



THE TERRITORY OF GUAM'S  
2022 HIGHWAY SAFETY PLAN

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## Highway Safety Plan

### **NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The Territory applied for the following incentive grants:**

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



# Highway Safety Planning Process

## 2022 PLANNING CALENDAR

MONTHS	ACTIVITIES
January to March	1. Review progress and prior year programs with Department of Public Works-Office of Highway Safety (DPW-OHS) staff as well as analyze data to identify upcoming fiscal year key program areas.
	2. Review spending and determine revenue estimates.
	3. Grant application process begins for FY2022.
	4. Obtain input from partner entities and stakeholders on program direction.
	5. Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas.
April to June	1. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns.
	2. Prepares Highway Safety Plans, Sections 402 and 405 grant applications.
	3. Review of project proposals.
	4. Submit fiscal year 2022 Highway Safety Plan to Region 9 and NHTSA Headquarters.
July to August	1. Observation of the national enforcement mobilization 4th of July - the Drive Sober or Get Pulled Over" crackdown.
	2. Hold meetings with potential grantees.
September	1. Observation of the Child Passenger Safety Week. 2. Close-out of FY2021 projects. 3. Implement grants and contracts.
October to December	1. Initiate work on the 2021 Annual Report.
	2. October 2021 – Pedestrian Safety Month Campaign
	3. Observation of the Impaired Driving Crackdown - Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over.
	4. DPW-Office of Highway Safety closes out their prior fiscal year accounts.
	5. DPW-OHS collects and reviews year-end reports from its sub-grantees.

The DPW-OHS utilizes the core performance measures to guide program and project activities in justifying resources and funding allocation. The primary highway safety goal for Guam is to reduce fatalities in all program areas. The DPW-OHS applies Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW) as their primary reference in the selection of evidence-based countermeasure strategies for their HSP program areas.

## Processes Participants

Honorable Lourdes A. Leon Guerrero, Governor of Guam

Honorable Joshua F. Tenorio, Lt. Governor of Guam

Vincent P. Arriola, Director of Public Works/Governor's Highway Safety Representative

Linda J. Ibanez, Deputy Director, Department of Public Works

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

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

Rosaline Bersamin, Program Coordinator II, Department of Public Works-Office of Highway Safety

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

Van Fulgar, Program Coordinator I, Department of Public Works- Office of Highway Safety

Honorable Therese Terlaje, Speaker, 36<sup>th</sup> Guam Legislature

Honorable Jose Terlaje, Senator, 36<sup>th</sup> Guam Legislature Chairman, Committee on Public Safety, Law Enforcement and Judiciary

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

Catherine S. Castro, President, Guam Chamber of Commerce

Stephen C. Ignacio, Chief of Police, Guam Police Department

Captain Paul Sayama, Operations Chief, Guam Police Department-Guam Highway Patrol Division

Daniel Stone, Fire Chief, Guam Fire Department

Daphne Shimizu, Director, Department of Revenue & Taxation

Leevin T. Camacho, Attorney General of Guam, Office of the Attorney General

Honorable Philip Carbullido, Chief Justice of Guam, Judiciary of Guam

Jeanette Roberto, Traffic Violations Clerk. Judiciary of Guam

John Quinata, Executive Manager, Guam International Airport Authority

Rory Respicio, Executive Manager, Port Authority of Guam

Arthur San Agustin, Director, Dept. of Public Health & Social Services

Fred Chargualaf, Major, Guam Police Department - Planning Research & Development

Nicole Borja: Program Coordinator, Office of the Attorney General - Prosecution Section

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

John Q. Lizama, Court Administrator. Judiciary of Guam

Vincent Naputi, Airport Police Chief, Guam International Airport Authority

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

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

The DPW-OHS will undertake a large-scale public outreach campaign, including elevated enforcement that is relevant to the impaired driving, speed and occupant protection programs. Through their proposed campaigns, the DPW-OHS will seek to partner with the Guam Visitors Bureau, the Insurance Association of Guam, and the Automobile Association of Guam in participating with National Highway Safety Administration's (NHTSA) national highway safety campaigns.

## FFY2022 PROGRAM COST SUMMARY AND PROJECT LISTINGS

Project Number	Project Title	Agency	Funding Source	Estimated Funding Amount
<b>ALCOHOL (AL22)</b>				
AL22-01-01OHS	Alcohol & Other Drugs Countermeasures	Department of Public Works-Office of Highway Safety (DPW-OHS)	Section 402	\$ 200,096.00
AL22-01-02OHS	DUID Education and Training	DPW-OHS	Section 402	\$ 30,000.00
AL22-01-03HPD	DUI/Impaired Driving	Guam Police Department-Highway Patrol Division (GPD-HPD)	Section 402	\$ 160,000.00
AL22-01-04OAG	DUI Prosecutor	Office of the Attorney General (OAG)	Section 402	\$ 73,875.00
AL22-01-05JOG	DWI Alcohol Education Project	Judiciary of Guam (JOG)	Section 402	\$ 10,235.00
	<b>SUB-TOTAL AL22</b>			<b>\$ 474,206.00</b>
<b>Occupant Protection OP22 (402)</b>				
OP21-02-01OHS	OP Educational Outreach	DPW-OHS	Section 402	\$ 144,000.00
OP21-02-02HPD	CIOT/Operation Buckle Down	GPD-HPD	Section 402	\$ 20,000.00
	<b>SUB-TOTAL OP22</b>			<b>\$ 164,000.00</b>
<b>Occupant Protection (405B)</b>				
M1HVE22-23-01HPD	OP High Operation S.C.O.P.E.	GPD-HPD	Section 405b	\$ 20,000.00
M1TR22-27-01OHS	OP High CPS Training and Travel	DPW-OHS	Section 405b	\$ 44,000.00
M1PE22-22-01OHS	OP High Public Education - Program Management	DPW-OHS	Section 405b	\$ 32,000.00
M1CSS22-25-01OHS	CPS Inspection Stations	DPW-OHS	Section 405b	\$ 15,000.00
	<b>SUB-TOTAL SECTION 405B</b>			<b>\$ 111,000.00</b>
<b>Police Traffic (PT22)</b>				
PT22-03-00OHS	Police Traffic Education	DPW-OHS	Section 402	\$ 161,131.00
PT22-03-01HPD	Operation H.E.A.T.	GPD-HPD	Section 402	\$ 115,000.00

PT22-03-02APD	Traffic Enforcement Project	Guam International Airport Authority-Airport Police Division (GIAA-APD)	Section 402	\$	30,000.00
PT22-03-03PPD	Operation A' Dai He Hao'	Port Authority of Guam-Port Police Division (PAG-PPD)	Section 402	\$	20,000.00
	<b>SUB-TOTAL PT22</b>			<b>\$</b>	<b>326,131.00</b>
<b>Traffic Records TR22 (402)</b>					
TR22-05-01OHS	Traffic Records Information Management System (TRIMS)	DPW-OHS	Section 402	\$	70,000.00
	<b>SUB-TOTAL TR22</b>			<b>\$</b>	<b>70,000.00</b>
<b>Traffic Records (405c)</b>					
M3DA22-28-01OHS	Island-wide Traffic Safety Information System (ITSIS)	DPW-OHS	Section 405c	\$	121,386.63
	<b>SUB-TOTAL M3DA22</b>			<b>\$</b>	<b>121,386.63</b>
<b>Planning &amp; Administration (PA22)</b>					
PA22-07-01OHS	Program Management	DPW-OHS	Section 402	\$	150,000.00
	<b>SUB-TOTAL PA22</b>			<b>\$</b>	<b>150,000.00</b>
<b>Emergency Medical (EM22)</b>					
EM22-04-00OHS	EMS Education	DPW-OHS	Section 402	\$	10,000.00
EM22-04-01GFD	EMS Immobilization and Extrication	Guam Fire Department	Section 402	\$	48,000.00
	<b>SUB-TOTAL</b>			<b>\$</b>	<b>58,000.00</b>
<b>Paid Media (PM22)</b>					
PM22-08-01OHS	Paid Media	DPW-OHS	Section 402	\$	40,000.00
	<b>SUB-TOTAL PM22</b>			<b>\$</b>	<b>40,000.00</b>
<b>Pedestrian Safety PS22</b>					
PS22-06-01OHS	Pedestrian and Bicycle Safety	DPW-OHS	Section 402	\$	64,701.00
PS22-06-02HPD	3BS Enforcement Campaign	GPD-HPD	Section 402	\$	20,000.00
	<b>SUB-TOTAL PS22</b>			<b>\$</b>	<b>84,701.00</b>

<b>Distracted Driving (DD22)</b>				
DD22-10-01OHS	Distracted Driving Education	DPW-OHS	Section 402	\$ 15,000.00
	<b>SUB-TOTAL DD22</b>			<b>\$ 15,000.00</b>
	<b>TOTAL SECTION 402</b>			<b>\$ 1,382,038.00</b>
	<b>TOTAL SECTION 405B</b>			<b>\$ 111,000.00</b>
	<b>TOTAL SECTION 405C</b>			<b>\$ 121,386.63</b>
	<b>GRAND TOTAL</b>			<b>\$ 1,614,424.63</b>

## Description of Highway Safety Problems

The mission of the DPW-OHS is to prevent motor vehicle crashes and reduce fatalities and severe injuries, by providing the safest roadways possible for residents and visitors to the island. DPW-OHS aims to accomplish this through an evidence-based approach. DPW-OHS shall continue its improvements to programs which develop, promote and execute educational outreaches and enforcement initiatives relevant to highway safety.

DPW-OHS' top priorities are to reduce the number of traffic fatalities and serious injuries involved in traffic crashes. Speed and impaired driving continue to be the primary factors of traffic fatalities on Guam.

The prior analysis serves to set performance measures and determine appropriate countermeasure strategies applying the Countermeasure That Works (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017. The results of these analyses provide the basis for setting performance measures; selecting countermeasure strategies; and identifying planned activities that will be developed into projects. Likewise, sub-grantee projects are selected based on how well the applicant's proposal addresses problem identification, program targets, countermeasure strategy, project evaluation, and the proposed budget.

These are Guam's priorities, which aims to maintain and reduce traffic fatalities based on data analysis:

- Alcohol Impaired Driving traffic fatalities – increased from 5 in CY2019 to 7 in CY2020
- Speed-related traffic fatalities was maintained in CY2020 at 11
- Pedestrian traffic fatalities decreased from 6 in CY2019 to 3 in CY2020

## Data Sources and Processes

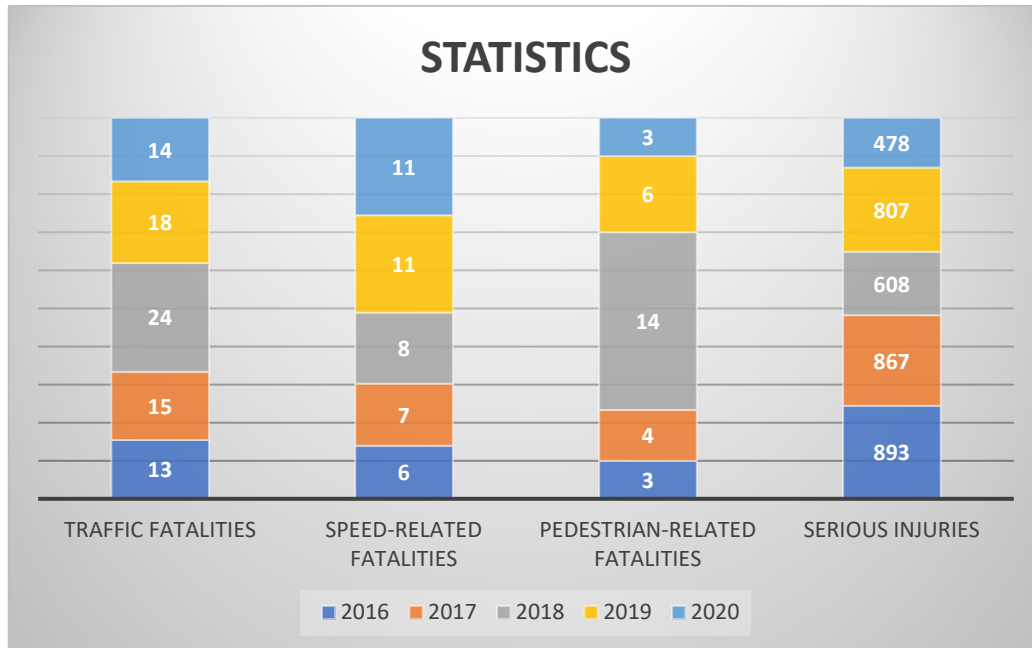
The following table identifies the performance measures used by DPW-OHS:

TYPE	PROGRAM AREA	CORE MEASURES	DATA SOURCE
OUTCOME	Alcohol (AL) Occupant Protection (OP) Police Traffic (PT) Pedestrian & Bicycle (PS)	C-1: Number of traffic-related fatalities.  C-2: Number of traffic-related serious injuries.	Crash Reporting System (CRS)  CRS and Online State Crash Analysis Reporting (OSCAR) System
OUTCOME	Occupant Protection (Sections 402 & 405b)	C-4: Number of unrestrained passenger vehicle occupant fatalities – all seat positions	CRS and OSCAR System
OUTCOME	Alcohol (AL)	C-5: Number of Alcohol Impaired fatalities	CRS
OUTCOME	Police Traffic (PT)	C-6: Number of speed-related fatalities  C-7: Number of motorcycle fatalities  C-8: Number of un-helmeted motorcycle fatalities	CRS
OUTCOME	Alcohol (AL) Occupant Protection (Sections 402 & 405b) Police Traffic (PT)	C-9: Number of drivers age 20 or younger involved in fatal crashes.	CRS
OUTCOME	Pedestrian (PS)	C-10: Number of pedestrian fatalities	CRS
OUTCOME	Bicycle Safety (PS)	C-11: Number of bicyclist fatalities	CRS
BEHAVIOR	Occupant Protection (Sections 402 & 405b)	B-1: Observed seatbelt use for passenger vehicles; front seat outboard occupant	SURVEY



In CY2019, traffic fatalities decreased from 18 in CY2019 to 14 in CY2020. Out of the 14 traffic fatalities, speed-related fatalities remained at 11, as in CY2019. Pedestrian fatalities decreased from six (6) in CY2019 to three (3) in CY2020.

The figure below uses Territory Crash Reporting System with the Guam Police Department.



The DPW-OHS will continue to develop social media and public service announcement spots, as well as print and distribute educational materials in various ethnic languages. The DPW-OHS and the Guam Police Department (GPD) will conduct an extensive and targeted public education and outreach campaign aimed at alcohol and speed and pedestrians.

The focus of the media campaign will be to educate the motorist drivers of the dangers of alcohol and drugs, speed and pedestrians.

## Methods for Project Selections

DPW-OHS will implement best practices as it relates to methods of project selection. The following methods are used to evaluate grant applications:

- 1) Prepare grant application schedule that includes: a) a timeframe wherein DPW-OHS will solicit grant applications to government entities; b) coordinators will assist the grant applicants in completing their grant applications; c) a timeframe is given to applicants to complete their grant applications; and d) a deadline is issued for the applicants to submit their grant applications.
- 2) Upon conclusion of the grant application period, the DPW-OHS will review all grant applications to determine the eligibility and qualification of each grant project. Grants will be determined based on the applicant's proposal of problem identification, program targets, countermeasure strategy, and project evaluation in addition to other required information.
- 3) Successful applicants will schedule a meeting with DPW-OHS to request changes to project scopes, measurements and budgets. Project budgets are established based on a review of data and prioritized problematic program areas and/or locations
- 4) Upon completion of review and approval, the grant applications are routed through the grant approval workflow, consisting of review and approval by the DPW-OHS' Highway Safety Coordinator, Governor's Highway Safety Representative, Bureau of Budget & Management Research (BBMR), Office of the Attorney General (OAG) and the Governor of Guam.
- 5) Once grant application are approved by all concerned, the program managers install and monitor their assigned projects in accordance with procedures established by DPW-OHS reflecting local and federal rules and regulations. DPW-OHS' program managers are required to submit quarterly report reviews indicating activities and progress. Annual reports are requested from all sub-grantees awarded a grant during that fiscal year.

## List of Information and Data Sources

The DPW-OHS obtains data necessary for the problem identification process from various data sources:

1. Online State Crash Analysis Reporting (OSCAR) System – DPW-OHS
2. Crash Reporting System (CRS) - Guam Police Department (GPD)
3. Just Ware System - Judiciary of Guam (JOG)
4. Seat Belt Observation Survey – DPW-OHS and the Guam Police Department-Highway Patrol Division (GPD-HPD)

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

Guam’s highway safety challenges are identified by analyzing available data from traffic crashes and traffic citations by reviewing the total number of citations issued the location of where traffic crashes occur and causation. This step begins by outlining the data sources used to identify problems and the persons or organizations responsible for collecting, managing and analyzing relevant data.

These data sources are described in the below table:

<b>Data Type</b>	<b>Data Set</b>	<b>Source/Owner</b>	<b>Year(s) Examined</b>
Fatality and Injury	Online State Crash Analysis Reporting (OSCAR) System  Crash Reporting System (CRS)	DPW-OHS and GPD	2016-2020
Violation	E-Citation	Judiciary of Guam (JOG) - Traffic Court Division	2016-2020
Seat Belt Use	Observation Data	DPW-OHS and GPD-HPD	2016-2020
Licensed Drivers, Registrations, and Commercial Vehicles	Division of Motor Vehicle (DMV)	Department of Revenue and Taxation (DRT)	2016-2020
Operating Under the Influence (OUI)	Crash Reporting System (CRS)	GPD	2016-2020

## GHSA/NHTSA Performance Report Chart

Performance Measure:	2022 HSP				
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/FY21 Progress Results	On Track to Meet FY21 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5 years	2017-2021	16	2015-2019 Territory 6	In progress
C-2) Serious Injuries in Traffic Crashes	5 years	2017-2021	694	2015-2019 Territory 231	In progress
C-3) Fatalities/VMT	5 years	2017-2021	Not Applicable	Not applicable	Not applicable
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 years	2017-2021	2	2015-2019 Territory 4	Not Met
C-5) Alcohol-Impaired Driving Fatalities	5 years	2017-2021	1	2015-2019 Territory 3	Not Met
C-6) Speeding-Related Fatalities	5 years	2017-2021	7	2015-2019 Territory 3	In progress
C-7) Motorcyclist Fatalities	5 years	2017-2021	1	2015-2019 Territory 1	In progress
C-8) Unhelmeted Motorcyclist Fatalities	5 years	2017-2021	0	2015-2019 Territory 1	Not Met
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 years	2017-2021	0	2015-2019 Territory 0	In progress
C-10) Pedestrian Fatalities	5 years	2017-2021	5	2015-2019 Territory 1	In progress
C-11) Bicyclist Fatalities	5 years	2017-2021	0	2015-2019 Territory 0	In progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	98.89	State Survey Territory 98.89	In progress

**Performance Measure: C-1) Number of traffic fatalities (Territory crash data files)**

**Progress: In Progress**

**Program-Area-Level Report**

Guam made progress towards its 2020 performance target from the previous fiscal year of a 5- year average of 15.8 for the years 2015 to 2019. As shown in the chart below, Guam’s fatality number for 2020 of 14 is at a low annual fatality number since 2015. During CY2020, the planned target was met as the total number of traffic fatalities in Guam was 14, compared to FY2019 of 18 fatalities.

