impudent crashes, the HPD officers have been working diligently with their high visibility enforcement couples with Public Service Announcements.

Performance Measures:

PRIORITY AREAS:

- a) Reduce speeding-related death, injury and property damage
- b) Respond to Special Traffic Problems (i.e. red lights, distracted driving, etc.) to facilitate safe movement and smooth flow of motor vehicle traffic.
- c) To re-establish a comprehensive capability for technical investigation of serious crashes.

BASELINE DATA FOR EVALUATION

- a) Calendar Year 2009 Crashes
- b) Calendar Year 2010 Crashes
- c) Calendar Year 2011 Crashes
- d) Calendar Year 2012 Crashes

e) Calendar Year 2013 Crashes

"HOT SPOTS"

- a) Route 1 Marine Corps Drive, Tamuning/Dededo
- b) Route 4, Hagatna/Sinajana
- c) Route 8, Maite/Barrigada
- d) Route 16, Harmon

DATA ELEMENTS

- a. Total Crashes
- b. Total Injury Crashes
- c. Total Fatal Crashes
- d. Total Alcohol-related Crashes
- e. Total Alcohol-related injury Crashes
- f. Total Alcohol-related fatal Crashes
- g. Total Speed-related Crashes
- h. Total Speed-related Injury Crashes
- i. Total Speed-related Fatal Crashes

DATA SOURCE

Government of Guam:

- i. Department of Public Works, Online System for Crash Analysis and Reporting (OSCAR)
- ii. Department of Public Health and Social Services, Mortality Statistics

DATA FORMAT (MAPS SPREADSHEETS, RAW DATA, CHARTS, AND TREND ANALYSIS)

Statistical Matrix

- iii. Event count
- iv. Year to Year Comparison
- v. Ratio to Three-year Average

Goals and Objectives:

- To reduce the number of speeding, reckless driving, imprudent driving, and other speed related traffic fatalities by 28.57% from the 2008-2013 calendar base year average of 7 to 5 by December 31, 2015 by funding overtime costs to the Guam Police Department – Highway Patrol Division to conduct saturation and stationary enforcement activities throughout FY2015. **\$10,459.41 (carry-forward) and \$25,000.00 (new money) = \$35,459.41**
- To conduct 25 stationary enforcement over 12 months with a focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur (Route 1, Marine Corps Drive, Tamuning/Dededo, Route 4, Hagatna/Sinajana, Route 8, Maite/Barrigada, and Route 16, Harmon).
- To decrease the number of speed-related fatalities by 28.57% from the 2009-2013 calendar base year average of 7 to 5 by December 31, 2015 by funding overtime costs to the Guam Police Department – Highway Patrol

Division to conduct saturation and stationary enforcement activities throughout FY2015.

- To increase speeding citations in FY2015 by 10% from 4219 in CY2013 to 4641 in CY2015.
- To promote media involvement in traffic safety by issuing four (4) traffic tips per week/month on Radio Talks shows and TV shows.
- 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.

