

THE TERRITORY OF GUAM'S

Safe driving...saves lives



Be safe...Be seen

Click It or TICKET

U drive U text U PAY

Drive Sober or GET PULLED OVER

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and the Guam Police Department Highway Patrol Division*

2023 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 and 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

2023 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 FY2023.
	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 2023 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 FY2022 projects.
	3. Implement grants and contracts.
October to December	1. Initiate work on the 2022 Annual Report.
	2. October 2022 – 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 (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020 as their primary reference in the selection of evidence-based countermeasure strategies for their HSP program areas.

Stakeholders

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 II, 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, 36th Guam Legislature

Honorable Telenia Nelson, Senator, 36th 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

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

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 Bureau 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
Honorable Alberto Lamorena III, Presiding Judge, DWI Court, Judiciary of Guam
Honorable Vern Perez, Judge, DWI Court, Judiciary of Guam
John Q. Lizama, Court Administrator. Judiciary of Guam
Vincent Naputi, Airport Police Chief, Guam International Airport Authority
Jesse Mendiola, 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.

FFY2023 PROGRAM COST SUMMARY AND PROJECT LISTINGS

Project Number	Project Title	Agency	Funding Source (FAST)	(BIL)	(SUP BIL)	Estimated Funding Amount
ALCOHOL (AL23)						
AL23-01-01OHS	Alcohol & Other Drugs Countermeasures	Department of Public Works-Office of Highway Safety (DPW-OHS)	\$33,170.00	\$162,980.00		\$196,150.00
AL23-01-02OHS	DUID Education and Training	DPW-OHS		\$30,000.00		\$30,000.00
AL23-01-03HPD	DUI/Impaired Driving	Guam Police Department-Highway Patrol Division (GPD-HPD)	\$15,000.00	\$130,000.00		\$145,000.00
AL23-01-04OAG	DUI Prosecutor	Office of the Attorney General (OAG)		\$60,993.00		\$60,993.00
AL23-01-05JOG	DWI Alcohol Education Project	Judiciary of Guam (JOG)		\$1,322.50	\$7,337.50	\$8,660.00
	TOTAL AL23		\$48,170.00	\$385,295.50	\$7,337.50	\$440,803.00
Occupant Protection (OP23)						
OP23-02-01OHS	OP Educational Outreach	DPW-OHS	\$19,142.90	\$89,870.75	\$9,500.00	\$118,513.65
OP23-02-02HPD	CIOT/Operation Buckle Down	GPD-HPD		\$25,000.00		\$25,000.00
	TOTAL OP23		\$19,142.90	\$114,870.75	\$9,500.00	\$143,513.65
Occupant Protection (OP-HIGH (405B))						
M1HVE23-23-01HPD	OP High Operation S.C.O.P.E.	GPD-HPD		\$25,000.00		\$25,000.00
M1TR23-27-01OHS	OP High CPS Training and Travel	DPW-OHS		\$44,500.00	\$7,390.18	\$51,890.18
M1PE23-22-01OHS	OP High Public Education - Program Management	DPW-OHS	\$7,874.30	\$39,625.70		\$47,500.00
M1CSS23-25-01OHS	CPS Inspection Stations	DPW-OHS		\$10,000.00		\$10,000.00
	TOTAL SECTION 405B		\$7,874.30	\$119,125.70	\$7,390.18	\$134,390.18
Police Traffic (PT23)						
PT23-03-00OHS	Police Traffic Education	DPW-OHS	\$20,747.30	\$125,044.40	\$8,000.00	\$153,791.70
PT23-03-01HPD	Operation H.E.A.T.	GPD-HPD		\$180,000.00		\$180,000.00