<b>C-1</b>	2015	2016	2017	2018	2019
Annual	9	13	15	24	18
2015-2019 baseline average	15	15	15	15	16

**C-1:** Guam will reduce total traffic fatalities from 16 (2015-2019 baseline average) to 14 by December 31, 2021.

No FARS data collected in Territories. Guam is using Territory Data Source.

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**Performance Measure: C-2) Number of serious injuries in traffic crashes (Territory crash data files)**

**Progress: In Progress**

**Program-Area-Level Report**

Guam made progress toward its 2020 performance target from the previous year of a 5-year average of 800.6 for the years 2015 - 2019. As shown in the chart below, Guam’s serious injuries for 2020 of 478 is at a low number compared to 2019 of 694 and has been the lowest in the past five years.

<b>C-2</b>	2015	2016	2017	2018	2019
Annual	941	893	867	608	694
2015-2019 baseline average	1001	1001	997	934	831

**C-2:** Guam will reduce total serious injuries from 801 (2015-2019 baseline average) to 708 by December 31, 2021.

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

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**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)**

**Progress: N/A**

**Program-Area-Level Report**

Guam does not have FARS; therefore, we have no data-driven targets for this performance measure since Guam does not collect VMT.

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**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory crash data files)**

**Progress: Not Met**

**Program-Area-Level Report**

During FY2020, the planned target was not met as the total number of unrestrained passenger vehicle occupant fatalities was six (6), which was over the set target of two (2) as shown in the chart below.

<b>C-4</b>	2015	2016	2017	2018	2019
Annual	2	2	3	3	5
2015-2019 baseline average	3	3	3	3	3

**C-4:** Guam will reduce total unrestrained passenger vehicle occupant fatalities, all seat position, from three (3) (2015-2019 baseline average) to two (2) by December 31, 2021.

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

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**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory crash data files)**

**Progress: Not Met**

**Program-Area-Level Report**

In CY2020, alcohol-impaired fatalities remained at seven (7) as was in CY2019. The target of five (5) alcohol impaired fatalities was not met, as there were seven (7) fatalities in CY2019.

<b>C-5</b>	2015	2016	2017	2018	2019
Annual	6	4	3	4	7
2015-2019 baseline average	6	6	6	6	5

**C-5:** Guam will reduce alcohol-impaired driving fatalities from five (5) (2015-2019 baseline average) to four (4) by December 31, 2021.

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

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**Performance Measure: C-6) Number of speeding-related fatalities (Territory crash data files)**

**Progress: In Progress**

**Program-Area-Level Report**

The target of seven (7) speed-related fatalities was not met, as there were 11 fatalities in CY2020, which is a 57 percent increase from CY2019.

<b>C-6</b>	2015	2016	2017	2018	2019
Annual	5	6	7	8	11
2015-2019 baseline average	6	6	6	6	6

**C-6:** Guam will reduce speed-related fatalities from seven (7) (2015-2019 baseline average) to six (6) by December 31, 2021.

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

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**Performance Measure: C-7) Number of motorcyclist fatalities (Territory crash data files)**

**Progress: In Progress**

**Program-Area-Level Report**

The target of zero (0) motorcycle fatalities was not met, as there was one (1) fatality in CY2020.

<b>C-7</b>	2015	2016	2017	2018	2019
Annual	3	0	3	1	4
2015-2019 average	3	3	2	2	2

**C-7:** Guam will reduce motorcyclist fatalities from two (2) (2015-2019 average) to one (1) by December 31, 2021.

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

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**Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (Territory crash data files)**

**Progress: Not Met**

**Program-Area-Level Report**

The target of zero (0) un-helmeted motorcyclist fatalities was not met, as there was one (1) fatality in CY2020.

<b>C-8</b>	2015	2016	2017	2018	2019
Annual	3	0	2	1	2
2015-2019 baseline average	2	2	2	1	2

**C-8:** Guam will reduce un-helmeted motorcyclist fatalities from two (2) (2015-2019 average) to one (1) by December 31, 2021.

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

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**Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (Territory crash data files)**

**Progress: In Progress**

**Program-Area-Level Report**

The target of zero (0) number of drivers age 20 or younger involved in fatal crashes was not met, as there were two (2) fatalities in CY2020.



<b>C-9</b>	2015	2016	2017	2018	2019
Annual	1	0	1	0	2
2015-2019 baseline average	1	1	1	1	1

**C-9:** Guam will reduce drivers age 20 and younger involved in fatal crashes from one (1) (2015-2019 baseline average) to zero (0) by December 31, 2021.

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

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**Performance Measure: C-10) Number of pedestrian fatalities (Territory crash data files)**

**Progress: In Progress**

**Program-Area-Level Report**

The target of five (5) pedestrian fatalities was met, as Guam recorded three (3) fatalities in CY2020.

<b>C-10</b>	2015	2016	2017	2018	2019
Annual	3	3	4	14	6
2015-2019 baseline average	5	5	5	5	7

**C-10:** Guam will reduce pedestrian fatalities from six (6) (2015-2019 average) to four (4) by December 31, 2021.

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

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**Performance Measure: C-11) Number of bicyclist fatalities (Territory crash data files)**

**Progress: In Progress**

**Program-Area-Level Report**

The target of zero (0) was met DPW-OHS reported zero fatalities in CY2020.

<b>C-11</b>	2015	2016	2017	2018	2019
Annual	0	2	0	0	0
2015-2019 baseline average	0	1	1	0	0

**C-11:** Guam will reduce bicyclist fatalities by from zero (0) (2015-2019 baseline average) to zero (0) by December 31, 2021.

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

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

**Progress: In Progress**

**Program-Area-Level Report**

Core Behavior Measures

<b>B-1</b>	2015	2016	2017	2018	2019
Observed seatbelt use for passenger vehicles, front seat outboard occupants (State Survey)	91.56	90.06	90.56	92.24	96.95

Seat belt use has increased annually in Guam over the past several years rising from under 4.4 percent from 92.84 to 96.28 percent. A goal of 96.28 percent is a reasonable target based on recent trends for 2021. However, it is understood reaching 100 percent compliance is unrealistic as a small percent of the population will likely choose not to wear their seat belt.

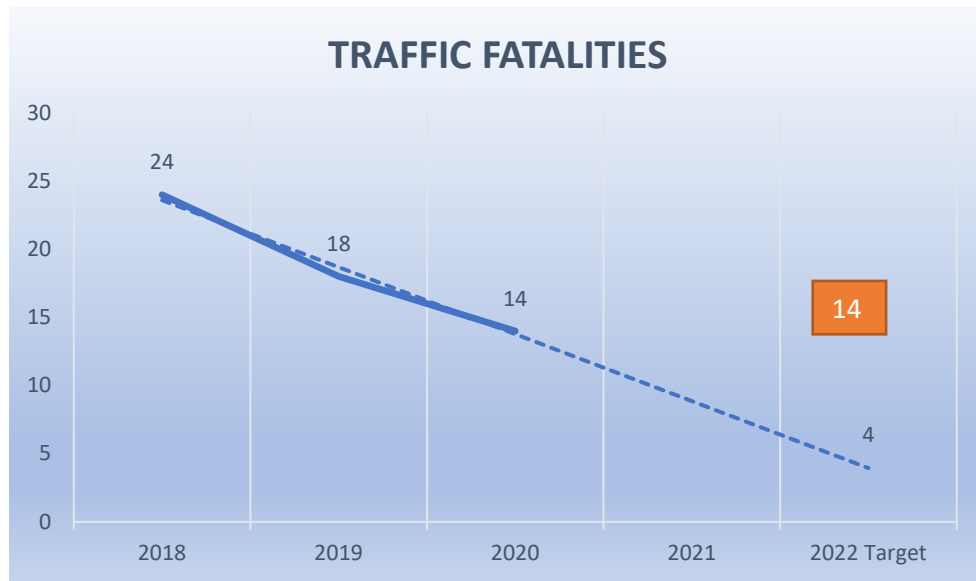
			BASE YEARS				
PERFORMANCE PLAN CHART			2015	2016	2017	2018	2019
<b>C-1</b>	Traffic Fatalities	Territory Annual	9	13	15	24	18
	Reduce total fatalities to <b>14</b> (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	15	15	15	15	16
<b>C-2</b>	Serious Injuries in Traffic Crashes	Territory Annual	941	893	867	608	694
	Reduce serious traffic injuries to <b>750</b> (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	1001	1001	997	934	831
<b>C-3</b>	Fatalities/100M VMT	Territory	N/A	N/A	N/A	N/A	N/A
	Reduce fatalities/100 MVMT to (Not Applicable) (2018 -2022 rolling average) by 2022.	5-Year Rolling Avg.	N/A	N/A	N/A	N/A	N/A
<b>C-4</b>	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Territory Annual	2	2	3	3	5
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 18 percent from 3 (2015-2019 rolling average) to 2 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	3	3	3	3	3
<b>C-5</b>	Alcohol-Impaired Driving Fatalities	Territory Annual	6	4	3	4	7
	Reduce alcohol impaired driving fatalities 27 percent from 5 (2015-2019 rolling average) to 4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	6	6	6	6	5

			BASE YEARS				
	<b>PERFORMANCE PLAN CHART</b>		<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>C-6</b>	Speeding-Related Fatalities	State Annual	5	6	7	8	11
	Reduce speeding-related fatalities by 31 percent from 7 (2015-2019 rolling average) to 4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	6	6	6	6	6
<b>C-7</b>	Motorcyclist Fatalities	State Annual	3	0	3	1	4
	Reduce motorcyclist fatalities from 2 (2015-2019 rolling average) to 1 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	3	3	2	2	2
<b>C-8</b>	Un-helmeted Motorcyclist Fatalities	State Annual	3	0	2	1	2
	Reduce un-helmeted, motorcyclist fatalities 9 percent from 2 (2015-2019 rolling average) to 1 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	2	2	2	2	1
<b>C-9</b>	Drivers Age 20 or Younger involved in Fatal Crashes	State Annual	1	0	1	0	2
	Reduce drivers age 20 and younger involved in fatal crashes by 100 percent from 1 (2015-2019 rolling average) to zero (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	1	1	1	1	1
<b>C-10</b>	Pedestrian Fatalities	State Annual	3	3	4	14	6
	Reduce pedestrian fatalities by 28 percent from 6 (2015-2019 rolling average) to 4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	5	5	5	5	7

			BASE YEARS				
PERFORMANCE PLAN CHART			2015	2016	2017	2018	2019
<b>C-11</b>	Bicyclist Fatalities	State Annual	0	2	0	0	0
	Maintain bicyclist fatalities at 0 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	.2	.2	1	1	.4
			2016	2017	2018	2019	2020
<b>B-1</b>	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	90.06	90.56	92.24	96.95	96.95
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2 percentage points from 96.95 in 2019 to 98.89 percent by 2022.						
<b>D-1</b>	To conduct a survey to gather information about distracted driving and other traffic safety behaviors. This first-time positive culture survey will serve as a baseline for future statewide surveys similar to the Annual Attitudinal Survey conducted every fiscal year.	Attitudinal Survey					
	Decrease the percentage of self-reported distracted driving survey from five percent to 4 percent in FY2022.						
<b>E-1</b>	Decrease the extrication process from 20 minutes to 10 minutes, thus increasing the survivability of those involved in traffic crash.						

		BASE YEARS				
PERFORMANCE PLAN CHART		2015	2016	2017	2018	2019
	Equipping all our Fire Stations with battery operated extrications tools will help facilitate our Departments Mission Statement, Vision and Goals.					
<b>T-1</b>	<p>Island-wide Traffic Safety Information System (ITSIS) Maintenance and Support.</p> <p>To support the reduction of fatalities and serious injuries on Guam’s roadways to achieve the island’s goal of Target Zero by providing timely, accurate, complete, uniform, integrated, and accessible traffic records data.</p>					

**Performance Measure: C-1: Number of traffic fatalities (Territory crash data files)**



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

**As of May 2021, Guam recorded six (6) traffic fatalities.**

**Performance Target Justification:** Guam’s target of 14 is justified based on the projected linear trend line using 5-year moving averages indicated in the graph above. The trend line is too optimistic, projecting a target of 4 for FY2022. Instead, Guam chose a target 14 to be more realistic.

The DPW-OHS will achieve its target by continuing to fund overtime to GPD-HPD to combat the increasing number of traffic fatalities on Guam’s roadways by conducting stationary checkpoints and saturation patrol activities throughout FY2022.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-1) Number of traffic fatalities (Territory Crash Data Files)- 2022	Numeric	14	5 Years	2018-2022

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**Performance Measure: C-2: Number of serious injuries in traffic crashes (Territory crash data files)**



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

**As of May 2021, Guam recorded 231 serious injuries.**

**Performance Target Justification:** Guam will aggressively seek new and innovative projects and programs, utilizing problem identification to direct enforcement efforts, engaging with partners and stakeholders of unrepresented populations and high visibility enforcement in multiple traffic challenges, the numbers of serious injuries increased. However, total fatality numbers were down.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-2) Number of serious injuries in traffic crashes (Territory crash data files) 2022	Numeric	199	5 Years	2018-2022

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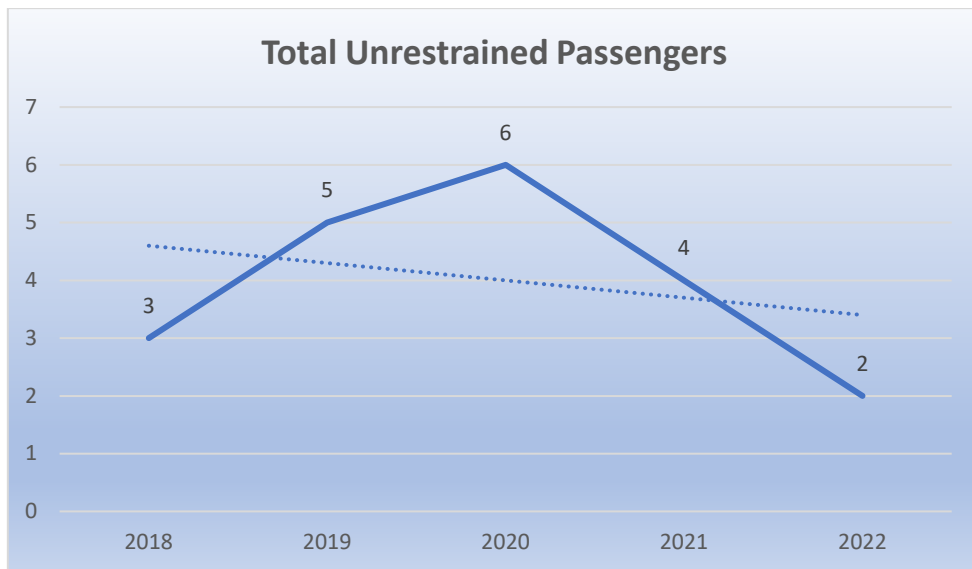


**Performance Measure: C-3: Fatalities/VMT (FARS, FHWA)**

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-3) Fatalities/VMT (FARS, FHWA)-2022	Numeric	Not Applicable	5 Years	2018-2022

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**Performance Measure: C-4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory crash data files)**



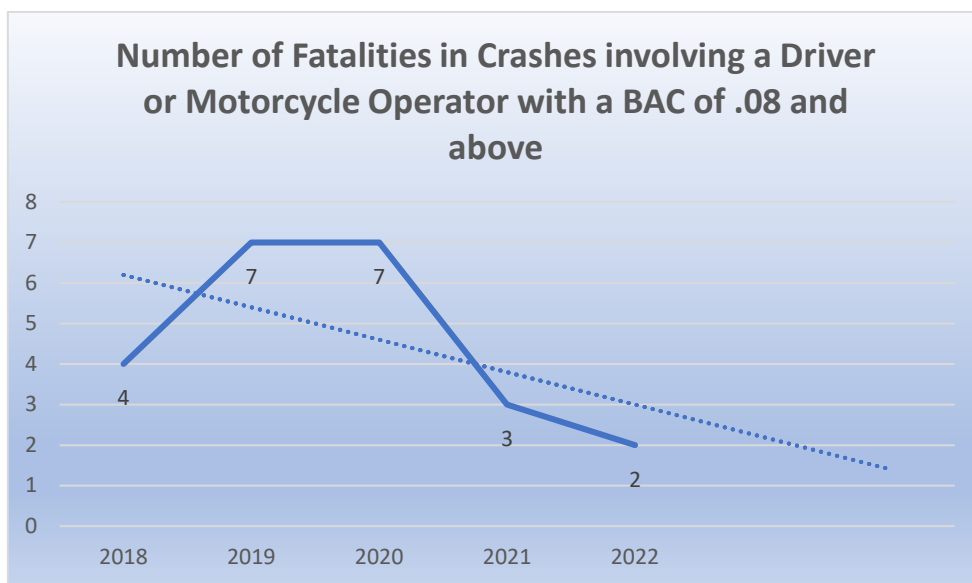
**No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.**

**As of May 2021, Guam recorded four (4) unrestrained passenger vehicle occupant fatality.**

**Performance Target Justification:** The DPW-OHS will continue to fund educational/outreach activities and overtime enforcement activities (stationary checkpoints and saturation patrol) for the GPD-HPD and decrease the number of unrestrained passenger vehicle occupant fatalities in all seat positions on Guam’s roadways.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory Crash Data Files) 2022	Numeric	2	5 Years	2018-2022

**Performance Measure: C-5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory crash data files)**



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

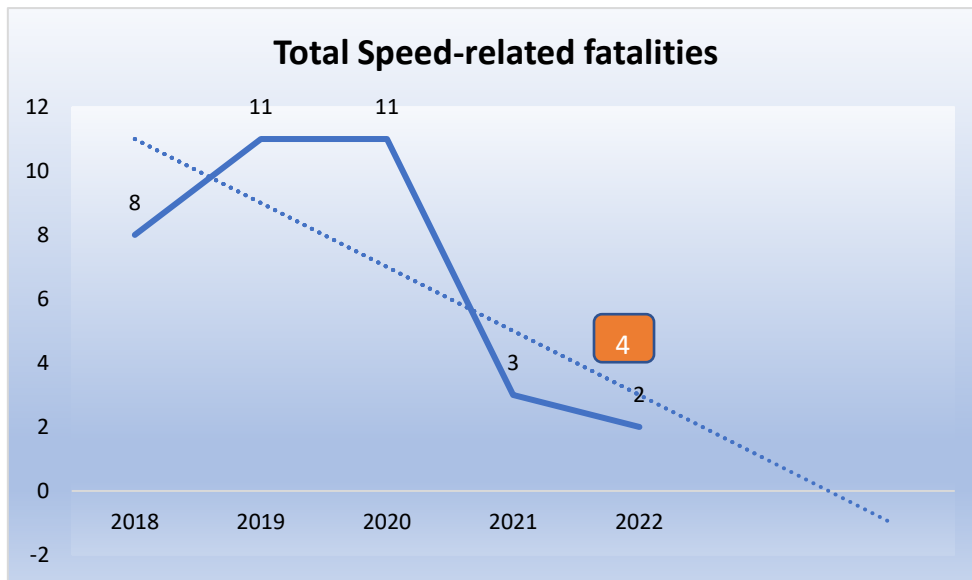
**As of May 2021, Guam recorded three (3) crashes involving a driver or motorcycle operator fatalities with a BAC of .08 and above.**