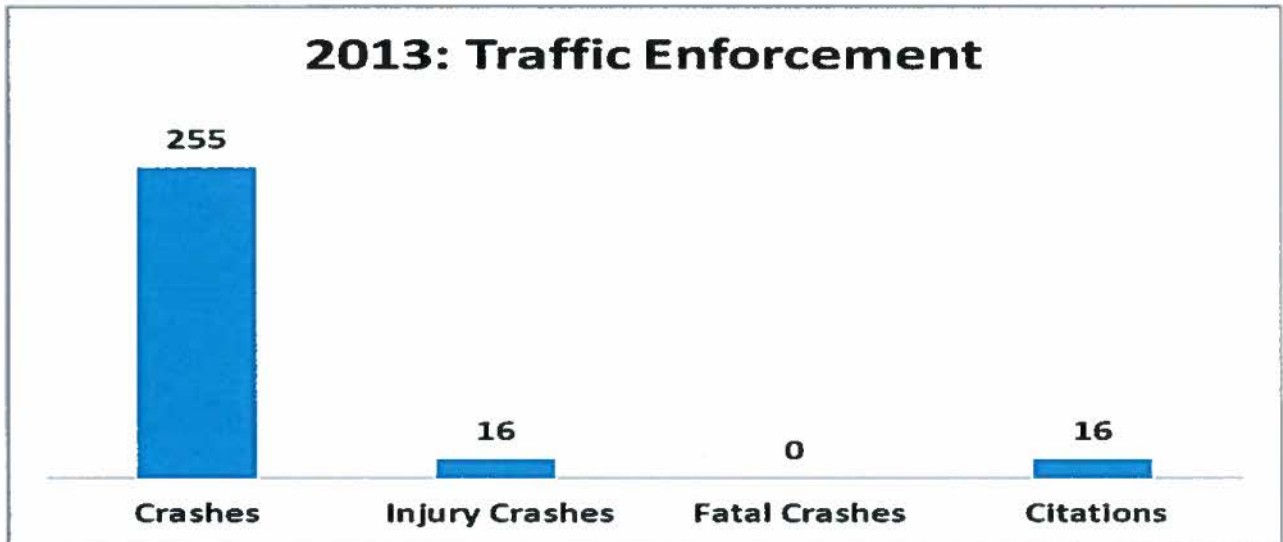
Project Costs:

- Overtime: \$35,459.41

Total Project Costs: \$10,459.41 (carry-forward) and \$25,000.00 (new money) = \$35,459.41

Project Title: Traffic Enforcement Project
Project Numbers: PT15-03-02APD
Guam International Airport Authority-Airport Police Division

The purpose of this program is to provide funding to pay for overtime for officers to conduct and enforce the traffic violation on speeding/reckless driving. Airport Police Division (APD) will conduct 10 laser and radar enforcement activities throughout FY2015 within GIAA's roadways allowing for 10 hours per month on targeted roadways through September 30, 2015. Area of concentration will be Route 10A & Route 1-Tamuning, Route 10A & Route 16 Barrigada and Tiyan (Sunset Blvd.) towards Route 8-Barrigada.



	2010	2011	2012	2013
Total speed-related crashes	86	161	249	255
Total speed-related injury crashes	0	11	22	16
Total speed-related fatal crashes	0	0	0	0
Total speed citations	457	573	148	16

GOALS AND OBJECTIVES:

- To decrease injuries by 10% from 16 during FY2013 to 14 by September 30, 2015 by providing overtime funding for GIAA-APD's speed enforcement activities. **\$10,000.00 (carry-forward)**
- To continue to conduct quarterly public awareness through community outreach presentations at various high schools, and special events.
- To distribute educational brochures to incoming visitors at the Guam International Airport Authority arrival section.
- To continue to utilize the Crash and E-Citations System for gathering data and statistics that will identify the problem areas in which enforcement efforts can be concentrated on.

The GIAA-APD officers will continue to work saturation patrols and traffic enforcement activities during the "Drive Sober or Get Pulled Over" and the "Click It or Ticket" mobilization campaign.

Project Costs:

- Overtime: \$10,000.00

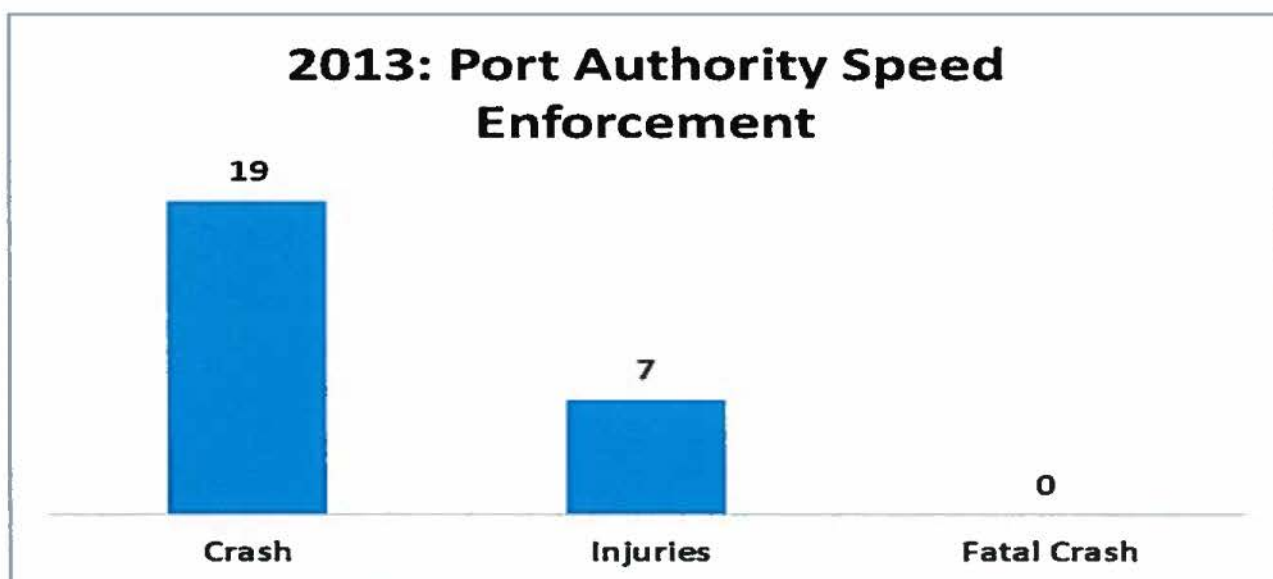
Total Project Costs: \$10,000.00

**Project Title: Operation “a dai he’ hao” (WATCH OUT!)
Project Numbers: PT15-03-03PAG
Port Authority of Guam-Port Police Division**

Throughout our local law enforcement agencies, the Port Authority of Guam (PAG)-Port Police Division (PPD), the Guam Police Department (GPD), the Guam International Airport Authority (GIAA)-Airport Police Division (APD), together with other local enforcement agencies have since partnered to ensure safety of our roadways and enhancing the quality of life for the community of Guam to reduce crashes, injuries, and fatalities on Guam’s roadways.

In an effort to reduce speeding, crashes related to speeding, reckless driving, imprudent driving, and unsafe driving habits, the Port Police Division will implement Operation “a dai he’ hao”, (WATCH OUT!). Operation “a dai he’ hao” objectives is to target speeding, crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits along the roadways of Route 11 and 18 (Cabras Highway) and Naval Fuel Dock in Piti, Route 1 (Hagatna), Asan, and Piti, Route 2, 2A (Sumay) and Agat by providing high visibility enforcement activities throughout FY2015.

In CY2010, there were twelve (12) crashes resulting in one (1) injury. Also in CY2010, there were 49 speeding citations issued and ten (10) seat belt citations. In CY2011, there were seven (7) crashes, which resulted with five (5) injuries. In CY2012, there were 27 speeding citations, one (1) DUI arrest, and four (4) seat belt citations. In CY2013, there were 19 crashes reported with seven (7) injuries reported. In CY2013, there were eight (8) speeding citations, and one (1) seat belt citation issued.



Type of Crash	2010	2011	2012	2013	TOTAL
Total crash	12	7	16	19	54
Total injuries	1	5	5	7	18
Total Fatal crash	0	0	0	0	0

Due to a shortage of manpower, the PAG-PPD is seeking grant funding to pay overtime hours for Port Police Officers to detect and enforce the traffic violation of speeding/reckless driving and to participate on all National High Visibility Enforcement campaigns in FY2015. Current staffing level includes 26 uniformed personnel inclusive of Port Police Chief, operating on two (2) 12-hour shifts. There is a need to increase the number of uniformed capacity to remain compliant with local law enforcement, federal statutes, regulations, and qualifications. As with all other law enforcement entities, PAG-PPD must continue to be consistent with all traffic safety laws that will affect its operations, areas of jurisdictions, and safety activities along with the protection of life and property.