PT23-03-02APD	Traffic Enforcement Project	Guam International Airport Authority- Airport Police Division (GIAA-APD)		\$30,000.00		\$30,000.00
PT23-03-03PPD	Operation A' Dai He Hao'	Port Authority of Guam-Port Police Division (PAG-PPD)		\$30,000.00		\$30,000.00
	TOTAL PT23		\$20,747.30	\$365,044.40	\$8,000.00	\$393,791.70
Traffic Records TR23						
TR23-05-01OHS	Traffic Records Information Management System (TRIMS)	DPW-OHS	\$6,975.40	\$42,460.20	\$20,000.00	\$69,435.60
	TOTAL TR23		\$6,975.40	\$42,460.20	\$20,000.00	\$69,435.60
Traffic Records (405c) (M3DA)						
M3DA23-28-01OHS	Island-wide Traffic Safety Information System (ITSIS)	DPW-OHS	\$112,512.63			\$112,512.63
	TOTAL M3DA23		\$112,512.63			\$112,512.63
Planning & Administration (PA23)						
PA23-07-01OHS	Program Management	DPW-OHS	\$100,000.00	\$141,603.00	\$7,912.50	\$249,515.50
	TOTAL PA23		\$100,000.00	\$141,603.00	\$7,912.50	\$249,515.50
Emergency Medical (EM23)						
EM23-04-00OHS	EMS Education	DPW-OHS		\$9,977.75		\$9,977.75
EM23-04-01GFD	EMS Immobilization and Extrication	Guam Fire Department		\$60,000.00		\$60,000.00
	TOTAL EM23			\$69,977.75		\$69,977.75
Paid Media (PM23)						
PM23-08-01OHS	Paid Media	DPW-OHS	\$10,000.00	\$25,000.00		\$35,000.00
	TOTAL PM23		\$10,000.00	\$25,000.00		\$35,000.00
Pedestrian Safety PS23						
PS23-06-01OHS	Pedestrian and Bicycle Safety	DPW-OHS	\$10,072.44	\$54,217.06		\$64,289.50
PS23-06-02HPD	3BS Enforcement Campaign	GPD-HPD		\$25,000.00		\$25,000.00
	TOTAL PS23		\$10,072.44	\$79,217.06		\$89,289.50

Distracted Driving (DD23)						
DD23-10-01OHS	Distracted Driving Education	DPW-OHS		\$11,477.75		\$11,477.75
	TOTAL DD23			\$11,477.75		\$11,477.75
	TOTAL SECTION 402 FAST		\$215,108.04			\$215,108.04
	TOTAL SECTION 402 BIL			\$1,234,946.41		\$1,234,946.41
	TOTAL SECTION 402 SUP BIL				\$52,750.00	\$52,750.00
	TOTAL SECTION 405B FAST		\$7,874.30			\$7,874.30
	TOTAL SECTION 405B BIL			\$119,125.70		\$119,125.70
	TOTAL SECTION 405B SUP BIL				\$7,390.18	\$7,390.18
	TOTAL SECTION 405C FAST		\$112,512.63			\$112,512.63
	GRAND TOTAL		\$335,494.97	\$1,354,072.11	\$60,140.18	\$1,749,707.26

Description of Highway Safety Problems

Guam is geographically the southernmost island in what is known as the Mariana Archipelago and the largest island in Micronesia and covers a total of 210 square miles. In the 2020 Census, Guam had a population of 168,801 and covers 19 villages. Approximately, Guam's ethnic race composition consists of **Chamorro 37.3%**, **Filipino 26.3%**, **White 7.1%**, **Chuukese 7%**, **Korean 2.2%**, other Pacific Islander 2%, other Asian 2%, Chinese 1.6%, Palauan 1.6%, Japanese 1.5%, Pohnpeian 1.4%, mixed 9.4%, and other 0.6%. Print and electronic media outlets include 4 television stations, 8 radio stations and 2 daily newspapers.

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, Tenth Edition, 2020. 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 – decreased from 7 in CY2020 to 5 in CY2021

- Speed-related traffic fatalities decreased from 11 in CY2020 to 10 in CY2021
- Pedestrian traffic fatalities remained the at 3 in CY2021 as was in CY2020