**Performance Target Justification:** DPW-OHS will continue to fund Impaired Driving projects in FY2022 to reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above on Guam’s roadways.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory Crash Data Files) 2022	Numeric	2	5 Years	2018-2022

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**C-6: Number of speeding-related fatalities (Territory crash data files)**



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

**As of May 2021, Guam recorded three (3) speed-related fatalities.**

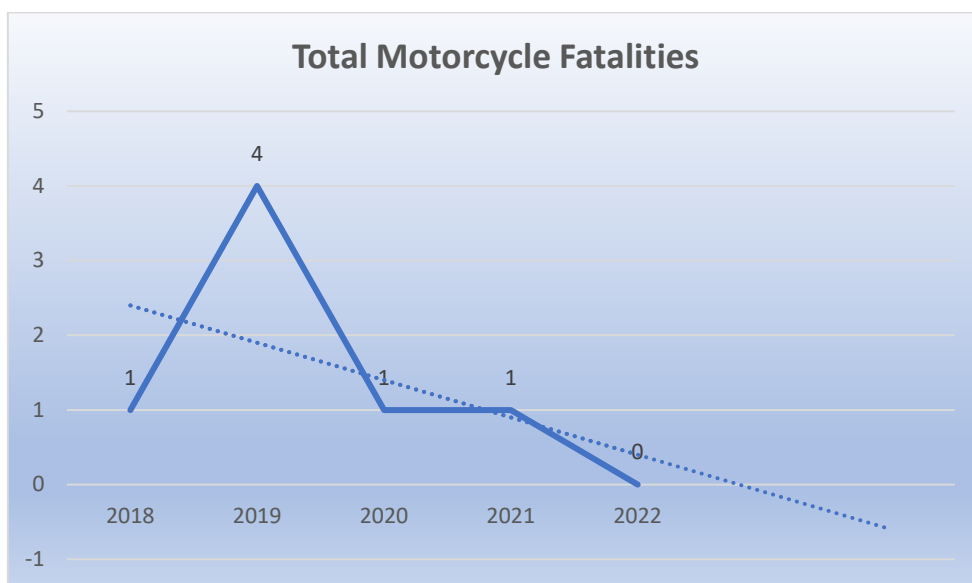
**Performance Target Justification:** Guam’s target of nine (9) is justified based on the projected linear trend line using 5-year moving averages indicated in the graph above. The trend line is too optimistic, projecting a target of 2 for FY2022. Instead, Guam chose a target of four (4) to be more realistic.

The DPW-OHS will achieve its target by continuing to fund overtime to GPD-HPD to combat the increasing number of traffic fatalities on Guam’s roadways by conducting stationary checkpoints and saturation patrol activities throughout FY2022.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-6) Number of speeding-related fatalities (Territory Crash Data Files) 2022	Numeric	9	5 Years	2018-2022

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**Performance Measure: C-7: Number of motorcyclist fatalities (Territory crash data files)**



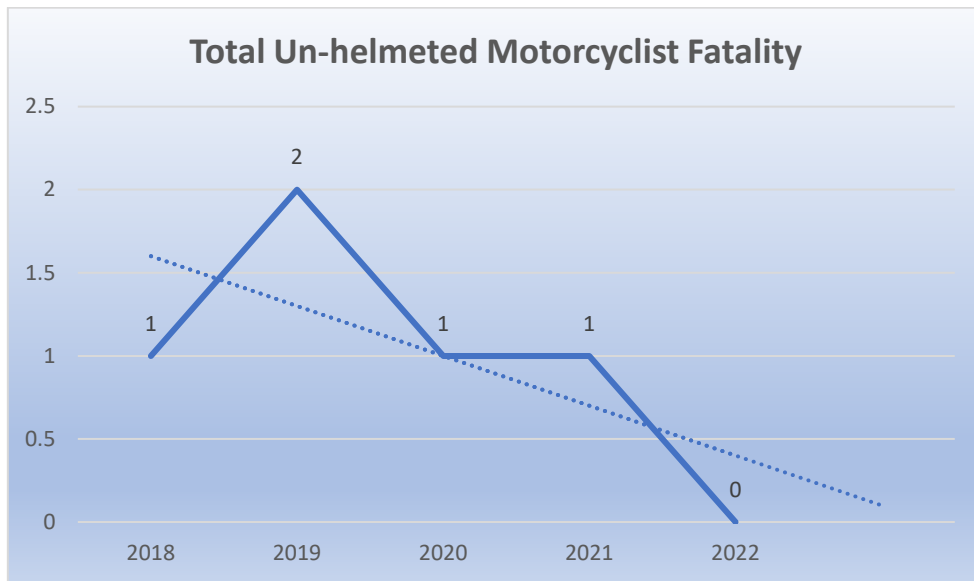
**No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.**

**As of May 2021, Guam recorded one (1) motorcycle fatality.**

**Performance Target Justification:** The DPW-OHS will continue to fund priority programs identified in FY2022 Highway Safety Plan to decrease the number of motorcyclist fatalities on Guam’s roadways.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-7) Number of motorcyclist fatalities (Territory Crash Data Files) 2022	Numeric	0	5 Years	2018-2022

**Performance Measure: C-8: Number of un-helmeted motorcyclist fatalities (Territory crash data files)**



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

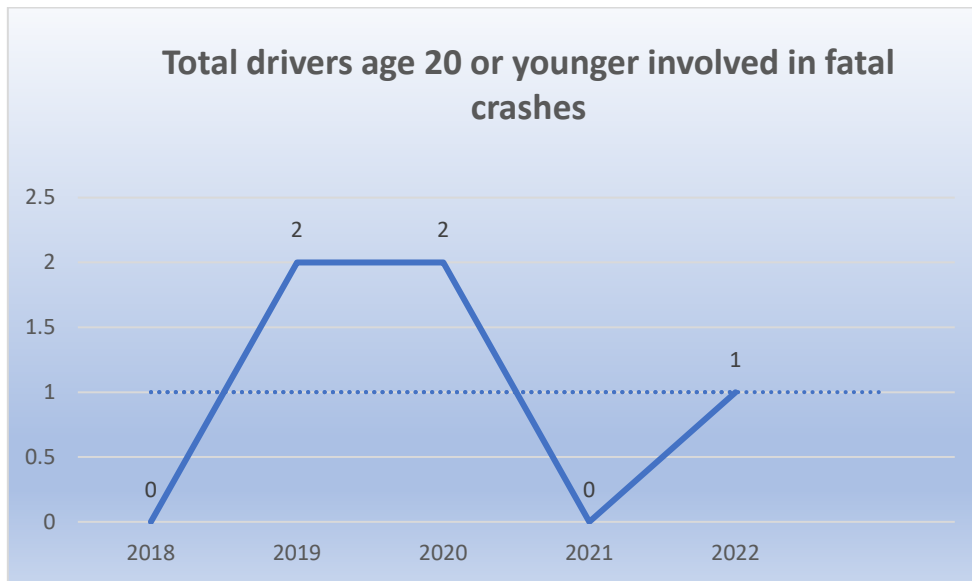
**As of May 2021, Guam recorded one (1) un-helmeted motorcycle fatality.**

**Performance Target Justification:** The DPW-OHS will continue to fund priority programs and projects identified in FY2022 Highway Safety Plan and decrease the number of un-helmeted motorcycle fatalities on Guam’s roadways.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-8) Number of un-helmeted motorcyclist fatalities (Territory Crash Data Files) 2022	Numeric	0	5 Years	2018-2022

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**Performance Measure: C-9: Number of drivers age 20 or younger involved in fatal crashes (Territory crash data files)**



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

**As of May 2021, Guam there has been no fatal crashes involving drivers age 20 or younger.**

**Performance Target Justification:** The DPW-OHS will continue to fund priority programs and projects identified in Guam’s 2022 Highway Safety Plan and maintain the number of drivers age 20 or younger involved in fatal crashes on Guam’s roadways.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-9) Number of drivers age 20 or younger involved in fatal crashes (Territory Crash Data Files) 2022	Numeric	1	5 Years	2018-2022

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**Performance Measure: C-10: Number of pedestrian fatalities (Territory crash data files)**



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

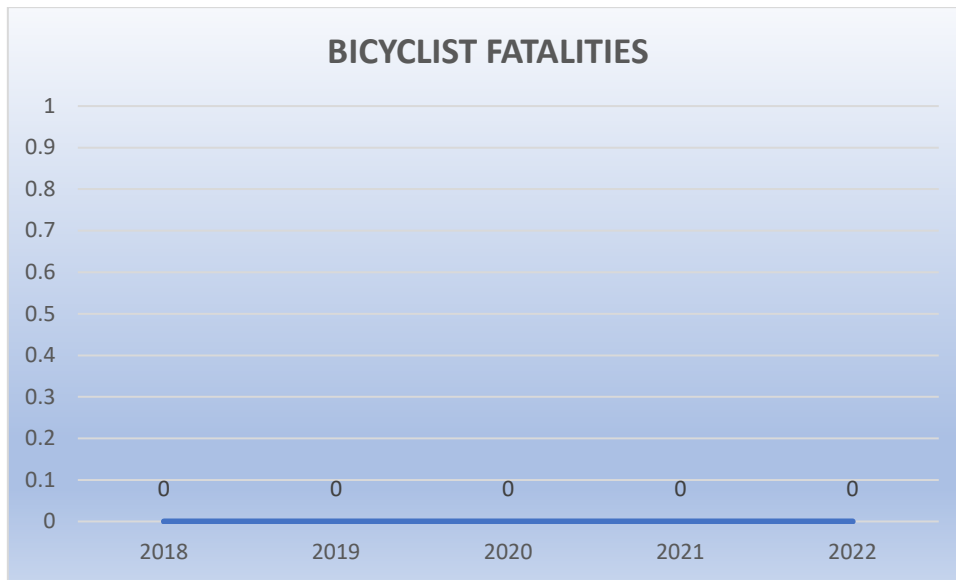
**As of May 2021, Guam recorded one (1) pedestrian fatality.**

**Performance Target Justification:** Guam’s target of one (1) is justified based on the projected linear trend line using 5-year moving averages indicated in the graph above. The trend line is too optimistic, projecting a target of 0 for FY2022. Instead, Guam chose a target of one (1) to be more realistic. The DPW-OHS will achieve its target by continuing to fund overtime to GPD-HPD to combat the increasing number of traffic fatalities on Guam’s roadways by conducting stationary checkpoints and saturation patrol activities throughout FY2022.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-10) Number of pedestrian fatalities (Territory Crash Data Files) 2022	Numeric	1	5 Years	2018-2022

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**Performance Measure: C-11: Number of bicyclist fatalities (Territory crash data files)**



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

**As of May 2021, Guam has recorded 0 bicyclist fatality.**

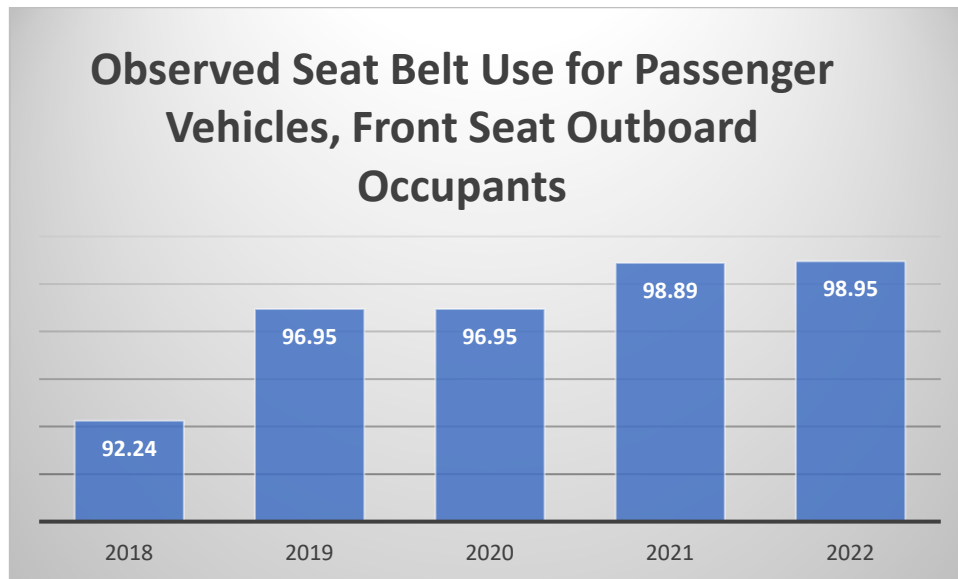
**Performance Target Justification:** The DPW-OHS will continue to fund Pedestrian and Bicycle Projects in FY2022 to educate pedestrian and bicyclists on the importance of utilizing crosswalks and the Guam Bicycle Law.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-11) Number of bicyclist fatalities (Territory Crash Data Files) 2022	Numeric	0	5 Years	2018-2022

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



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

**In FY2021, Guam applied the NHTSA waiver and used the 2019 Seat Belt Observational Survey of 96.95 for 2020.**

**Performance Target Justification:** To increase the observed seat belt use of front seat outboard occupants in passenger vehicles annually by 2 percentage point from 96.95 to 98.89 by December 31, 2022. The DPW-OHS will continue to conduct educational outreach and fund for overtime enforcement activities to maintain OP High Usage on seat belt.

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Years</b>
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2022	Percentage	98.89	5 Years	2018-2022

**Performance Measure: D-1) Distracted Driving Survey**

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

**Performance Target Justification:** To conduct a survey to gather information about distracted driving and other traffic safety behaviors. This first-time positive culture survey will serve as a baseline for future statewide surveys similar to the Annual Attitudinal Survey conducted every fiscal year.

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**Performance Measure: E-1) Extrication Process**

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

**Performance Target Justification:** Decrease the extrication process from 20 minutes to 10 minutes, thus increasing the survivability of those involved in traffic crash.

Equipping all Guam’s Fire Stations with battery operated extrication tools will improve the response time to a crash scene. The average response time for a GFD Unit equipped with the battery-operated extrication tools will take about seven to ten minutes; however, even with the valuable time lapsed due to geographic location of the crash site, the differentia time will be made up with expediently deployable battery-operated extrication tools.

.....  
**Performance Measure: T-1) Island-wide Traffic Safety Information System (ITSIS) Maintenance and Support**

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

**Performance Target Justification:** To support the reduction of fatalities and serious injuries on Guam’s roadways to achieve the island’s goal of Target Zero by providing timely, accurate, complete, uniform, integrated, and accessible traffic records data.

# PROGRAM AREAS

## PROGRAM AREA: COMMUNICATIONS (MEDIA)

### DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

During calendar year 2020, Guam experienced a total of 14 fatalities, three (3) fatalities in the northern area; seven (7) fatalities in the central area; and four (4) fatalities in the southern area. Eleven were attributed to speed, seven (7) for impaired driving, three (3) for pedestrians, one (1) for motorcyclist and six (6) for unrestrained driver/passenger. An ongoing area of concern in FY2020 regarding highway safety reflects data of increases in occurrences of speed related crashes. Data consistently show that auto fatalities, drivers age 20 - 24 and 30 - 34, and pedestrians are dying in motor vehicle crashes at a higher rate than others.

Guam's situation is intensified by an influx of Federated States of Micronesia (FSM) community where alcohol consumption is a celebration affordable and cheaper versus their home island. This presents a unique challenge for Guam's DPW-OHS which aims to curtail residents' and visitors' safety/impaired driving culture through public outreach, enforcement of relevant laws, as well as publicizing the dangers associated with impaired driving and unrestrained passengers.

An aggressive public education campaign combined with high-visibility and sustained enforcement is proven to impact driver behavior. The DPW-OHS will continue to market social media programs and focus on all of the behavioral program areas including adult and child occupant protection, pedestrian safety, speed and aggressive driving, distracted driving and impaired driving. The DPW-OHS will contract with an advertising and marketing agency to strategize and create a firm plan of action to have the right insight, awareness, and protocol of postings, branding awareness, and market to our community for education and overall support. For FY2022, DPW-OHS will concentrate on more social and digital media, and new PSA's for young drivers, speeding, and impairment focusing on 20-24 and 30-34 years old, age group and an added concentration on mature drivers. The fatalities can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the

roadways. Threats to the public safety on the road are still present today and are evolving with time and culture. Therefore, the public must be educated about the dangers and virtues of making the right choices on the roads now more than ever.

### ASSOCIATED PERFORMANCE MEASURES

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	<b>C-6) Number of speeding-related fatalities (Territory\Crash Data Files)</b>	2022	2018-2022	9
2022	<b>C-10) Number of pedestrian fatalities (Territory Crash Data Files)</b>	2022	2018-2022	1

### COUNTERMEASURE STRATEGY: Highway Safety Office Program Management PROGRAM AREA: Communications (Media)

#### PROJECT SAFETY IMPACTS:

Safety prevention messages will be conveyed through mediums such as radio, television advertisements, and social media (Facebook and Instagram) throughout the Territory. The countermeasures were selected with the purpose of continuing DPW-OHS' mission to reduce crashes, serious injuries and fatalities.

The following media formats will be considered for reaching target audiences in the community:

- 1) Media markets that serve areas where there are a high number of speeding, alcohol and pedestrian- related crashes will be targeted. High crash points are identified on Guam's Routed roads – Routes 1, 3, 4, 8, 10, and 16. This strategy was taken from "NHTSA's Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW) - 5.2 Mass-Media Campaigns Countermeasure.
- 2) DPW-OHS will work with a contractor specializing in advertising and marketing to strategize and create a plan of action to create and develop the social media arena to bring awareness and education to the community. Media insertion and management is the key to ensure that messaging is in the right target

demographics and areas. Constant and consistent visibility is critical in ensuring that the mission is achieved.

- 3) DPW-OHS will continue to procure and produce educational materials in various languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Micronesian audiences.

## **Strategies**

The main objective and goal of the DPW-OHS' in FY2022 is the communication initiative to introduce a high-visibility communication and outreach plan through social media. Social media is a strong and high visible component in an outreach to bring awareness and education to the community. Media insertion and management is the key to ensure that messaging is in the right target demographics and areas conducive to our mission. This strategy is based on Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW).