It is the PPD position that other factors impede their high-visibility traffic enforcement, which is the lack of specialized speed enforcement laser and radar and obtain training in Speed Detection Certification, Laser/Radar Operator Certification, Laser/Radar Instructor Certification, Ticket Citation Training, and Child Passenger Safety Technician training thereby enhancing their knowledge and skills to perform high visibility stationary enforcement activities.

In partnering with Guam Police Department, GIAA-APD, PAG-PPD, and other local and federal strategic partners, this project will address the need to increase a vehicle operator's perception of risk in being apprehended for an offense, thereby deterring the offense. Since deterrence works largely through the perception of increased risk to the violator, there is a need to extend high-visibility enforcement beyond the conventional concept of routine patrols. Currently, PPD has one (1) laser equipment provided by the GIAA-APD. The PAG-PPD will request for one (1) laser/radar equipment @ \$2,900.00 to conduct speed enforcement activities in areas PPD has jurisdiction on Guam's roadways.

CITATION/ARREST DATA:

Data	2013	2012	2011	2010	Total
Speeding	8	27	36	49	120
Seat Belts	1	4	32	10	47
Child Restraints	0	0	0	0	0
Total Citations	9	31	68	59	167
ARREST DUI	0	1	0	0	1

SOURCE: Port Authority of Guam – Port Police Division

GOALS AND OBJECTIVES:

- To increase the number of speeding citations by 5% by funding for overtime activities to conduct thirty (30) high-visibility enforcement activities to deter speeding, reckless driving, imprudent driving and unsafe driving habits targeting Route 11-Cabras Highway located in Piti, Route 1 – main highway on Guam, Asan Village, and Piti Village. Additional enforcement activities will be conducted during the HVE campaigns – Distracted Driving Awareness Month, Click It or Ticket mobilization, and Drive Sober or Get Pulled Over. **\$20,000.00 (new money)**
- To procure one (1) Speed Enforcement Laser/Radar equipment to conduct speed enforcement activities both stationary and saturation. **\$2,900.00 (new money)**
- To send one (1) Port Police Officer to attend the Police Traffic Laser/Radar Instructor Course and/or the 2015 Lifesavers Conference. **\$5,000.00 (new money)**
- To train 30% key personnel in Laser/Radar Operator Certification throughout FY2015.

Project Cost:

- Overtime: \$20,000.00
- Travel: \$5,000.00
- Equipment: \$2,900.00

TOTAL PROJECT COST: \$27,900.00

**Guam's Carry-forward Project Summary Sheet
Federal Fiscal Year 2015**

	Police Traffic Safety Fiscal Summary	Allocation
PT15-03-00OHS	Police Traffic Education Project	\$9,508.00
PT15-03-01HPD	Operation H.E.A.T. Project	\$10,459.41
PT15-03-02APD	Traffic Enforcement Project	\$10,000.00
	TOTAL PROGRAM COSTS:	\$29,967.41

**Guam's New Money Project Summary Sheet
Federal Fiscal Year 2015**

	Police Traffic Safety Fiscal Summary	Allocation
PT15-03-00OHS	Police Traffic Education Project	\$70,501.00
PT15-03-01HPD	Operation H.E.A.T. Project	\$25,000.00
PT15-03-02APD	Traffic Enforcement Project	\$0.00
PT15-03-03PAG	Operation "a dai he' hao"	\$27,900.00
	TOTAL PROGRAM COSTS:	\$123,401.00

**Total Project Summary Sheet
Federal Fiscal Year 2015**

	Police Traffic Fiscal Summary	Allocation
PT15	Carry-forward	\$29,967.41
PT15	New Money	\$123,401.00
	TOTAL PROGRAM COSTS:	\$153,368.41

TRAFFIC RECORDS (SECTION 402)

Project Title: Traffic Records Information and Management System (T.R.I.M.S.)