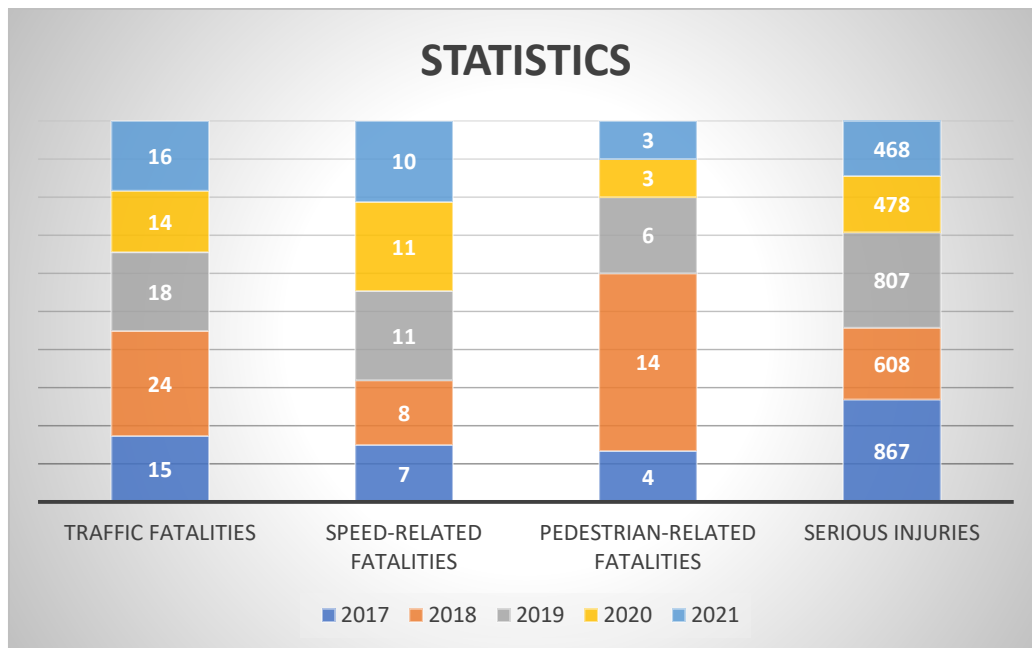
Data Sources and Processes

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 CY2021, traffic fatalities increased from 14 in CY2020 to 16 in CY2021. Out of the 16 traffic fatalities, speed-related fatalities was at 10, which decreased from 11 in CY2020. Pedestrian fatalities remained the same at 3, as was 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, seat belts, 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 instill 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:

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	Online State Crash Analysis Reporting (OSCAR) System Crash Reporting System (CRS)	DPW-OHS and GPD	2017-2021
Violation	E-Citation	Judiciary of Guam (JOG) - Traffic Court Division	2017-2021
Seat Belt Use	Observation Data	DPW-OHS and GPD-HPD	2017-2021
Licensed Drivers, Registrations, and Commercial Vehicles	Division of Motor Vehicle (DMV)	Department of Revenue and Taxation (DRT)	2017-2021
Operating Under the Influence (OUI)	Crash Reporting System (CRS)	GPD	2017-2021

GHSA/NHTSA Performance Report Chart

Performance Measure:	2023 HSP				
	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/FY22 Progress Results	On Track to Meet FY22 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5 years	2018-2022	14	2016-2020 Territory Data 17	In progress
C-2) Serious Injuries in Traffic Crashes	5 years	2018-2022	750	2016-2020 Territory Data 708	In progress
C-3) Fatalities/VMT	5 years	2018-2022	Not Applicable	VMT Data Not Collected in the Territory	Not applicable
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 years	2018-2022	2	2016-2020 Territory Data 4	In progress
C-5) Alcohol-Impaired Driving Fatalities	5 years	2018-2022	4	2016-2020 Territory Data 5	In progress
C-6) Speeding-Related Fatalities	5 years	2018-2022	4	2016-2020 Territory Data 9	In progress
C-7) Motorcyclist Fatalities	5 years	2018-2022	1	2016-2020 Territory Data 2	In progress
C-8) Un-helmeted Motorcyclist Fatalities	5 years	2018-2022	1	2016-2020 Territory Data 1	In progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 years	2018-2022	0	2016-2020 Territory Data 1	In progress
C-10) Pedestrian Fatalities	5 years	2018-2022	4	2016-2020 Territory Data 6	In progress
C-11) Bicyclist Fatalities	5 years	2018-2022	0	2016-2020 Territory Data 0	In progress