## **RATIONALE**

According to NHTSA, effective high visibility communications and outreach are an essential part of successful highway safety programs. Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition.

## **PLANNED ACTIVITY: Paid Media**

### **PLANNED ACTIVITY NUMBER: PM22-08-01OHS**

### **PLANNED ACTIVITY DESCRIPTION:**

This project will fund paid media (television, radio, print, digital, social) associated with all of the DPW-OHS programs and NHTSA High Visibility Enforcement campaigns. Expenses include the services of an advertising and marketing contractor to handle all campaign development, purchase of radio, television, social and print media. In FY2021, we created a 60" television ad that incorporated all programs, i.e., alcohol, speed, distracted driving, seat belt and child passenger safety, bicycle and pedestrian. In FY2022, we plan to increase our social and digital presence; and add even more new PSA's for speeding and impaired for 20-24 and 30-34 years old drivers.

Evaluate and assess Media coverage generated by public outreach tactics (e.g., press releases/conference, mall displays, campaigns), including channel, estimated

audience reach/impressions (anticipated, at the most, 2000 impressions), tone (e.g., neutral, positive, negative), and value/advertising equivalency.

### FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Paid Advertising	<b>\$40,000.00</b>

## PROGRAM AREA: DISTRACTED DRIVING (SECTION 402)

### DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Distracted driving is believed to be one of the leading causes of crashes nationwide, but is the most difficult to obtain data for. Guam has seen an increase of drivers utilizing their cell phones, though there is a law that restricts drivers from using their cell phones. Distracted driving data has only recently been reported by Guam's Judiciary of Guam-Traffic Violations Bureau, for the reason of inattention, which is believed to be grossly under reported for many reasons. Although distractions encompass many behaviors, electronic device is most often targeted.

### ASSOCIATED PERFORMANCE MEASURES

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	<b>C-2) Number of serious injuries in traffic crashes (Territory\Crash Data Files)</b>	2022	2018-2022	199

### COUNTERMEASURE STRATEGY: Highway Safety Office Program Management

#### PROGRAM AREA: Distracted Driving

#### PROJECT SAFETY IMPACTS:

Guam drivers are banned from using cell phones while driving through its Public Law 31-194. First offense will result in a fine of no less than \$100.00. Repeat offenders will receive a fine of \$500.00 and if the violation results in a traffic collision, the fine would be no less than \$1,000.00 with the possibility of having their driving privileges revoked.

DPW-OHS will continue to conduct educational outreaches to elementary, middle and high schools on the dangers of cell phones and texting; distribute brochures on Guam's distracted driving law; and present documentary videos at school outreaches in FY2022.

## **RATIONALE**

Aside from enforcement, education campaigns will be used as one of the proven countermeasures available to us.

This is a countermeasure from NHTSA's Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW).

- 1.2 – Cell Phone and Text Messaging Laws
- 2.2 – Communications and Outreach on Distracted Driving

## **PLANNED ACTIVITY: Distracted Driving Education**

### **PLANNED ACTIVITY NUMBER: DD22-10-01OHS**

#### **PLANNED ACTIVITY DESCRIPTION:**

- This is a distracted driving prevention campaign that will be conducted with GPD-HPD and other law enforcement agencies. The campaign includes an annual survey to measure the success of the project and an educational campaign using traditional and social media to inform the public about the dangers of the distracted driving
- To encourage participation by law enforcement agencies to conduct Distracted Driving Enforcement Operation during the National Distracted Driving Awareness month and compile statistics upon completion of this campaign. NOTE: No grant funded enforcement funds will be used.
- Evaluate and assess media coverage generated by public outreach tactics (i.e., press releases, conferences, mall displays, campaigns), including channel, estimated audience reach/impressions (anticipated, at the most, 2000 impression), tone (i.e., neutral, positive, negative), and values/advertising equivalency.
- To partially fund personnel costs @ 10 percent share cost for one (1) Administrative Support to monitor the distracted driving project in all aspects.
- Fund travel costs for DPW-OHS staff (meeting, conferences, and training) and/or sub-grantees (training and conferences) to attend off-island meeting/conferences/training on Distracted Driving.



- Conduct at the most four (4) educational outreaches to middle and high schools on the dangers of cell phones and texting and distribute brochures on Guam’s distracted driving law. Present documentary videos at school outreaches.
- Coordinate with our media contractor to schedule production of DPW-OHS’ highway safety commercials and broadcast them on social media to promote distracted driving messages in support of education efforts to reduce distracted driving occurrences.

### FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	402 Public Education Distracted Driving	<b>\$15,000.00</b>

# PROGRAM AREA: EMERGENCY MEDICAL SERVICES

## DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The Guam Fire Department (GFD) is mandated to respond to all traffic crashes with injuries and fatalities; all traffic related fire emergencies; and non-emergencies. Currently, GFD has 12 Fire Stations and three (3) Rescue Units located at the northern, central, and southern part of the island. At the Fire Stations, there's only one (1) Engine Unit that is equipped with hydraulic driven extrication tools, which that engine unit is stationed on the southeast side of the island. Of the three (3) Rescue Units, the first unit has the complete battery-operated extrication tools and is stationed at the northern part of island, the second unit has a combination of hydraulic and battery-operated extrication tools and is located in the central part of the island and the third unit stationed at the Agat Marina, has all hydraulic driven extrication tools assigned to the southwest side of the island, which cover the villages of Santa Rita, Agat, Umatac, Merizo, Inarajan, and Talofoto.

To date, the Central and Northern Rescue Unit have battery-operated extrication tools. When an auto crash occurs in the southern part of the island, it takes the Agat Rescue Unit response time approximately 10 minutes or more, depending on the location of the crash, to arrive at the scene and about another 4-5 minutes just to set up the old hydraulic extrication tools. Once tools are set up, it could take up to 10-15 minutes to complete the extrication evolution depending on the degree of entrapment and mangled vehicle parts, which would roughly take about 25 minutes if you go with the maximum times. Providing the Agat Rescue Unit with the battery-operated extrication tools, will reduce the response time in half.

Keep in mind, every minute counts and every car crash will present challenges differently, the battery-operated tools simplify and make operations quicker and the end results for the victim(s) survivability greater.

Gas powered hydraulic tools dare not to be compared to the battery-operated tools. The battery-operated tools are in service within two minutes or less of an apparatus arriving on scene, they immediately get into the extrication process. The battery-

operated tools make an extrication process (with hydraulic driven tools may take up to 20 minutes to remove the victim) time cut in half. They are easily taken off the apparatus and instantly placed into service at the scene of a traffic crash that may occur on Guam’s highways thus, increasing the survivability of those involved in a traffic crash.

**ASSOCIATED PERFORMANCE MEASURES**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-2) Number of serious injuries in traffic crashes (Territory crash data files)	2022	2018-2022	199

**COUNTERMEASURE STRATEGY: Highway Safety Office Program Management**

**PROGRAM AREA: Emergency Medical Services**

**PROJECT SAFETY IMPACTS:**

The trend in overall data shows yearly increases occurring. This only supports the need for GFD to have functional equipment and training to provide better quality of life saving services to the public. By virtue of public law, GFD must provide emergency medical services to the people of Guam. GFD firefighters are also certified EMT’s with the National Registry of Emergency Medical Technicians

Geographically, the engine and rescue units are far spread for an expedient emergency response. The end result of this dilemma would be the general public traveling on the highways of Guam and are involved in a traffic crash where vehicle extrication tools are needed to remove them from their mangled vehicle will be delayed. The long-term goal is to replace the old and problematic hydraulic tools with the new battery-operated extrication tools. The existing hydraulic tools are well over 11 years old and are either constantly being repaired or many have been deemed beyond repair. The technological advancement that backs up the battery-operated extrication tools, make them lighter, stronger, smaller and more reliable, with no cumbersome hoses, power units, or hydraulic and fuel issues to be concerned with at a scene. They are easily taken off the apparatus and instantly placed into service at

the scene of a traffic crash that occurs on Guam's highways thus, increasing the survivability of those involved in a traffic crash. The GFD-EMS will improve communication for emergency response and dispatch; increase education and involvement in transportation safety; develop and support integrated EMS and transportation safety programs; facilitate rapid response, treatment, and transport of vehicle crash victims and maintain efforts to ensure ambulances are appropriately equipped and staffed with up-to-date technology and equipment.

## **RATIONALE**

Fatalities and serious injuries from motor vehicle crashes would continue and may even rise without continuous and ongoing education and training for first responders and emergency medical technicians.

### **PLANNED ACTIVITY: Ems Education**

#### **PLANNED ACTIVITY NUMBER: EM22-04-00OHS**

#### **PLANNED ACTIVITY DESCRIPTION:**

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. The DPW-OHS will provide educational outreaches targeted to all age groups to raise awareness of traffic safety laws by focusing on the dangers of alcohol and drugs, not wearing seat belts, speeding, pedestrian, and using cell phones.

- Promote the coordination and involvement of emergency services into transportation safety and injury prevention efforts.
- Work in coordination through EMS Commission members at meetings to collaborate and improve transportation safety related to trauma medical care and associated EMS/Trauma programs on Guam.
- Maintain representation at the Guam's Emergency Medical Services Commission meetings.

#### **Countermeasure Strategies:**

- To fund personnel costs for one (1) Administrative Support to monitor the EM22 Educational project in all aspects.

- To fund materials and supplies for the operation of this project.
- To fund contractual services to print educational materials on Emergency Medical Services i.e., the dangers of alcohol and drugs, unrestrained vehicle occupants, and distracted driving.
- Improve communication for emergency response and dispatch.
- Increase education and involvement of EMS in transportation safety.
- Develop and support integrated EMS and transportation safety programs.
- Continue to provide pediatric trauma education.
- Enhance communication interoperability in an effort to decrease incident response time.
- To facilitate rapid response, treatment, and transport of vehicular crash victims
- Maintain efforts to ensure ambulances are appropriately staffed and equipped
- Utilize patient care data to make improvements in patient care
- Continue efforts to implement statewide trauma system

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Emergency Medical Services	<b>\$10,000.00</b>

## PLANNED ACTIVITY: EMS Immobilization and Extrication

### PLANNED ACTIVITY NUMBER: EM22-04-01GFD

#### PLANNED ACTIVITY DESCRIPTION:

The overall goal is to provide the GFD with necessary equipment and training to respond to all traffic related crashes and be able to properly and safely extricate all traffic victims who are trapped or unable to remove themselves from a vehicle. This project will:

- 1) Procure one (1) S788E2 eDraulic Cutter with 3 EXL Batteries and the 110-volt adapter package to be used at the Rescue #3 Fire Stations located in Agat.
- 2) Procure one (1) SP555E2 eDraulic Spreader 28" with 3 EXL Batteries and the 110-volt adapter package to be used at the Rescue #3 Fire Station

located in Agat. This unit/package is used for cutting high-strength steel of today and tomorrow's vehicles. When severe traffic related crashes occur, the metals have a propensity to crush and distort in a manner where the occupants become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide emergency medical care and immediate transport to a medical facility.

- 3) Reduce overall traffic related injuries and fatalities by September 30, 2022.
- 4) Conduct training for all personnel of the new battery powered extrication tools and any new extrication techniques.
- 5) Cover travel costs (airfare, per diem, and registration) to send one (1) GFD representative off-island to attend the 2022 Lifesavers Conference and Traffic Records Forum.

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Emergency Medical Services	<b>\$48,000.00</b>

## MAJOR PURCHASES AND DISPOSITIONS

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
S788E2 eDraulic Cutter package	1	\$19,000.00	\$19,000.00	\$19,000.00	\$19,000.00
SP555E2 eDraulic Spreader package	1	\$19,000.00	\$19,000.00	\$19,000.00	\$19,000.00

## **PROGRAM AREA: IMPAIRED DRIVING (DRUG AND ALCOHOL)**

### **DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

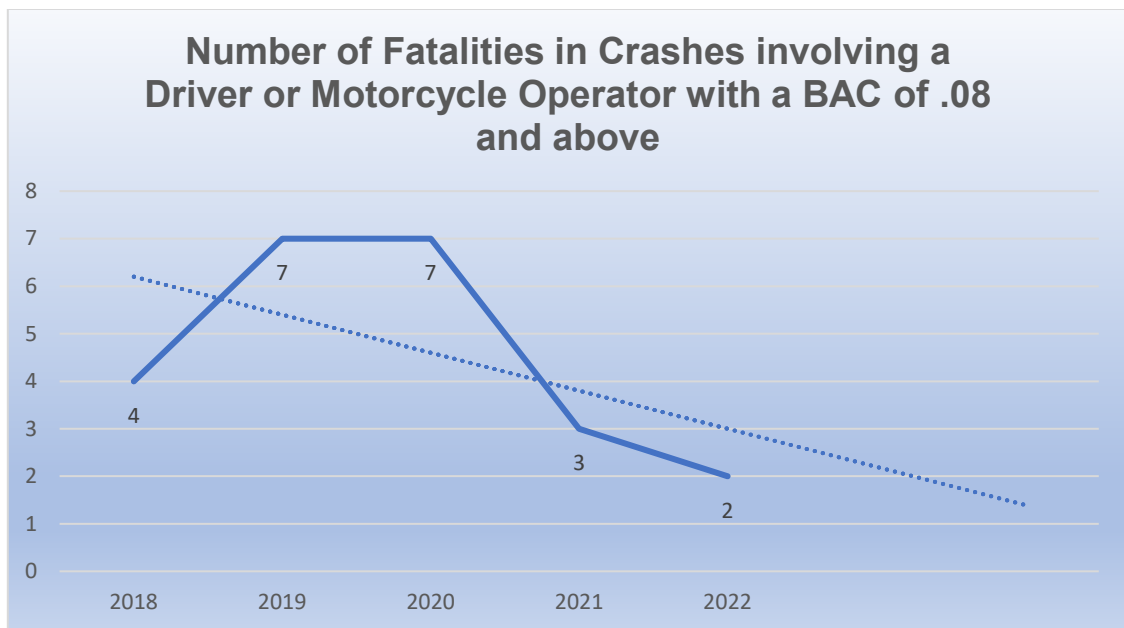
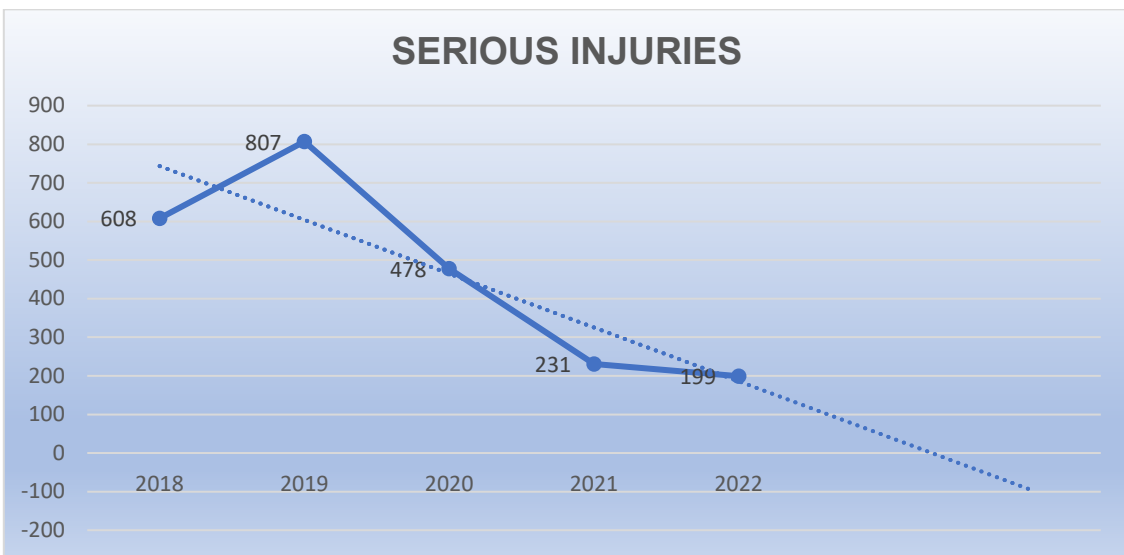
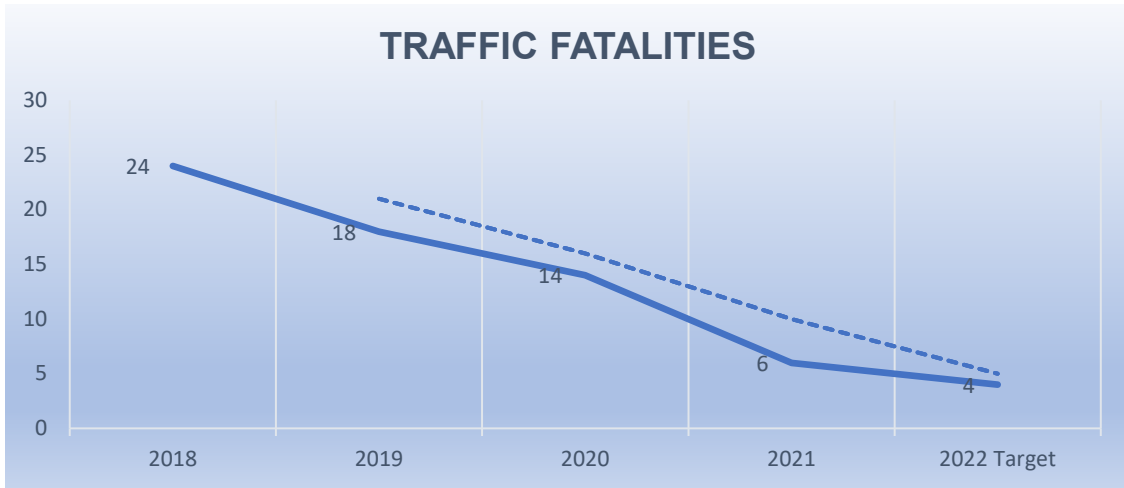
Approximately 17.24% of all fatalities involved an alcohol driver. While 82.76% of all drivers involved in fatal crashes .08 (BAC), were operating under the influence with a high proportion of male drivers involved.

The median age of drivers operating under the influence in fatal crashes was 33, meaning half of the impaired drivers were younger than 33 and half were older. One-quarter of all drivers operating under the influence were between the ages of 18 and 24, and one-quarter were between the ages of 24 and 30.