Project Numbers: TR15-05-01OHS

Department of Public Works-Office of Highway Safety

The Department of Public Works-Office of Highway Safety continues to develop and produce traffic crash statistics. This will facilitate data entry compatibility with an interfacing proprietary software program that produces collision diagrams automatically. The Office of Highway Safety will continue to fund one (1) Data Control Clerk II to support of the computerized traffic crash record system in order to develop highway hazard reduction programs with priorities based on benefit/cost analysis.

The Office of Highway Safety will address the current improvement made to-date and recommend new improvements and enhancements that would be necessary to keep moving the Guam Traffic Records System forward. The Office of Highway Safety and other stakeholders have continued to improve their systems to enable exchange of information but improvements are still needed in the areas of timeliness, accuracy, completeness, uniformity, and integration. The Traffic Records System includes data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the Territory.

Guam has embarked on an Island-wide Traffic Records System Development, Improvement, and Enhancements program with the inception of the Section 411 developed and deployed and has been in use for years now.

Goals and Objectives:

- To increase the timeliness of traffic citation data from the Guam Police Department that are being posted into the Judiciary of Guam court system from monthly to daily in FY2015.
- To continue to fund for one (1) Data Control Clerk II to support the computerized traffic crash record system in order to develop highway hazard reduction programs with priorities based on benefit/cost analysis. **\$6,163.00 (carry-forward) and \$33,893.00 (new money) = \$40,056.00**

The Data Control Clerk II reviews traffic crashes on the Online System Crash Analysis Reporting (OSCAR) program. She verifies the data contained in OSCAR for consistency, validity, accuracy, and completeness. She works closely with the Guam Police Department and Airport Police Division. In addition to her role as the Data Control Clerk II, she assists with the assigned Traffic Records Coordinating Committee Project Coordinator.

Project Costs:

- Salary and fringe: \$40,056.00

Total Project Costs: \$40,056.00

***Total Project Summary Sheet
Federal Fiscal Year 2015***

	Traffic Records Fiscal Summary	Allocation
TR15-05-01OHS	Program Management (Carry-forward)	\$6,163.00
TR15-05-01OHS	Program Management (New Money)	\$33,893.00
	TOTAL PROGRAM COSTS:	\$40,056.00

PAID MEDIA (SECTION 402)

Project Title: Paid Advertising

Project Numbers: PM15-16-01OHS

Department of Public Works-Office of Highway Safety

The DPW OHS M0PM15 Paid Advertisement funds will be used to continue to educate and inform the general public-at-large on highway safety issues and concerns in areas of alcohol impaired driving, and other traffic enforcement activities, occupant protection and pedestrian/bicyclist safety. Paid Advertisement is very effective, particularly in messaging outreach to Guam's versatile community. Paid Advertisement efforts will combine other program areas such as alcohol impaired driving and traffic enforcement activities. This effort is to positively impact changed behavior and a zero tolerance of traffic violations that compromises the safety of motorists, their passengers and all who travel throughout Guam's roadways. **\$12,434.99 (new money)**

By utilizing paid advertisement, the Guam OHS will effectively develop a high-exposure media campaign addressing highway safety issues. We will also address more into the awareness of sobriety checkpoints and provide accurate figure showing exactly how much of the audience reached and heard the messages and changed their behavior.

By utilizing paid media, the Guam Office of Highway Safety will effectively develop a high-exposure media campaign addressing highway safety issues. The OHS will also address more into the awareness of sobriety checkpoints and seat belt checkpoints and provide accurate figure showing exactly how much of the audience were reached and whether the messages changed their behavior.