B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual		98.89	State Survey Territory Data 96.95	In progress
D-1) To conduct a survey to gather information about distracted driving and other traffic safety behaviors. This statewide survey will be conducted in a similar manner to the Annual Attitudinal Survey. Decrease the percentage of self-reported distracted driving survey from 24.735% to 23% by FY2023.	Attitudinal Survey		26.53%	State Survey Territory Data 24.735%	In progress
E-1) Decrease the extrication process from 20 minutes to 10 minutes, thus increasing the survivability of those involved in traffic crash.			N/C	N/C	In progress
T-1) Improve the timeliness of the Crash file by increasing the percentage of crash reports entered into the Crash database within 2 days after the crash from 95% in 2019 to 96% by 2023.	Annual % Reports entered within 2 days		96%	90%	In progress

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

Progress: In progress

Program-Area-Level Report

Guam is still in progress towards its 2021 performance target from the previous fiscal year of a 5- year average of 17 for the years 2016 to 2020. As shown in the chart below, Guam’s fatality number for 2020 of 14 is at a low annual fatality number since 2015. During CY2021, the planned target was not met as the total number of traffic fatalities in Guam was 16, compared to CY2020 of 14 fatalities.

C-1	2016	2017	2018	2019	2020
Annual	13	15	24	18	14
2016-2020 baseline average	15	15	15	16	17

C-1: Guam will reduce total traffic fatalities from 17 (2016-2020 baseline average) to 14 by December 31, 2022.

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

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 2021 performance target from the previous year of a 5-year average of 750 for the years 2016 - 2020. Guam’s serious injuries for 2021 of 584 is at a low number compared to the planned target of 750.

C-2	2016	2017	2018	2019	2020
Annual	893	867	608	694	478
2016-2020 baseline average	1001	997	934	831	708

C-2: Guam will reduce total serious injuries from 750 (2016-2020 baseline average) to 708 by December 31, 2022.

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

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

Progress: Not Applicable

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.

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

Progress: In progress

Program-Area-Level Report

During FY2021, 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).

C-4	2016	2017	2018	2019	2020
Annual	2	3	3	5	6
2016-2020 baseline average	3	3	3	3	4

C-4: Guam will reduce total unrestrained passenger vehicle occupant fatalities, all seat position, from four (4) (2016-2020 baseline average) to three (3) by December 31, 2022.

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

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: In Progress

Program-Area-Level Report

In CY2021, alcohol-impaired fatalities decreased from seven (7) in CY2020 to five (5) in CY2021. The target of five (5) alcohol impaired fatalities was met in CY2021.

C-5	2016	2017	2018	2019	2020
Annual	4	3	4	7	5
2016-2020 baseline average	6	6	6	5	5

C-5: Guam will reduce alcohol-impaired driving fatalities from five (5) (2016-2020 baseline average) to four (4) by December 31, 2022.

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

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 nine (9) fatalities in CY2021.

C-6	2016	2017	2018	2019	2020
Annual	6	7	8	11	11
2016-2020 baseline average	6	6	6	6	9

C-6: Guam will reduce speed-related fatalities from nine (9) (2016-2020 baseline average) to four (4) by December 31, 2022.

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

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 two (2) fatality in CY2021.

C-7	2016	2017	2018	2019	2020
Annual	0	3	1	4	1
2016-2020 average	3	2	2	2	2

C-7: Guam will reduce motorcyclist fatalities from two (2) (2016-2020 average) to one (1) by December 31, 2022.

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

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

Progress: In progress

Program-Area-Level Report

The target of zero (0) un-helmeted motorcyclist fatalities was not met, as there was one (1) fatality in CY2021.

C-8	2016	2017	2018	2019	2020
Annual	0	2	1	2	1
2016-2020 baseline average	2	2	1	2	1

C-8: Guam will reduce un-helmeted motorcyclist fatalities from one (1) (2016-2020 average) to zero by December 31, 2022.

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

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 was one (1) fatality in CY2021.

C-9	2016	2017	2018	2019	2020
Annual	0	1	0	2	1
2016-2020 baseline average	1	1	1	1	1

C-9: Guam will reduce drivers age 20 and younger involved in fatal crashes from one (1) (2016-2020 baseline average) to zero (0) by December 31, 2022.