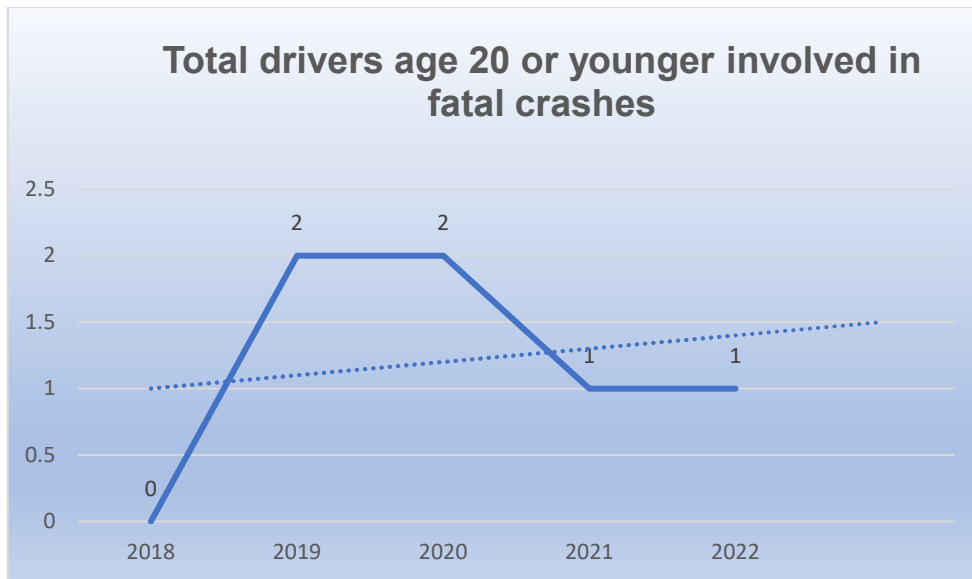
The average days of the week the crashes occur is mid-week from Tuesday, Thursday, and Saturday, during the times of 6:00 p.m. – 12:00 a.m. While 12% of non-DUI fatalities occur in the month of December, only 3% of DUI fatalities occur during December, suggesting that drivers take more care during this time to not drink and drive.

### **ASSOCIATED PERFORMANCE MEASURES**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-1) Number of traffic fatalities (Territory crash data files)-2022	2022	2018-2022	14
2022	C-2) Number of serious injuries in traffic crashes (Territory crash data files)-2022	2022	2018-2022	199
2022	C-5) Number of Fatalities in Crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory crash data files)-2022	2022	2018-2022	2
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (Territory crash data files)-2022	2022	2018-2022	1







#### **Analysis from Roadway and Crash Specific Data:**

- Most crashes are occurring between the hours of 6:00 pm through 12:00 am.
- Most crashes are occurring on Tuesdays, Thursdays and Saturdays.
- Most crashes are occurring in the central areas of the island.
- In most crashes, the causation of the crash was alcohol and speed.

#### **Driver Specific Data:**

Crashes are occurring involving drivers who are:

- Majority males
- Between the ages of 20-24 years old and 30-34 years old.
- Traveling in excessive speed.

#### **Fatal Crash Facts**

- There were 29 DUI fatal crashes involving 24 impaired drivers between 2016 and 2020.
- 17.24% of all fatalities involved an impaired driver.
- 82.76% of all drivers involved in fatal crashes were impaired.

#### **Countermeasure Strategies in Program Area:**

- Deterrence: Enforcement
- Enforcement of Drug-Impaired Driving

- Impaired Driving High Visibility Enforcement
- Impaired Driving Program Administration Judicial Education
- Enforcement Training Sobriety Checkpoints

**STRATEGIC PROCESS:**

1. Identification of problem area based on data analysis with high DWI crashes.
2. A location within that area will be selected as a staging area for the officers and vehicles participating in the enforcement.
3. Officers from different divisions within GPD, (HPD, Neighborhood Patrol, Special Operations, Detention, and Police Reserves) will be assigned a task (Rovers, Processing Transport, and Logistics).
4. Rovers will saturate the area of operation and locate suspected DWI Motorists and conduct SFST and administer the Portable Breath Tester (PBT). Suspects who failed the SFST and PBT, will be transported to staging area and logistics.
5. Suspected DWI operators will be relinquished to processing officers who will administer rights advisement, interview, (report of alcohol influence form), implied consent and breath, blood, or urine test. Rovers will in turn return to saturation enforcement. DRE's will conduct an evaluation if the arrestee is suspected to be impaired by a substance other than alcohol.
6. Suspects will then be turned over to transporting officers who will transport the arrestees to the Hagatna Detention facility for booking and confinement.

<b>Law Enforcement</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Total serious traffic injuries	893	867	608	694	*478
Total traffic fatalities	13	15	24	18	*14
Total DUI fatalities	4	3	5	7	7
Total DUI arrest (grant funded and non-grant funded)	482	129	438	369	*255

**\* Due to the COVID 19 pandemic, the Governor of Guam issued Executive Order 2020-10, that included road closures on the main roadways.**

**DUI PROSECUTION**

Historically, Guam has had a high volume of alcohol related driving offenses and fatalities based on the data collected on car crashes. Alcoholism on Guam is one of

the leading causative factors contributing to community problems as the use of alcohol on island is prevalent and far reaching.

The Office of the Attorney General's Prosecution Division continues to prosecute DUI/DWI cases in Guam over the past six (6) years. The DWI Treatment Court Program has sustained a significant impact on recidivism compare to the alternative (probation, jail, and/or prison). Between 1991 and 2017, the rate of drunk driving fatalities per 1000 people decreased by nearly 50 percent. For drivers, 21 and younger, the rate decreased by 68 percent.

<b>TYPE</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
DUI referred from Guam Police Department	351	333	353	341	255
DUI filed	373	356	365	248	218
DUI convictions	319	205	271	262	125

Based on statistical data collected for Fiscal Year 2020, the highest percentage of convicted drunk drivers were between the ages of 30 to 39 years old, followed by 21 to 29 years old.

Alcohol control policies appear to be related to declines in adult and youth binge drinking, although Guam's rates remain higher than in the Unites States. In addition, more data collection and analysis of statistical data are needed to validate if the passage of the recreational Marijuana Law (Public Law 32-35) and reckless driving offenses that mirror alcohol-related offenses will significantly impact the safety of the community on Guam's highways and roadways. Notably, a crash on Guam equates to costs to the government for emergency vehicle fuel, medical supplies, damage to public/private property and unpaid medical/hospital bills. Any loss of life or injury sustained in a traffic crash due to alcohol and drug impairment is unacceptable.

## **DWI COURT**

In 2017, arrest rates for DUI were highest among individuals from the Freely Associated States (the Federated States of Micronesia (Pohnpei, Chuuk, Kosrae, and Yap), the Republic of Palau, and the Republic of the Marshall Islands) encompassing

61% of total arrests with the second highest arrests occurring within the CHamoru<sup>1</sup> community at 15%.

Since implementing the DWI Treatment Court (DWITC) program in 2017, there have been 446 defendants screened by prosecutors for legal eligibility. Of those, 161 were found legally eligible and referred to DWITC for further screening, and 95 chose not to enter the program. All DWITC participants are referred to Driving with Care Level II, the treatment curriculum used in the program.

The DWI Treatment Court serves eligible defendants charged with Driving While Intoxicated (DWI) and Driving Under the Influence (DUI) offenses. Treatment aims to improve the participants' quality of life by providing holistic supervised treatment to reduce recidivism. Forty-three participants entered the program in 2019. The program had three graduations, and 11 participants successfully graduated.

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<sup>1</sup> Guam Public Law 33-236; Guam CHamoru Orthography

## DRIVING WITH CARE STATISTICS

ENGLISH	Oct-19	Nov-19	Dec-19	Total 1st Qtr.	Jan-20	Feb-20	Mar-20	Total 2nd Qtr.	Apr-20	May-20	Jun-20	Total 3rd Qtr.	Jul-20	Aug-20	Sep-20	Total 4th Qtr.	Overall Totals
Processed	7	23	44	74	19	0	18	37	0	0	6	6	1	16	0	17	134
Completed	2	15	27	44	12	0	12	24	0	0	2	2	0	12	0	12	82
Non-Compliant	5	8	17	30	7	0	6	13	0	0	4	4	1	4	0	5	52
CHUUKESE	Oct-19	Nov-19	Dec-19	Total 1st Qtr.	Jan-20	Feb-20	Mar-20	Total 2nd Qtr.	Apr-20	May-20	Jun-20	Total 3rd Qtr.	Jul-20	Aug-20	Sep-20	Total 4th Qtr.	Overall Totals
Processed	9	3	0	12	0	4	0	4	0	0	0	0	0	0	0	0	16
Completed	6	0	0	6	0	1	0	1	0	0	0	0	0	0	0	0	7
Non-compliant	3	3	0	6	0	3	0	3	0	0	0	0	0	0	0	0	9

## **COUNTERMEASURE STRATEGY: Drug Recognition Expert (Dre) Training**

### **PROGRAM AREA: Impaired Driving (Drug and Alcohol)**

#### **PROJECT SAFETY IMPACTS:**

Driving Under the Influence (DUI) refers to operating or attempting to operate a motor vehicle while affected by alcohol and/or drugs, including prescription drugs, over-the-counter medicines, or illicit substances. Guam's impaired driving program focuses on individuals operating a motor vehicle under the influence of alcohol, .08 BAC and above and/or drugs. DPW-OHS impaired driving programs provides guidance and funding for various impaired driving countermeasures that include DUI enforcement activities, and awareness and education campaigns.

In addition to this project, Guam will be able to train and certify more officers in SFST/ARIDE to become highly effective officer skilled in the detection and identification of persons impaired and/or drugs.

#### **RATIONALE**

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017.

- 1. Alcohol and Drug Impaired Driving
  - 7.2 Drug-Impaired Driving Laws
  - 7.3 Education Regarding Medications

#### **PLANNED ACTIVITY: DUID Education and Training**

##### **PLANNED ACTIVITY NUMBER: AL22-01-02OHS**

#### **PLANNED ACTIVITY DESCRIPTION:**

Impaired Driving continues to be the largest challenge facing Guam, especially with the drug "ice" crisis and the new legalization of marijuana laws. DPW-OHS Alcohol Program Coordinators will ensure that all of Guam's approaches to address impaired driving are implemented island-wide. The coordinators' purpose includes assisting the law enforcement agencies with proper training in conducting a successful sobriety checkpoint by sending program coordinators to conferences, meetings, and/or trainings and sub-grantees to conferences and trainings relating to DUID; ensure alcohol and drug testing procedures and protocols are in place; increase the number of SFST/ARIDE and maintain Guam's three (3) DRE certification; and increase the enforcement of impaired driving.

## FUNDING SOURCE

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Alcohol	\$30,000.00

## COUNTERMEASURE STRATEGY: DWI Court Project

### PROGRAM AREA: Impaired Driving (Drug and Alcohol)

#### PROJECT SAFETY IMPACTS:

The Judiciary of Guam proposes to continue its facilitation of its “Driving with Care” (DWC) Education Program, which aims to help clients prevent future driving while impaired by alcohol or other drugs from reoccurring, which helps prevent recidivism. The DWC Program is facilitated through the Probation Division’s Alternative Sentencing Office (ASO). The DWC Program helps to prevent future patterns of alcohol or other drug use -- that have caused problems and discomfort for clients in the past leading them to impaired driving – helping to prevent relapses.

A total of 1,365 participants were referred to the English-language DWC Program since its implementation, and 278 participants were referred to the Chuukese-language DWC Program.

As the COVID-19 Worldwide Pandemic began, the Judiciary of Guam was forced to assess innovative ways to continue meeting its goals. Like many of its services, programs servicing participants, clients, and the general public migrated to virtual platforms. The DWC Program was also able to successfully migrate a majority of its classes through a shared Zoom license, allowing participants to continue their treatment journey. ASO staff remained flexible and understanding of how COVID-19 impacted its participants in different ways. Accommodations remain available, in line with current restrictions, for individuals unable to participate via teleconference classes.

## RATIONALE

DPW-OHS believes that the DWI court project is an integral part of the overall impaired driving program.

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017.

- 4. Deterrence: DWI Offender Treatment, Monitoring, and Control (4.1 through 4.5).

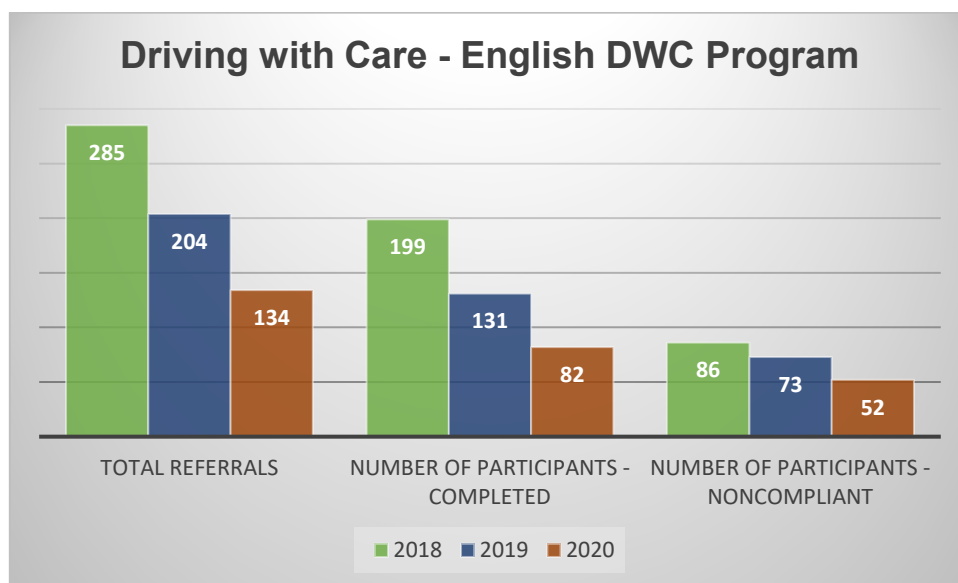
## PLANNED ACTIVITY: DWI Alcohol Education Project

### PLANNED ACTIVITY NUMBER: AL22-01-05JOG

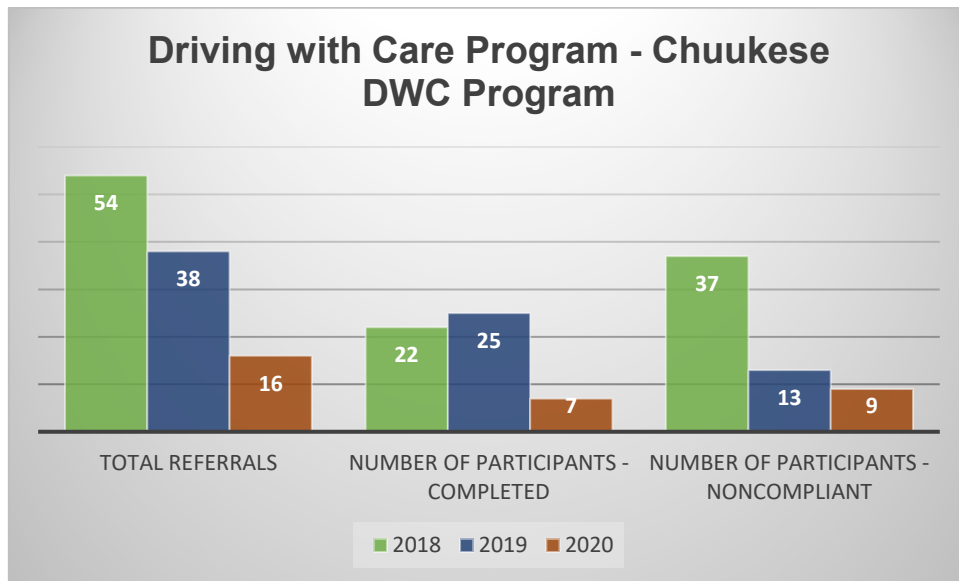
#### PLANNED ACTIVITY DESCRIPTION:

The Judiciary’s Probation Services Division continues to facilitate the “Driving with Care” Education Program. The Driving with Care program is to help clients to prevent future driving while impaired by alcohol or other drugs – to prevent recidivism. This will also prevent future pattern of alcohol or other drug use that has caused the client problems and discomfort in the past and lead them to impaired driving – to prevent relapses.

A total of 1,365 participants were referred to the English-language Driving with Care (DWC) Program since its implementation and a total of 278 participants were referred to the Chuukese-language DWC Program.







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

**The DWI Alcohol Education Project will:**

- Fund costs for virtual training with the appropriate software license for video conferencing access;
- Fund travel costs (airfare, per diem, and registration), if virtual training is not available, to send a newly assigned DWI Judge and/or Probation Division’s Alternative Sentencing Office staff to attend the DWI Court-related training and/or conferences which will enable them to build capacity within the Judiciary;
- Although the DWI Court’s focus began with alcohol, with the more recent passage of Public Law 35-5, the Guam Cannabis Industry Act of 2019, marijuana has been legalized for recreational purposes on Guam. The Judiciary seeks to purchase at least two (2) substance abuse impaired vision goggles to add to its inventory, increasing its effectiveness at outreach events and raising public awareness and education about the risks of DWI. In addition, to include educational messaging sign boards to be used at their outreach displays.

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Alcohol	\$10,235.00

## COUNTERMEASURE STRATEGY: Highway Safety Office Program Management PROGRAM AREA: Impaired Driving (Drug and Alcohol)

### PROJECT SAFETY IMPACTS:

Impaired Driving Program Management is necessary for an Impaired Driving Program. The Impaired Driving Program Management supports a variety of strategies to target individuals driving under the influence of drugs and alcohol as well as fatigued and distracted drivers. Under this countermeasure strategy, the coordinators will work in conjunction with the sub-grantees to ensure the success of Impaired Driving Enforcements.

Training is also an essential part of the Coordinator's responsibility to ensure that the understanding of the program guidelines and best practices are followed and enforced.

### RATIONALE

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017.

- 1-1 Alcohol-Impaired Driving Laws
- 1-5 Strategies to Reduce Impaired Driving
- 5.2 Mass Media Campaigns

### PLANNED ACTIVITY: Alcohol and Other Drugs Countermeasures

#### PLANNED ACTIVITY NUMBER: AL22-01-01OHS

#### PLANNED ACTIVITY DESCRIPTION:

Costs under this project include allowable expenditures for salaries and travel for highway safety program staff to attend trainings, meetings, and/or conferences and/or sub-grantees to conferences and trainings. Costs also include general expenditures for operating costs e.g., printing, supplies, contractual services; office equipment i.e., one laptop, one desktop; equipment for sub-grantee, i.e. dry gas for intoximeter; and major equipment to support sub-grantee in their DUI project – see Major purchases and dispositions below.