The Office of Highway Safety will continue to fund for paid media to:

- Increase awareness on Child Safety Seat restraints, including Child Passenger Safety Week
- Increase awareness on the dangers of drinking and driving, including Drive Sober or Get Pulled Over
- Increase awareness on the dangers of distracted driving;
- Increase the rating for radio stations to reach approximately 60 percent of the island population; and
- Increase awareness on other highway safety matters.

Project Costs:

- Contractual: \$12,434.99

Total Project Costs: \$12,434.99

***Guam's New Money Project Summary
Sheet Federal Fiscal Year 2015***

	Paid Advertisement Fiscal Summary	Allocation
PM15-16-01OHS	Paid Advertisement	\$12,434.99
	TOTAL PROGRAM COSTS:	\$12,434.99

	Paid Advertisement Fiscal Summary	Allocation
PM15	New Money	\$12,434.99
	TOTAL PROGRAM COSTS:	\$12,434.99

PEDESTRIAN SAFETY

GUAM'S BICYCLE LAW (PUBLIC LAW 31-189)

"An act to add a new Chapter 27 to Title 16 of the Guam Code Annotated, relative to Bicycle Safety, and to cite the act as the "Bicycle Safety Act of 2012."

"§27102. Definitions. For purpose of this Chapter, it states in part...

- (d) Protective bicycle helmet or helmet means a piece of headgear which meets or exceeds the minimum bicycle safety standards for protective bicycle helmets set by the U.S. Consumer Product Safety Commission (CPSC), American National Standards Institute (ANSI), the American Society for Testing and Materials (ASTM), or the Snell Memorial Foundation, or which is otherwise approved by the Governor's Highway Safety Representative, or his or her designee:..."

§27103. Purpose. The purpose of this Chapter is to reduce the incidence of disability and death resulting from injuries incurred in bicycling accidents by requiring that, while riding on a bicycle on highways, streets, and sidewalks all bicycle operators and passengers wear approved protective bicycle helmets...

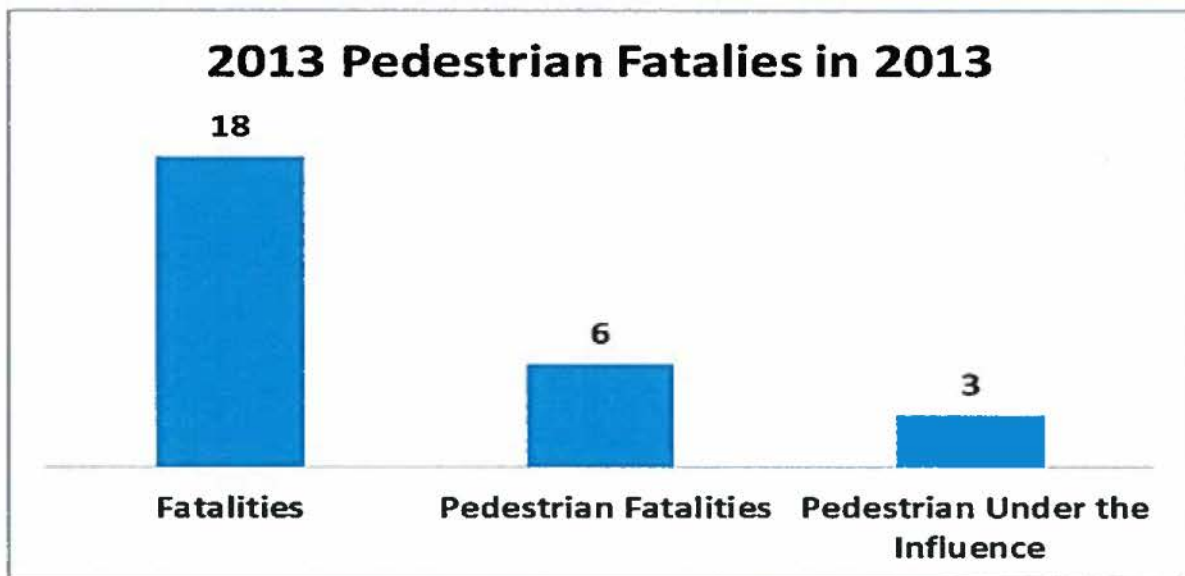
§27014. Bicycle Safety Rules and Regulations. With regard to any bicycle operated over any highway, street or sidewalk, it shall be unlawful:

- (a) For any person to operate or be a passenger on a bicycle unless at all times when so engaged such person wears a protective bicycle helmet of a good fit, and fastened securely upon the head with the straps of the helmet;...