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Alcohol	<b>\$200,096.00</b>

## MAJOR PURCHASES AND DISPOSITIONS

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Intoximeter	1	\$9,500.00	\$9,500.00	\$9,500.00	<b>\$9,500.00</b>
Light Tower	1	\$15,000.00	15,000.00	\$15,000.00	<b>\$15,000.00</b>

## COUNTERMEASURE STRATEGY: Highway Safety Prosecutor (DUI)

### PROGRAM AREA: Impaired Driving (Drug and Alcohol)

#### PROJECT SAFETY IMPACTS:

Today, Driving Under the Influence/Driving While Intoxicated or in some cases Impaired (DUI/DWI) offenses form the second highest volume of criminal cases filed in the Superior Court of Guam (Judiciary of Guam). These offenses are second only to domestic violence crimes. Every day, these traffic related offenses have a harmful effect on the community and impact upon the lives of the victims and offenders and continue to make our roads and streets unsafe for law abiding drivers, their passengers, and pedestrians. Alcohol related driving offenses on Guam include Driving While Intoxicated (DWI) with no driver's license, DWI/Open Container, Driving Under the Influence (DUI), DUI with a Blood Alcohol Content (BAC), DUI with injuries, and DUI Vehicular Homicide. From 2018 through 2020, Driving While Impaired (DWI) reported cases has continued to be on the top three offenses charged overall as reported by the Superior Court of Guam.

The Office of the Attorney General will continue its partnerships with the Guam Police Department and the Superior Court of Guam. These two entities are critical for they serve as the enforcement and adjudication components of the criminal justice system for alcohol-crime cases and issues.

The trend in overall data shows yearly increases. Controlling alcohol abuse and its consequence on Guam presents both a public health and a cultural challenge. Data from the Behavioral Risk Factor Surveillance System (BRFSS) reveals that both heavy drinking and binge drinking are significantly higher among adults on Guam as compared to the United States. Alcohol-related motor vehicle crashes remain the most visible social consequence of alcohol abuse. If left untreated, alcoholism and/or addiction affects not only the individual, but the community as a whole.

The Office of the Attorney General will continue to seek and increase successful prosecutorial efforts to DWI arrests and prosecutions in 2022 by a moderate rate between 3%-5% as reported from previous years.

## **RATIONALE**

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017.

- 1. Deterrence: Laws
- 1.2 Open Container
- 1.3 High-BAC Sanctions
- 1.4 BAC Test Refusal Penalties
- 1.5 Alcohol-Impaired Driving Law Review
- 3. Deterrence: Prosecution and Adjudication

## **PLANNED ACTIVITY: DUI Prosecutor**

### **PLANNED ACTIVITY NUMBER: AL22-01-04OAG**

#### **PLANNED ACTIVITY DESCRIPTION:**

The Office of the Attorney General continues to support and assist law enforcement in making our roads and streets safe by prosecuting reckless and alcohol related driving offenses. Thus, the Office of the Attorney General seeks funding for a prosecutor's personnel costs not to exceed 1040 dedicated work hours in the prosecution efforts of DUI/DWI and other traffic related cases. The Office of the Attorney General seeks to dedicate a senior level attorney (Attorney IV) to handle DUI/DWI cases in the DUI Court of the Judiciary of Guam. Funds support direct and dedicated DUI/DWI activities of one prosecutor, and costs of appropriate software license for video conferencing access.

The Office of the Attorney General plans to increase the number of successful prosecutions of DUI/DWI cases in subsequent fiscal years by continuing to partially fund for one (1) DUI Prosecutor to handle the number of traffic DUI/DWI Alcohol, Drug, or Combo cases received from law enforcement agencies and by the number of DUI/DWI convictions through September 30, 2022.

The assigned DUI/DWI Prosecutor and/or authorized designee (alternate representative) will attend the annual NADCP conference training; provide in-service training to law enforcement and allied professionals upon return from the NADCP conference, as practical or before the end of the grant period.

### **FUNDING SOURCES**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>
2021	NHTSA 402	Alcohol	<b>\$73,875.00</b>

### **COUNTERMEASURE STRATEGY: Impaired Driving Task Force**

#### **PROGRAM AREA: Impaired Driving (Drug and Alcohol)**

#### **PROJECT SAFETY IMPACTS:**

An analysis of data gathered from the 255 DUI arrest cases for CY2020 occurred in the central routed roadways with the northern side being second. Most of the arrests occurred between the hours of 6:00 p.m. – 12:00 a.m. during the week days of Tuesdays, Thursdays and Saturdays. Drivers arrested rank between the ages of 21 to 34 years old.

#### **RATIONALE**

Sustained enforcement is a proven deterrent to bad driving behavior like impaired driving. Guam law enforcement agencies are understaffed and short of resources, making it difficult for them to cover traffic enforcement on regular basis. The recent COVID-19 pandemic was part of the negative impact on law enforcement staffing and the ability to participate in the Highway Visibility Enforcement activities and conduct enforcement.

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017.

- 2.1: Publicized Sobriety Checkpoint Programs
- 2.2: High-Visibility Saturation Patrols
- 2.3: Breath Test Devices
- 2.4: Passive Alcohol Sensors
- 2.5: Integrated Enforcement

**PLANNED ACTIVITY: DUI/Impaired Driving**

**PLANNED ACTIVITY NUMBER: AL22-01-03HPD**

**PLANNED ACTIVITY DESCRIPTION:**

The GPD-HPD will conduct seven (7) DUI checkpoints at seven (7) hours per checkpoint with nine (9) officers, to include two (2) sergeants, and if inclement weather arises, then DUI saturation enforcement will take its place at one of the high crash areas. These areas are identified “hotspots” located within the villages of Hagatna, Tamuning, Tumon, Dededo and Yigo. In addition, GPD-HPD will train other law enforcement agencies on Guam, such as the Guam Airport Police, and Guam Port Authority Police in Standardized Field Sobriety Tests Course and Intoximeter EC/IR II Breath Analyzer Instrument.

**This project will support the following:**

- Dedicated overtime costs for GPD’s law enforcement personnel that will participate in impaired driving enforcement details and checkpoints including those that support NHTSA’s national campaigns in August and December (Holiday Season). In addition, aside from the two national campaigns, and based on analysis of crash and fatality data involving alcohol and drugs, other enforcements will be performed at other high crash areas during the fiscal year.
- To ensure adequate equipment is availed for effective enforcement activities, procurement one (1) Light Tower and one (1) DUI Van are being requested. There is a need of a DUI Van for the GPD-HPD. The current DUI Van is no longer operable and has meet its lifespan of over 10 years. This DUI Van will be used during GPD-HPD’s DUI stationary checkpoints. The DUI Van will also be used as an educational tool to inform the public about the dangers and penalties for impaired driving.

### FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Alcohol	<b>\$160,000.00</b>

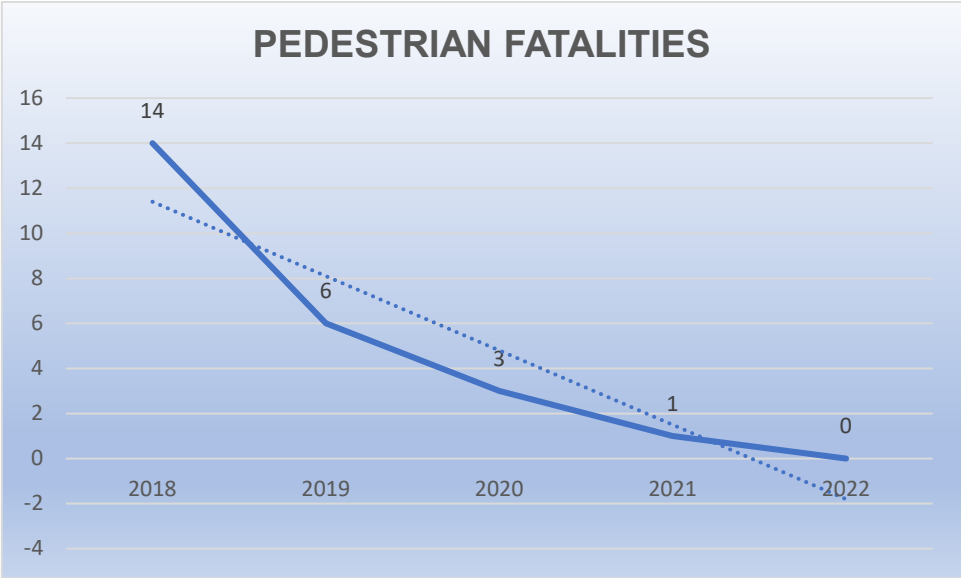
### MAJOR PURCHASES AND DISPOSITIONS

Equipment with a useful life of more than one year and an acquisition cost of **\$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
DUI Van	1	\$120,000.00	\$120,000.00	\$120,000.00	<b>\$120,000.00</b>

# PROGRAM AREA: NON-MOTORIZED (PEDESTRIANS AND BICYCLIST)

## DESCRIPTION OF HIGHWAY SAFETY PROBLEMS



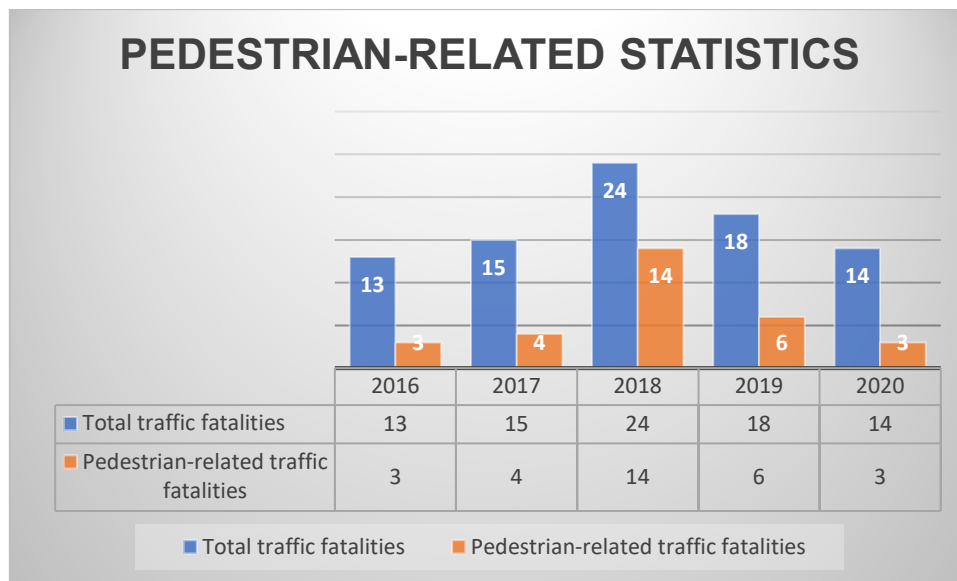
### PEDESTRIAN FATALITY FACTS

There were 30 fatal pedestrian crashes between 2016 and 2020. Six of the 30 fatal pedestrians were hit and runs. Thirty-seven percent (37%) of the pedestrians who died in crashes were under the influence.

Pedestrian Fatalities and Other Factors: A number of factors contribute to pedestrian fatalities. Notable contributing factors were after dark, pedestrian under the influence, and inclement weather, at 60%, 37%, and 3%, respectively.



## BASELINE DATA & DATA ANALYSIS



### Analysis from Roadway and Crash Specific Data:

- Auto-Pedestrian crashes are occurring midblock, which is a possible indication that pedestrians are not utilizing the crosswalks or that not enough cross walks are available for pedestrians to use.
- Crashes are occurring on roadways with a business establishment (store, gas station, restaurant etc.) on one side and a low-income housing located on the other side.
- Most crashes are occurring between the hours of 7:00 pm through 1:00 am.
- Most crashes are occurring on Sundays, Fridays and Saturdays.
- Most crashes are occurring in areas where there are poor lighting conditions.
- In most crashes, pedestrians are the causation of the crash (speed was a causation in 2 cases and alcohol (pedestrian) was a causation in 5 cases and 3 cases involving drugs on pedestrians).

### Driver Specific Data:

Crashes are occurring involving drivers who are:

- Majority males
- Between the ages of 22-35 years old and 50-68 years old.
- Traveling in excessive speed.

## ASSOCIATED PERFORMANCE MEASURES

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-2) Number of serious injuries in traffic crashes (Territory Crash Data Files) – 2022	2022	2018-2022	199
2022	C-10) Number of pedestrian fatalities (Territory Crash Data Files)-2022	2022	2018-2022	1
2022	C-11) Number of bicyclist fatalities (Territory Crash Data Files)-2022	2022	2018-2022	0

### COUNTERMEASURE STRATEGY: PEDESTRIAN SAFETY ENFORCEMENT STRATEGY

#### PROGRAM AREA: NON-MOTORIZED (PEDESTRIANS AND BICYCLIST)

#### PROJECT SAFETY IMPACTS:

Increasing compliance with traffic laws for pedestrians, bicyclists, and motorists will improve road user behaviors.

#### RATIONALE

This is the countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017

- 8. Pedestrian Safety
  - 8-7: Strategies to Increase Pedestrian Safety Resources
  - 8.3: Impaired Pedestrians
  - 8.4: All Pedestrians
- 9. Bicycle Safety
  - 9.4.2: Share the Road Awareness Programs

It is proven strategy to improve safety behaviors of pedestrians and drivers through education and enforcement measures aimed at improving the knowledge and behaviors of road users to prevent a crash.

**PLANNED ACTIVITY: PEDESTRIAN AND BICYCLE SAFETY**

**PLANNED ACTIVITY NUMBER: PS22-06-01OHS**

**PLANNED ACTIVITY DESCRIPTION:**

Costs under this program area include: salaries, travel to send program coordinators to trainings, meetings, and/or conferences and to send sub-grantee(s) to training and/or conferences relating to Pedestrian and Bicycle safety, and operating costs (e.g., printing, supplies, equipment, i.e. laptop for program coordinator) directly related to the development, coordination, monitoring, evaluation, public education, marketing, and training required of this program.

**FUNDING SOURCES**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>
2022	NHTSA 402	Pedestrian/Bicycle Safety	<b>\$64,701.00</b>

**PLANNED ACTIVITY: 3BS ENFORCEMENT CAMPAIGN**

**PLANNED ACTIVITY NUMBER: PS22-06-02HPD**

**PLANNED ACTIVITY DESCRIPTION:**

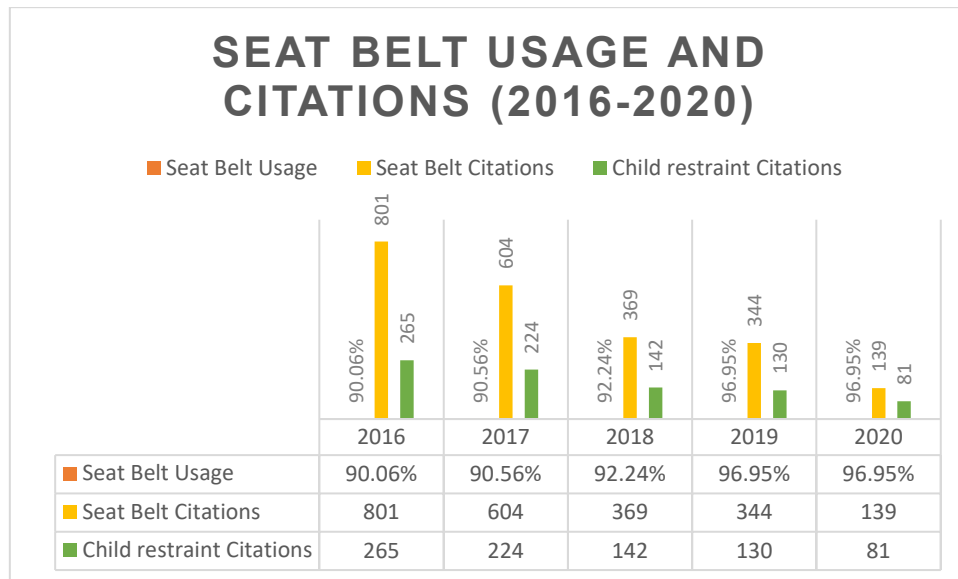
GPD-HPD team will focus on deploying enforcement activities during the hours from 12 a.m. to 6 a.m. on Tuesdays, Fridays, and Saturdays, to include during the National Pedestrian Safety Month campaign. It will be focused on pedestrian enforcement in previously identified zones with the highest crash fatalities. The data analysis has helped to determine not only where the pedestrian fatalities are primarily occurring; it has also identified the times at which it tends to occur. The GPD-HPD team will work and conduct seven (7) pedestrian safety overtime activities during the specific days, and times, and target pedestrian violators. Funding will cover the costs for overtime in FY2022.

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	FAST Act NHTSA 402	Pedestrian Safety (FAST)	<b>\$20,000.00</b>

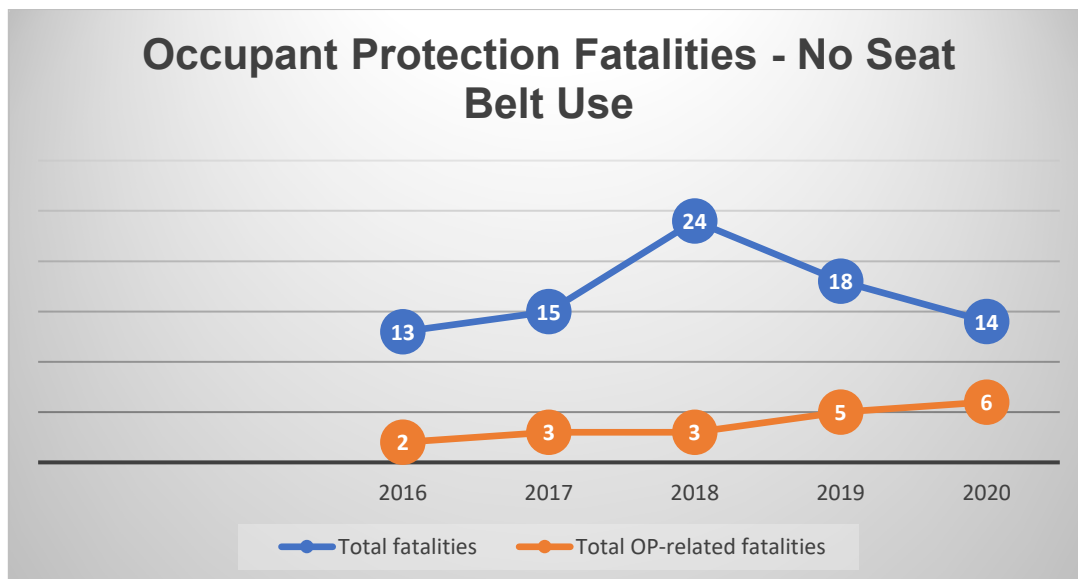
## Program Area: Occupant Protection (Adult and Child Passenger Safety) (Sections 402 and 405b)

### DESCRIPTION OF HIGHWAY SAFETY PROBLEMS



### FACTS

Seventy-nine percent (79%) of those involved in fatal crashes between 2016 and 2020 were wearing seatbelts while 21% were not. The proportion of occupants involved in fatal crashes who were wearing seatbelts varied between a low of 23% in 2016 and a high of 33% in 2017. Fifteen percent (15%) of males involved in fatal crashes between 2016 and 2020 were wearing seatbelts while eight percent (8%) were females.



Problem exists with the outer islanders migrating to Guam and not familiar with Guam's traffic laws. For the most, English is a second language for them, though there are some who can speak and read English, it is often requested for their assistance to interpret Guam's traffic laws. The outer islanders have a significant cultural difference from Guam's westernized culture, where there are no seat belt laws.

**ENFORCEMENT:**

Enforcement is another major part of trying to curtail the crashes by educating the public when making stops and issuing citations.

According to statistical data from the GPD's Law Enforcement Records Management System (LERMS), from CY2016 to CY2020, traffic crashes involving injuries and fatalities occur on Route 1 Yigo to Asan, Routes 3, 9, 14, and 16. These crashes occur during 6 p.m. to 6 a.m. on the most populated areas as far as people and vehicular traffic is concerned. These areas are located within the busy villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

Data for unrestrained passengers by gender are slightly different than drivers. Males have a higher number of unrestrained passenger fatalities between the age of 20 and 34, while females have a reported less fatalities on the same age group. Over 40% of all unrestrained passenger fatalities occurred between the ages of 20 and 34. Data regarding unrestrained passenger fatalities found that all backseat unrestrained passenger fatalities were within the 16-24 age range.

Looking at the number of unrestrained fatalities by village does not tell the whole story. Factors such as roadway type, speeding, and alcohol come into play. By roadway type, nearly half of all unrestrained fatalities took place along either the main or minor arterial roads, which is not surprising as all traffic fatalities occurred on these roads.

### ASSOCIATED PERFORMANCE MEASURES

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-2) Number of serious injuries in traffic crashes (Territory Crash Data Files) – 2022	2022	2018-2022	199
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory Crash Data Files) - 2022	2022	2018-2022	2
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	5 Years	98.89

### COUNTERMEASURE STRATEGY: Child Restraint System Inspection Station(s)

#### PROGRAM AREA: Occupant Protection (Adult and Child Passenger Safety)

#### PROJECT SAFETY IMPACTS:

The misuse and incorrect installation of a child restraint seat have been a concern many years. An incorrectly installed car seat or using an outdated child restraint could result in serious or fatal injuries to the child in a motor vehicle crash. Child passenger safety (CPS) inspection stations, also called 'fitting stations,' are locations or events where parents and caregivers can receive instruction from certified CPS technicians on proper installation methods. It's also an opportunity to have current car seats examined for usability and safety. Through these 'fitting stations,' attendees increase their knowledge on how to restrain young passengers better, so a child's risk of injury in a crash is significantly reduced. Attendance at these 'fitting stations' by parents and caregivers will lead to them passing on this information about car seats to other parents, family, and friends. This additional communication expands awareness and encourages other parents and caregivers to attend 'fitting stations' near them.

## RATIONALE

Child passenger safety inspection stations and outreach efforts are proactive in nature, working to reduce the likelihood of death and injury in motor vehicle crashes by providing access to hands-on education on proper use of car safety seats and boosters to the general public from nationally certified Child Passenger Safety Technicians (CPSTs).

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017

- 2-3 Strategies to Improve the Safety of Passenger Vehicle Occupants
- 2.3 Communications and Outreach
- 2.6.6.2 Strategies for Child Restraint and Booster Seat Use

## PLANNED ACTIVITY: CPS Inspection Stations

### PLANNED ACTIVITY NUMBER: M1CSS22-25-01OHS

#### PLANNED ACTIVITY DESCRIPTION:

The goal is to enhance child passenger safety (CPS) outreach efforts to low-income families and the operation of inspection sites. While the primary purpose of this grant will be to provide seats and education to low-income families, seats may also be distributed when technicians encounter an expired, misused, or damaged seat. The DPW-OHS will continue to procure infant, convertible, forward-facing, combination, and booster seats for their CPS Inspections; permanent fitting stations; and to be used during the Standardized CPS Technician Training and Renewal Courses.

Guam currently has five (5) permanent fitting stations located in the northern and central part of the island. Each Permanent Fitting Station is staffed by at least one current nationally certified child passenger technician. The DPW-Office of Highway Safety will establish one (1) permanent fitting station with the Guam Fire Department in FY2022. They are:

No.	Inspection Station	Rural	Urban	Certified CPST
1	Department of Public Works-Office of Highway Safety	*X	N/A	2 CPST 2 CPST Instructors
2	Guam Police Department-Highway Patrol Division	*X	N/A	10 CPST
3	Guam International Airport Authority-Airport Police Division	*X	N/A	4 CPST



4	Department of Public Health & Social Services – EMS for Children	*X	N/A	4 CPST
5	Car Plus Guam (Auto Dealer)	*X	N/A	1 CPST

\* Includes underserved/at-risk populations

### FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	FAST Act 405b OP High	405b High Community CPS Services (FAST) M1CSS	<b>\$15,000.00</b>

### PLANNED ACTIVITY: OP High Education - Program Management

### PLANNED ACTIVITY NUMBER: M1PE22-22-01OHS

### PLANNED ACTIVITY DESCRIPTION:

DPW-OHS will continue an educational approach that integrates occupant protection, car seat and seatbelts. Outreaches will be conducted at Guam’s Public and Private Schools, private and military communities which will feature the DPW-Office of Highway Safety’s Mascots - Tomas d’ Turtle (Occupant Protection Mascot) and Pedi-Ann, (Pedestrian Safety Mascot).

Throughout FY2022, initiatives will be developed to increase the observed seat belt use of front seat outboard occupants in passenger vehicles from 96.95 percent to 98.89 percent by December 31, 2022, by continuing to conduct educational outreach, island-wide, at various schools (private and local); village town meetings; non-profit organizations (Rotary Club and Lion's Club, etc.); Car rental agencies, to include taxi's; Guam's "Uber", the Guam's Visitor Bureau; and military installations.

Costs under this program area include: salaries, for highway safety program coordinators, and operating costs (e.g., printing, supplies, and equipment) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program. In addition, apply funding for the cost of a statistician to compile and prepare the annual observation seat belt survey.

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	FAST Act 405b OP High	405b High Public Education (FAST) M1PE	<b>\$32,000.00</b>

### PLANNED ACTIVITY: CPS Training and Travel

### PLANNED ACTIVITY NUMBER: M1TR22-27-01OHS

#### PLANNED ACTIVITY DESCRIPTION:

This project will support training and certification of new Child Passenger Safety technicians and Instructors. It will also provide for recertification for those with expired credentials. DPW-OHS anticipates two certification classes and at least one certification renewal class in the FY2022. Exact hosting locations and dates for the trainings will be determined in the spring and summer to ensure that we are meeting the needs of potential trainees (as received by requests).

Funding will also be used to send the program coordinators to trainings, meetings, and/or conferences and/or sub-grantees to trainings and/or conferences relating to Occupant Protection.

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	FAST Act 405b OP High	405b High Training (FAST) M1TR	<b>\$44,000.00</b>

### COUNTERMEASURE STRATEGY: Combined Seat Belt and Alcohol Enforcement, Nighttime

### PROGRAM AREA: Occupant Protection (Adult and Child Passenger Safety)

#### PROJECT SAFETY IMPACTS:

Enforcement is another major part of trying to curtail the crashes by educating the public when making stops and issuing citations.

In CY2016, there were 13 fatalities, of which two (2) of those fatalities involved non-use of seatbelts. In CY2017, there were 15 fatalities, of which three (3) of those fatalities involved non-use of seatbelts. In CY2018, there were 24 fatalities, of which

three (3) of those fatalities involved non-use seatbelts. In CY2019, there 18 fatalities and out of that seven (7) were non-use seatbelts. In CY2020, there were 14 fatalities and out of that six (6) were non-use seatbelts.

According to statistical data from the GPD's Law Enforcement Records Management System (LERMS), from CY2018 to CY20200., traffic crashes involving injuries and fatalities occur on Route 1 Yigo to Asan, Routes 4, 8, 14, and 16. These crashes occur during 6 p.m. to 6 a.m. on the most populated areas as far as people and vehicular traffic is concerned. These areas are located within the busy villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

Grant funds will be used for overtime enforcement activities at high-crash areas by conducting highly visible and sustained enforcement activities to reduce serious injuries and fatalities during traffic crashes. As part of this operation, GPD-Highway Patrol Division will use the same concept during the Click It or Ticket mobilization and Child Passenger Safety week.

## **RATIONALE**

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017

- 2. Seat Belt Law Enforcement
- 2.2.2 Integrated Nighttime Seat Belt Enforcement

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

## **PLANNED ACTIVITY: Operation S.C.O.P.E.**

### **PLANNED ACTIVITY NUMBER: M1HVE22-23-01HPD**

### **PLANNED ACTIVITY DESCRIPTION:**

Funds will support dedicated overtime enforcement and costs associated with the state law enforcement participation in the NHTSA National Click It or Ticket Campaign in FY2022.

GPD-HPD will conduct 11 federally funded enforcement activities at 4 hours per operation, totaling 44 hours. The DPW-OHS will continue to support GPD-HPD's Operation S.C.O.P.E. enforcement activities by focusing on child restraint usage during their operations. These operations will continue through September 30, 2022. GPD-HPD's will conduct Operation CIOT overtime enforcement activities on the most populated area as far as people and vehicular traffic is concerned. These areas are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

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

### **FUNDING SOURCES**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>
2022	FAST Act 405b OP High	405b High HVE (FAST) M1HVE	<b>\$20,000.00</b>

### **PLANNED ACTIVITY: Operation CIOT/Buckle Down**

#### **PLANNED ACTIVITY NUMBER: OP22-02-02HPD**

#### **PLANNED ACTIVITY DESCRIPTION:**

Funds will support overtime enforcement associated with law enforcement participation in the NHTSA National Click It or Ticket high-visibility campaign. This project supports law enforcement efforts to increase the seat belt usage rate, voluntary compliance, and decrease unbelted passenger fatalities. GPD-HPD will participate and incorporate an educational component to their CIOT activities through school events, and community events.

### **FUNDING SOURCES**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>
2022	NHTSA 402	Occupant Protection	<b>\$20,000.00</b>

## **COUNTERMEASURE STRATEGY: Highway Safety Office Program Management**

### **PROGRAM AREA: Occupant Protection (Adult and Child Passenger Safety)**

#### **PROJECT SAFETY IMPACTS:**

The DPW-OHS is the designated department that receives highway safety funds and is the lead department for the coordination of Occupant Protection Program. DPW-OHS has three program coordinators under the Section 402 Occupant Protection program.

In FY2022, Guam's Occupant Protection Seatbelt and Car Seat Safety programs will endeavor educational outreaches where target audiences are adults, parents, to include expectant parents. Educational venue will be coordinated in the area of parental organizations, i.e. Guam's Public School System Parent Teacher's Organization, Mayor's Council for Village Towns meetings, and Health Care Wellness Centers, i.e. Wellness Center Programs for families (Take Care Educational & Wellness Programs, Guam Regional Medical Center Educational & Wellness Program, etc.) where pamphlets and brochures on occupant protection will be distributed.

#### **RATIONALE**

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017

- 2-3 Strategies to Improve the Safety of Passenger Vehicle Occupants
- 2.3 Communications and Outreach
- 2.6.6.2 Strategies for Child Restraint and Booster Seat Use

#### **PLANNED ACTIVITY: Educational Outreach**

#### **PLANNED ACTIVITY NUMBER: OP22-02-01OHS**

#### **PLANNED ACTIVITY DESCRIPTION:**

Provide sufficient staff training to program coordinators by funding travel costs to send them to trainings, meetings, and/or conferences and to fund travel costs to sub-grantees relating to Occupant Protection. Funding will also cover contractual; equipment; procurement of car seats; and office supplies. All funding intended for supporting staff and its daily operations.

For FY2022, DPW-OHS will develop and implement, through a contract with a marketing and advertising vendor, a statewide paid and earned media campaign to support occupant protection efforts during CIOT mobilizations. The target audience of the paid media campaign will be based on the lowest use populations identified in the annual seat belt observation survey. Earned media funds will promote the paid campaign while incorporating Guam’s traffic laws and highlighting the work of local law enforcement agencies.

### FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Occupant Protection	<b>\$144,000.00</b>

# **PROGRAM AREA: PLANNING & ADMINISTRATION**

## **DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

This section covers the Planning and Administrative programming required to execute the planned activities detailed in the FFY 2022 Highway Safety Plan. Funding is needed to support the DPW-OHS staff for day-to-day operations and to comply with all Federal and State regulations.

### **Description of Highway Safety Problems**

The Planning & Administration (P&A) program area and its projects outline the activities and associated costs necessary for the overall management and operations of the DPW-OHS, including, but not limited to:

1. Identifying the state's most significant traffic safety problems
2. Prioritizing problems and developing methods for distribution of funds
3. Developing the annual Highway Safety Plan and Annual Report
4. Recommending individual grants for funding
5. Monitoring and evaluating grant progress and accomplishments
6. Conducting grantee performance reviews
7. Increasing public awareness and community support of traffic safety and appropriate behaviors that reduce risk
8. Participating on various traffic safety committees and task forces
9. Preparing for Management Reviews
10. Collaboration with many traffic safety partners

### **PLANNED ACTIVITY: Program Management**

### **PLANNED ACTIVITY NUMBER: PA22-07-01OHS**

### **PLANNED ACTIVITY DESCRIPTION:**

Costs under this program area include: salaries for highway safety program coordinators and Administrative Support. Funding will also include travel- related expenses (i.e. air fare, per diem, registration and car rental) for the Governor's

Highway Safety Representative and/or designee, Highway Safety Coordinator, Financial Officer, and Government of Guam department heads, i.e., Chief of Police, Fire Chief and/or designee travel (e.g., TSI training courses, conferences, and meetings) for and operating costs (e.g., printing, supplies, contractual) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program.

### FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	FAST Act NHTSA 402	Planning and Administration (FAST)	<b>\$150,000.00</b>



# PROGRAM AREA: POLICE TRAFFIC SERVICES

## DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

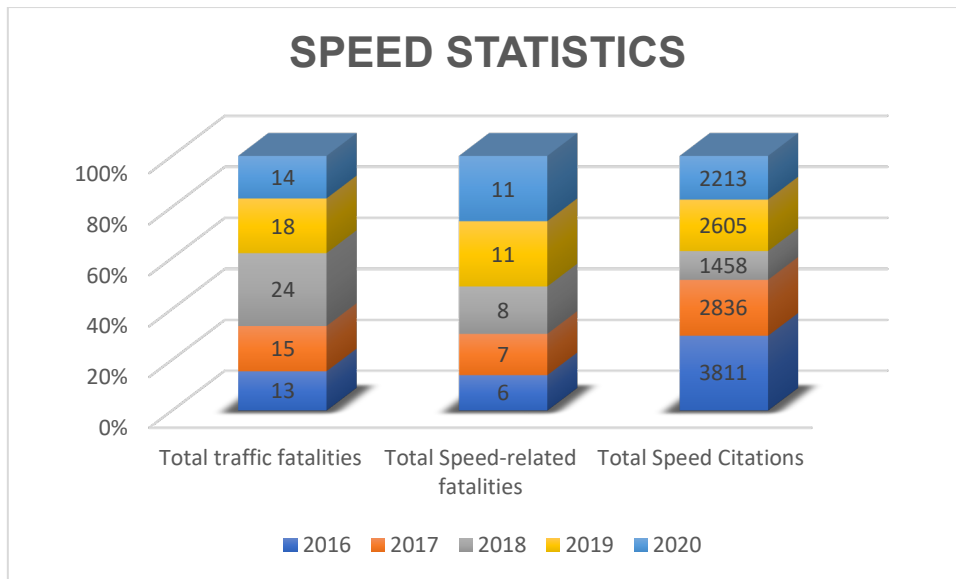
Speeding increases the chances of a vehicle driver (or motorcycle operator) to cause a crash that involves a serious or fatal injury. Speeding involves one of three behaviors:

- (1) driving too fast for conditions;
- (2) operating over the posted speed limit; and
- (3) racing in the street.

When engaging in these types of behaviors behind the wheel, drivers run the risk of:

- Losing control of the vehicle, especially during inclement weather (rain)
- Reducing the effectiveness of the vehicle's occupant protection features (for example, airbags are considered most effective at preventing injuries or death at 25 mph or lower)
- Increasing the amount of distance needed to safely stop the vehicle
- Reducing the driver's ability to react quickly to sudden changes on the road
- Increasing the severity of a crash as well as the resulting damage and injuries

Why do drivers engage in speeding? Reasons vary from driver to driver. Some of the most common reasons are running late, being distracted, thrill-seeking, alcohol or drug impairment, and the driver's age, as younger drivers tend to be more prone to speeding.



### SPEED STATISTICS

	2016	2017	2018	2019	2020
Total traffic fatalities	13	15	24	18	14
Total speed-related fatalities	6	7	8	11	11
Total speed citations	3811	2836	1458	2605	2213

### FATAL CRASHES IN GUAM:

During the five years from 2016 to 2019, Guam reported 43 fatal crashes involving speeding. There were 38 drivers involved, which lead to the 43 fatalities. By month, fatal crashes involving speeding were most prominent between March and May. Except for February, fatal crashes rose from March to May, dropping in August and then rising every other month thereafter.

By the day of the week, over 40% of speed-related fatal crashes took place over the weekend. Friday and Saturday accounted for the 43 fatalities reported. During the weekday, Tuesday prevailed and represented 25% of all speed-related crashes.

While the data shows Tuesday, Fridays and Saturdays to be the clear leaders for speed-related fatal crashes, analyzing times of day better exposes the critical periods on those days to focus overtime enforcement activities aimed at reducing speeding or overly aggressive driving. Eighty percent of crashes took place between 6 pm, and 6 am.

## DRIVERS IN A SPEED-RELATED FATAL CRASH

Males accounted for 82% of all drivers involved in a speed-related fatal crash versus female drivers. The speeding drivers were from the age group of 25-34. The difference in age grouping in terms of frequency of drivers in a fatal crash becomes pretty apparent when examining the time of the crash. When broken into four different time periods (each six-hours), the 25-34 age group is clearly the most often driver age involved in a speed-related fatal crash. The older age groups (55 and up) are not quite active in the early morning hours (12 am – 5:59 am).

Another aspect of speed-related fatalities for examination is the number of fatalities by person type related to roadway type and time of day. For drivers, most deaths occur along Guam’s routed roads between 6 pm and 5:59 am. Over half of passenger fatalities take place along secondary roads between 6 pm – 5:59 am. With pedestrian fatalities in a speed-related crash are most frequent on routed roads. As for time, over half of all pedestrian fatalities took place between 6 pm – 11:59 pm.

Any enforcement efforts to lower the speed-related crashes and fatalities should take place between 6 pm, and 6 am on Friday through Sunday. Roadway focus should be mainly along high crash routed roads. Media messaging should be focused on drivers between the ages of 25-34.

## ASSOCIATED PERFORMANCE MEASURES

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-2) Number of serious injuries in traffic crashes (Territory Crash Data Files) – 2022	2022	2018-2022	199
2022	C-8) Number of un-helmeted motorcyclists fatalities (Territory Crash Data Files) - 2022	2022	2018-2022	0

## COUNTERMEASURE STRATEGY: Highway Safety Office Program Management

### PROGRAM AREA: Police Traffic Services

### PROJECT SAFETY IMPACTS:

Administrative support is required to successfully implement the Police Traffic Services Program Area of the Highway Safety Plan.