§27105. Penalty. It states in part...

- (a) Except as provided in Subsection (b), any adult person violating any requirements set forth in §27104, commits a violation and shall be assessed a civil penalty of Fifty Dollars (\$50.00).

- (b) Upon commission of the first offense within a twelve (12)-month period under §27104(c), it shall be a defense that the accused has since the date of the violation purchased or provided a protective bicycle helmet or a restraining seat, and uses and intends to use or causes to be used or intends to cause to be used the same as the law requires.
- (c) In no event shall failure to wear a protective bicycle helmet or to secure a passenger to a restraining seat be admissible as evidence in a trial of any civil action.
- (d) A law enforcement officer observing any violation of this Chapter shall issue a warning to the violator for the first offense and a citation to the violator for the second or subsequent offense, but shall not arrest or take into custody any person solely for a violation of this Chapter..."



PEDESTRIAN FATALITIES IN GUAM, 2009-2013

	2009	2010	2011	2012	2013	TOTAL
Total Fatalities	15	16	17	16	18	82
Total Pedestrians Fatalities	4	4	3	4	6	21
Pedestrians under the influence	3	0	2	2	3	10

Project Title: Pedestrian and Bicycle Education Project
Project Number: PS15-17-01OHS
Department of Public Works-Office of Highway Safety

PERFORMANCE MEASURES: To decrease the number of pedestrian fatalities by 25% from the 2009-2013 calendar base year average of 4 to 3 by December 31, 2015.

PERFORMANCE TARGETS: The Department of Public Works-Office of Highway Safety's Pedestrian and Bicycle Safety Education Project will improve behaviors of pedestrians and drivers through education along with an effective paid and earned media events targeting school age children, young adults and residents from various countries visiting the island of Guam.

The National Highway Traffic Safety Administration (NHTSA) defines a pedestrian traffic fatality as the death of a person not in or on a motor vehicle or bicycle who is struck by motor vehicle in transport in a traffic-way or after the vehicle has run off the traffic-way (NHTSA 2009A). This includes a pedestrian on a sidewalk or a motorist changing a tire by the side of the road who is struck by a car leaving the road. Some states use slightly different definition.

Several current lifestyle trends may affect pedestrian crashes and fatalities. Both drivers and pedestrians are increasingly distracted by cell phones and other portable electronic devices. If pedestrians or motorists are distracted, the potential for crashes increases. Pedestrian crashes and fatalities occur when pedestrians and motor vehicles attempt to use the same roadway space at the same time. Both drivers and pedestrians share the same responsibility, in the sense that actions by either the driver or the pedestrian could have prevented a fatality.

The role of alcohol in pedestrian fatalities has not changed over the past five years. In CY2013, the Guam Police Department recorded a total of eighteen (18) traffic fatalities of which six (6) were pedestrians fatalities and two (2) from the six (6) were impaired pedestrians. 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 along 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 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 that come to Guam from neighboring islands such as Chuuk, Yap, Phonpei and Belau.

Goals and Objectives:

- 1) To decrease the number of pedestrian and bicycle risks of injuries and deaths in motor vehicle crashes by conducting initiatives on Pedestrian education with government agencies/departments, and partner with private sectors, community organizations by providing them with Guam's law on Pedestrian Safety.
- 2) To produce PSA's on pedestrian safety to reach a diverse and ethnic population on the island where English is their second language.
- 3) To reduce the incidence of crashes involving cyclist and pedestrians by implementing outreaches to bicyclists, motorists, and pedestrians by educating and creating safe practices.
- 4) To increase pedestrian and bicycle safety awareness to children and young adults by conducting 25 presentations in the elementary, middle, and high schools island-wide.
- 5) To procure safety helmets for all ages and safety gears (elbow pads and knee pads) to be used and demonstrated during presentations and outreaches. **\$1,500.00 (new money)**
- 6) To identify those geographic problem areas and develop public awareness countermeasures to improve pedestrian and bicycle safety.
- 7) To develop and implement island-wide paid media plan and promotional materials to educate and make the public aware of pedestrian and bicycle safety. **\$1,500.00 (new money)**
- 8) To promote bicycle helmet use for all bicyclist regardless of age.
- 9) To promote safe practices while walking, running especially for children and young adults walking to and from school.
- 10) To improve pedestrian safety for school children island-wide through the installation of additional crosswalks.
- 11) To cover 80% for salary and benefits for one (1) Administrative Assistant to administer and manage the Pedestrian and Bicycle Safety Program. **\$9,670.00**

(carry-forward) and \$40,611.16 (new money) = \$50,281.16

12) To send one (1) Program Manager/Staff to participate in off-island training and conferences, i.e., Instructor Development, Pedestrian Safety Program Management, and Data Analysis and Evaluation sponsored by Transportation Safety Institute (TSI). **\$7,000.00 (new money)**

Title	Training	Conference	Airfare	Per Diem	Total Costs
Program Staff	Pedestrian Safety		\$2,500	\$800	\$3,300
Program Staff	Data Analysis		\$2,500	\$800	\$3,300
Program Staff	Instructor Development		\$2,500	\$800	\$3,300
TOTAL AL			\$7,500	\$2,400	\$9,900

NOTE: Airfare and per diem depends on the location of the conference and per diem is based on the Federal GSA per diem rate.

Project Costs:

- Salary and Fringe: \$50,281.16
- Travel: \$7,000.00
- Contractual: \$1,500.00
- Supplies: \$1,500.00

Total Project Costs: \$9,670.00 (carry-forward) and \$50,611.16 (new money) = 60,281.16

***Total Project Summary Sheet
Federal Fiscal Year 2015***

	Pedestrian Safety Fiscal Summary	Allocation
PS15-17-01OHS	Pedestrian & Bicycle Safety (carry-forward)	\$9,670.00
PS15-17-01OHS	Pedestrian & Bicycle Safety (new money)	\$50,611.16
	TOTAL PROGRAM COSTS:	\$60,281.16

FY2015 EQUIPMENT LISTING

AGENCY	PROGRAM AREA	OBJECT CATEGORY	DESCRIPTION	AMOUNT
DPW-OHS	OP14-02-01OHS	450	PICK-UP TRUCK	\$23,590.00

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: **GUAM**

Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Inter-governmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to [FSRS.gov](https://www.fsr.gov) for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to sub-recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to sub-recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to sub-recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING**(applies to sub-recipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**(applies to sub-recipients as well as States)****Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

6/27/14

Date

CARL V. DOMINGUEZ

Printed name of Governor's Representative for Highway Safety

HIGHWAY SAFETY PROGRAM COST SUMMARY

O.M.B. No. 2127-003

U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

State: Guam Number: HSP 2015-00 Date: _____

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Current Balance	Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change		
AL15	\$196,667.00							
OP15	\$130,771.00							
PT15	153,369.00							
TR15	\$40,056.00							
PA15	104,924.00							
PM15	\$12,435.00							
PS15	\$60,282.00							
Total 402	\$698,504.00							

State Official Authorized Signature: _____

Name: Carl V. Dominguez
Title: Governor's Highway Safety Representative
Date: 6/27/14

Federal Official(s) Authorized Signature: _____

NHTSA:
Name: Christopher J. Murphy
Title: Regional Administrator
Date: _____