## RATIONALE

Administrative support is required to successfully implement the Police Traffic Services Program Area of the Highway Safety Plan.

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017

- 3-5 Strategies to reduce Speeding and Aggressive Driving
- 3.1 Laws
- 3.2 Enforcement
- 3-2.2 High Visibility Enforcement

## PLANNED ACTIVITY: Police Traffic Education

### PLANNED ACTIVITY NUMBER: PT22-03-00OHS

### PLANNED ACTIVITY DESCRIPTION:

#### Costs under this program area includes, but not limited to:

- Personnel costs for highway safety program coordinators working on all speed projects;
- Travel costs to send program coordinators to training, meetings, and conferences and to send sub-grantees to conferences and training relating to speed;
- Operating costs, to include but not limited to contractual for printing services, licensing, teleconference fees; and supplies for operational and enforcement activities, i.e., canopies, auxiliary spotlights, tables and chairs, directly related to the development, coordination, monitoring, evaluation, public education, marketing, and training required of this program;
- Procure one (1) laser instrument for sub-grantees;
- Procure five (5) radars for sub-grantees;

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Police Traffic Services	\$161,131.00

## **COUNTERMEASURE STRATEGY: Speed Enforcement**

### **PROGRAM AREA: Police Traffic Services**

#### **PROJECT SAFETY IMPACTS:**

High-Visibility Enforcement is a proven countermeasure to reduce speeding and aggressive driving. Sustained enforcement, together with a robust educational component, is proven to be more effective in changing driver behavior. Speeding continues to be a factor in motor vehicle fatal crashes in all categories. High-visibility enforcement also includes targeted enforcement focusing on specific violations such as impaired driving, failure to wear seatbelts, and speeding. Additional HVE strategies may include the use of integrated enforcement during specific times of the day or night where more crashes are occurring, daytime impaired driving checkpoints; short-term high-visibility enforcement within identified safety corridors; and increased nighttime seat belt enforcement activities. By choosing this countermeasure and by conducting sustained speed enforcement in locations of known high-crash will help us reduce speeding related crashes in 2022 and beyond.

#### **RATIONALE**

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017

- 3-5 Strategies to reduce Speeding and Aggressive Driving
- 3.1 Laws
- 3.2 Enforcement
- 3-2.2 High Visibility Enforcement

#### **PLANNED ACTIVITY: Operation H.E.A.T.**

#### **PLANNED ACTIVITY NUMBER: PT22-03-01HPD**

#### **PLANNED ACTIVITY DESCRIPTION:**

The project funding will include overtime costs for GPD-HPD's Operation H.E.A.T. traffic enforcement in support of the national and local goals to reduce the incidence of fatality, and serious injury crashes in their community. The project director will work with the program manager and assess all data to address areas of concern, including but not limited to, Occupant Protection, Impaired Driving, and Speeding. High visibility

Occupant Protection enforcement, Impaired driving enforcement, Speed enforcement, and saturation patrols will be utilized to address these focus areas. Officers will be assigned to work high visibility enforcement (HVE) and saturation patrols in identified areas, specifically all major routed roads. Public information supporting enforcement (PI&E) activities will be conducted as part of the HVE effort to inform and educate the public on safe driving habits, as well as the agency 's ongoing effort to deter traffic violations. Activity will be conducted in support of local and national mobilizations.

GPD-HPD will procure one (1) Police Package SUV vehicle for their Operation H.E.A.T. to replace their existing fleet of police package vehicles that are well over five (5) years old and are either constantly being repaired or many have been deemed beyond repair.

### FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Police Traffic Services	<b>\$115,000.00</b>

### MAJOR PURCHASES AND DISPOSITIONS

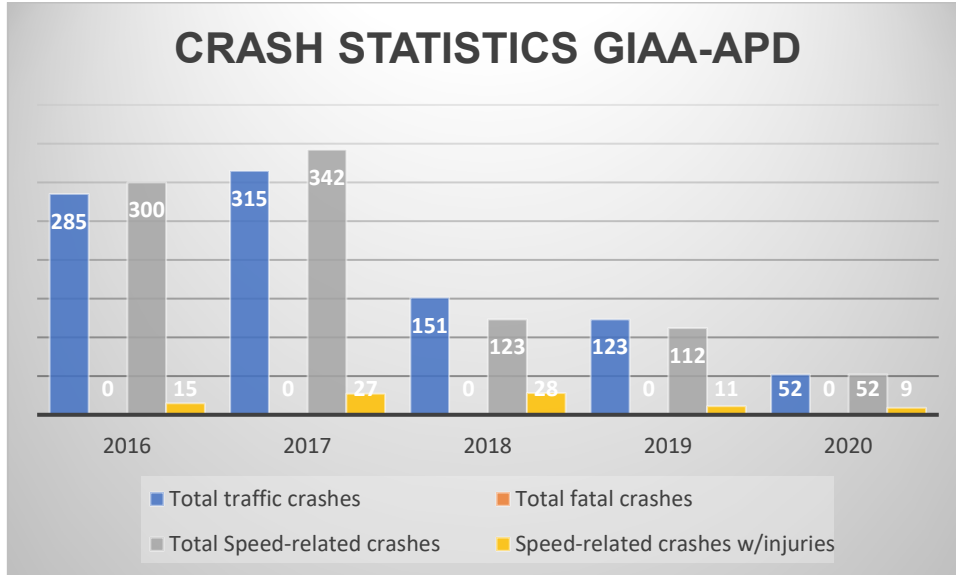
Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
SUV Police Package Vehicle	1	\$65,000.00	\$65,000.00	\$65,000.00	<b>\$65,000.00</b>

**PLANNED ACTIVITY: Traffic Enforcement**

**PLANNED ACTIVITY NUMBER: PT22-03-02APD**

**PLANNED ACTIVITY DESCRIPTION:**



The Guam International Airport Authority – Airport Police will conduct high visibility enforcement utilizing grant funded overtime in support of their goals to reduce the incidence of crashes in their road jurisdictions. To identify those times and locations where crashes most often occur, the Program Manager will utilize all data and reference sources available including but not limited to, crash reports, data statistics, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification. Activity will be conducted in support of local and national mobilizations.

Funding includes travel costs to send two (2) Airport Police Officers to the 2022 Lifesavers Conference.

**FUNDING SOURCES**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	FAST Act NHTSA 402	Police Traffic Services	<b>\$30,000.00</b>

**PLANNED ACTIVITY: Operation A' DAI HE HAO'**

**PLANNED ACTIVITY NUMBER: PT22-03-03PPD**

**PLANNED ACTIVITY DESCRIPTION:**

The Port Authority of Guam – Port Police will conduct high visibility enforcement utilizing grant funded overtime in support of their goals to reduce the incidences of crashes in their roadway jurisdictions. To identify those times and locations where crashes most often occur, the Program Manager will utilize all data and reference sources available including but not limited to, crash reports, data and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.

Funding will include travel costs to send two (2) Port Police Officers to the 2022 Lifesavers Conference.

**FUNDING SOURCES**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>
2022	NHTSA 402	Police Traffic Services	<b>\$20,000.00</b>



## **PROGRAM AREA: TRAFFIC RECORDS (SECTIONS 402 AND 405C)**

### **DESCRIPTION OF HIGHWAY SAFETY PROBLEMS**

A complete traffic records program is necessary for planning, problem identification, operational management, and evaluation of Guam’s highway safety activities. The DPW-OHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of the Traffic Records Coordinating Committee (TRCC) is to continue to develop a comprehensive traffic records system so we can address the highest priority highway safety issues. The TRCC prioritized projects based on the ability to: improve data quality in the core traffic records data systems, bring existing efforts currently underway to completion, make measurable progress toward the end goals of the TRCC and the Sections 405c programs using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance.

### **ASSOCIATED PERFORMANCE MEASURES**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-1) Number of traffic fatalities (Territory Crash Data Files)	2022	2018-2022	14
2022	C-2) Number of Serious Injuries in Traffic Crashes (Territory Crash Data Files) – 2022	2022	2018-2022	199
2022	T-1) Island-wide Traffic Safety Information System (ITSIS) – maintenance and support.	2022	2018-2022	

## **COUNTERMEASURE STRATEGY: Highway Safety Office Program Management**

### **PROGRAM AREA: Traffic Records**

#### **PROJECT SAFETY IMPACTS:**

Traffic Records Projects are designed to increase MMUCC and NEMSIS compliance of core traffic systems. In addition, projects must increase timeliness, accuracy, completeness, uniformity, integration and accessibility of specific systems. Making crash data analysis available to the general public and providing EMS quality assurance, data analysis and Highway Safety Plan data are projects working toward accessibility of core data sets.

#### **RATIONALE**

NHTSA's Traffic Records Program Assessment Advisory discusses the core components and measures of successful Traffic Records Projects.

#### **PLANNED ACTIVITY: Island-wide Traffic Safety Information System**

#### **PLANNED ACTIVITY NUMBER: M3DA22-28-01OHS**

#### **PLANNED ACTIVITY DESCRIPTION:**

#### **NAME AND TITLE OF THE STATE'S TRAFFIC RECORDS COORDINATOR:**

Name of State's Traffic Records Coordinator: **TO BE RECRUITED**

Title of State's Traffic Records Coordinator: **PROGRAM COORDINATOR (To partially fund personnel costs. Estimated cost: \$8,874.00).**

The goals and objectives of the Island-wide Traffic Safety Information System (ITSIS) will reflect the scope of work as follows:

1. Redeployment of Electronic Crash Reporting System/E-Citation/Report Amendment Program/Data Transmission Services/Driver and Vehicle Lookup Programs
2. ITSIS Maintenance & Support
3. Traffic Records Strategic Plan Update/FY 2022 Grant Application
4. E-Citation Web Viewer Application

The Contract term is for fiscal year 2022 and will be completed within the fiscal year.

A Notice to Proceed will be prepared after the Governor of Guam concurs and signs the contract.

**ITSIS Project**

The DPW-Office of Highway Safety will compensate the Consultant for services rendered and product delivery for pursuant to the Scope of Work for ITSIS Project.

1. ITSIS Maintenance & Support. Estimated costs: **\$35,000.00.**
2. Redeployment of Electronic Crash Reporting System/E-Citation/Report Amendment Program/Data Transmission Services/Driver and Vehicle Lookup Programs. Estimated costs: **\$17,981.04.**
3. E-Citation Web Viewer Application. Estimated cost: **\$15,332.96.**
4. Traffic Records Strategic Plan Update. Estimated cost: **\$5,370.18.**
5. ITSIS Server & System Database Update. Estimated cost: **\$24,334.42.**
6. Microsoft Windows Server 2016 Datacenter Edition. Estimated cost: **\$6,155.00.**
7. Microsoft SQL Server 2016 Standard Edition. Estimated cost: **\$4,000.00.**
8. Personnel costs for one (1) Program Coordinator. Estimated cost: **\$8,874.00.**
9. Costs for materials and supplies. Estimated cost: **\$4,339.03.**

**FUNDING SOURCES**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>
2022	FAST Act 405c Data Program	405c Data Program (FAST)	<b>\$121,386.63</b>

**PLANNED ACTIVITY: Traffic Records**

**PLANNED ACTIVITY NUMBER: TR22-05-01OHS**

**PLANNED ACTIVITY DESCRIPTION:**

Costs under this program area include: salaries, travel for highway safety program coordinators and sub-grantees, to attend Traffic Records Conference(s) and operating costs (e.g., printing, supplies, and contractual) directly related to the development, coordination, monitoring, evaluation, monitoring, and training required of this program. To fund costs for the development of Guam’s 2023 Section 405c grant.

## FUNDING SOURCES

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	NHTSA 402	Traffic Records	<b>\$70,000.00</b>

## FFY2022 EQUIPMENT LISTINGS

Project Number	ITEM	Agency	Units	Cost Per Unit	Total Costs	Grant Fund
<b>ALCOHOL (AL22)</b>						
AL22-01-01OHS	Intoximeter	Department of Public Works-Office of Highway Safety (DPW-OHS)	1	\$ 9,500.00	\$ 9,500.00	Section 402
	Light tower	DPW-OHS	1	\$ 15,000.00	\$ 15,000.00	Section 402
AL22-01-03HPD	DUI Van	Guam Police Department-Highway Patrol Division (GPD-HPD)	1	\$ 120,000.00	\$ 120,000.00	Section 402
	<b>SUB-TOTAL AL22</b>			<b>\$ 144,500.00</b>		
<b>Police Traffic (PT22)</b>						
PT22-03-01HPD	Police Package Vehicle SUV	GPD-HPD	1	\$ 65,000.00	\$ 65,000.00	Section 402
	<b>SUB-TOTAL PT22</b>			<b>\$ 65,000.00</b>		
<b>Emergency Medical (EM22)</b>						
EM22-04-01GFD	E-Draulic Cutter Package	Guam Fire Department	1	\$19,000	\$ 19,000.00	Section 402
	E-Draulic Spreader Package	Guam Fire Department	1	\$19,000	\$ 19,000.00	Section 402
	<b>SUB-TOTAL</b>			<b>\$38,000</b>		
	<b>TOTAL COSTS</b>			<b>\$ 247,500.00</b>		

## **EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)**

### **PLANNED ACTIVITIES THAT COLLECTIVELY CONSTITUTE AN EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP):**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
AL22-01-03HPD	DUI/Impaired Driving
OP22-02-02HPD	Operation CLOT/Buckle Down
PT22-03-01HPD	Operation H.E.A.T.
PT22-03-02APD	Traffic Enforcement
PT22-03-03PPD	Operation A'dai He Hao'
PS22-06-02HPD	3BS Enforcement
M1HVE22-23-01HPD	Operation S.C.O.P.E.

### **ANALYSIS OF CRASHES, CRASH FATALITIES, AND INJURIES IN AREAS OF HIGHEST RISK.**

#### **CRASH ANALYSIS**

The island-wide problem identification process used in the development of the Highway Safety Plan (HSP) has been described in this plan. The data analyses are designed to identify the high-risk population in crashes and who, what, when, where and why crashes are occurring. Problem identification is summarized in the individual program area sections of this HSP. All enforcement agencies receiving DPW-OHS grant funding must also take a data driven approach to identifying the enforcement issues in their jurisdictions. Data documenting the highway safety issue must be included in the funding application submitted to DPW-OHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem.

#### **DEPLOYMENT OF RESOURCES**

The DPW-OHS uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's,

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices. The methodology will include enforcement of traffic laws pertaining to but not limited to, adult and child occupant protection, speeding, distracted, drowsy and impaired driving. Paid and earned media work together with dedicated enforcement patrols to saturate an identified area or roadway.

**EFFECTIVENESS MONITORING**

The DPW-OHS Program Managers will use progress reports, and conduct desk and on-site monitoring to ensure grant funded law enforcement projects are effective and that funds are being utilized according to Plan. Quarterly progress reports will be required from each agency receiving grant funding to ensure both understanding and achievement of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of contacts made, and citations and warnings issued. The DPW-OHS will use the Oscar Crash Reporting System to monitor crashes and fatalities and will advise law enforcement if there are increases or decreases that would require a change in strategy in a particular jurisdiction. This continuous review and follow-up will allow for subtle or major adjustments thereby ensuring the best use of resources to address the stated priority traffic safety problem(s). DPW-OHS has developed monitoring policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state’s highway safety program.

**HIGH-VISIBILITY ENFORCEMENT (HVE) STRATEGIES**

**PLANNED HVE STRATEGIES TO SUPPORT NATIONAL MOBILIZATIONS:**

<b>Countermeasure Strategy</b>
<b>Combined Seat Belt and Alcohol Enforcement, Nighttime</b>
<b>Impaired Driving Task Force</b>
<b>Speed Enforcement</b>

**HVE planned activities that demonstrate the state's support and participation in the national HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
AL22-01-03HPD	DUI/Impaired Driving
OP22-02-02HPD	Operation CIOT/Buckle Down
PT22-03-01HPD	Operation H.E.A.T.
PT22-03-02APD	Traffic Enforcement
PT22-03-03PPD	Operation A'dai He Hao'
PS22-06-02HPD	3BS Enforcement
M1HVE22-23-01HPD	Operation S.C.O.P.E.
DD21-10-01OHS	Distracted Driving Education
PS22-0601OHS	Pedestrian Safety



# 405(B) Occupant Protection Grant

## Occupant protection information

### Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

## Participation in Click-it-or-Ticket (CIOT) national mobilization

### Agencies planning to participate in CIOT

Agency
Guam Office of Highway Safety
Guam Police Department

**Planned Activities:**The DPW-OHS together with grant-funded law enforcement partners to participate in the national mobilizations: “Click It or Ticket” and “Child Passenger Safety Week”. The DPW-OHS will coordinate media coverages during the two national mobilizations. Agencies that are grant funded for selective traffic enforcement projects are required to participate in the mobilizations as part of their year-long mobilization funding. After each mobilization, the data including crashes, citations, and other citations will be analyzed and compared to address successes and the need for improvements, if applicable. The DPW-OHS together with GPD-HPD, the GIAA-APD, and PAG-PPD will conduct high-visibility “publicized” enforcement activities with strong occupant restraint use throughout the fiscal year. For the past five years, traffic fatalities have occurred in the central part of Guam and have been identified as high-crash areas. They are: Routes 1 and 14 (Tamuning, Tumon, and Harmon); Route 4 (Sinajana and Chalan Pago); Route 8 (Mongmong, Toto, and Maite); and Route 16 (Barrigada). DPW-OHS are guided by the NHTSA Countermeasures That Works (2017, 9th Edition.)

## Child Restraint Inspection Stations

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

Planned activity unique identifier	Planned Activity Name
OP22-02-01OHS	OP Educational Outreach (Section 402)
M1TR22-27-01OHS	OP High CPS Training and Travel (Section 405b)
M1PE22-22-01OHS	OP High Public Education – Program Management (Section 405b)
M1CSS22-25-01OHS	OP High CPS Inspection Stations

### Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events **4**

### Total number of planned inspection stations and/or inspection events in the Territory serving each of the following population categories: urban, rural, and at-risk.

Population Served- urban **0**

Population Served- rural **0**

Population Served- at risk **5**

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

## Child Passenger Safety Technicians:

Countermeasure Strategy Name
OP High Child Restraint System Inspection Station(s)

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Planned activity unique identifier	Planned Activity Name
OP22-02-01OHS	OP Educational Outreach (Section 402)
M1TR22-27-01OHS	OP High CPS Training and Travel (Section 405b)
M1PE22-22-01OHS	OP High Public Education – Program Management (Section 405b)

**Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes	<b>2</b>
Estimated number of technicians	<b>30</b>

## Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2017 and 2018.

## **CERTIFICATIONS, ASSURANCES, AND HIGHWAY SAFETY PLAN (PDFs)**

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**