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

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

Progress: In Progress

Program-Area-Level Report

The target of six (6) pedestrian fatalities was decreased by Guam recording three (3) fatalities in CY2021.

C-10	2016	2017	2018	2019	2020
Annual	3	4	14	6	3
2016-2020 baseline average	5	5	5	7	6

C-10: Guam will reduce pedestrian fatalities from six (6) (2016-2020 average) to four (4) by December 31, 2022.

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

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 CY2021.

C-11	2016	2017	2018	2019	2020
Annual	2	0	0	0	0
2015-2019 baseline average	0	1	1	0	0

C-11: Guam will reduce bicyclist fatalities by from zero (0) (2016-2020 baseline average) to zero (0) by December 31, 2022.

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

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-1	2016	2017	2018	2019	2020
Observed seatbelt use for passenger vehicles, front seat outboard occupants (State Survey)	90.06	90.56	92.24	96.95	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		2016	2017	2018	2019	2020
C-1	Traffic Fatalities	Territory Annual	13	15	24	18	14
	Reduce total fatalities to 13 (2019 - 2023 rolling average) by 2023	5-Year Rolling Avg.	15	15	15	16	17
C-2	Serious Injuries in Traffic Crashes	Territory Annual	893	867	608	694	584
	Reduce serious traffic injuries to 468 (2019-2023 rolling average) by 2023	5-Year Rolling Avg.	1001	1001	997	934	729
C-3	Fatalities/100M VMT	Territory	N/A	N/A	N/A	N/A	N/A
	Reduce fatalities/100 MVMT to (Not Applicable) (2019 -2023 rolling average) by 2023.	5-Year Rolling Avg.	N/A	N/A	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Territory Annual	2	3	3	5	6
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions, at 4 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	3	3	3	3	4
C-5	Alcohol-Impaired Driving Fatalities	Territory Annual	4	3	4	7	7
	Maintain alcohol-impaired driving fatalities at 5 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	6	6	6	5	5
C-6	Speeding-Related Fatalities	State Annual	6	7	8	11	11

			BASE YEARS				
PERFORMANCE PLAN CHART			2016	2017	2018	2019	2020
	Reduce speeding-related fatalities from 9 (2016-2020 rolling average) to 7 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	6	6	6	7	9
C-7	Motorcyclist Fatalities	State Annual	0	3	1	4	1
	Maintain motorcyclist fatalities at 2 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	3	2	2	2	2
C-8	Un-helmeted Motorcyclist Fatalities	State Annual	0	2	1	2	1
	Maintain un-helmeted motorcyclist fatalities at 1 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	2	2	2	2	1
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State Annual	0	1	0	2	1
	Maintain drivers age 20 or younger involved in fatal crashes at 1 (2019 - 2023 rolling average) by 2023.	5-Year Rolling Avg.	1	1	1	1	1
C-10	Pedestrian Fatalities	State Annual	3	4	14	6	3
	Reduce pedestrian fatalities from 4 (2016-2020 rolling average) to 3 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	5	5	5	6	6
C-11	Bicyclist Fatalities	State Annual	2	0	0	0	0
	Maintain bicyclist fatalities at 0 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	.2	1	1	.4	0
			2016	2017	2018	2019	2020

			BASE YEARS				
	PERFORMANCE PLAN CHART		2016	2017	2018	2019	2020
B-1	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 2020 to 98.89 percent by 2023.						
D-1	To conduct a survey to gather information about distracted driving and other traffic safety behaviors. This statewide survey will be conducted in a similar manner to the Annual Attitudinal Survey. Increase the percentage of self-reported distracted driving survey from 24.73% to 26.53% by FY2023.	Attitudinal Survey	N/C	N/C	N/C	24.73%	26.53%
E-1	Maintain the extrication process at 10 minutes, to sustain the survivability of those involved in traffic crash.		N/C	N/C	N/C	N/C	N/C
T-1	Maintain the timeliness of the Crash file by increasing the percentage of crash reports entered into the Crash database within 2 days after the crash at 96% by 2023.	Annual % Reports entered within 2 days	80%	85%	90%	95%	95%

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.

Performance Target Justification: Guam’s target of 13 is justified based on the projected linear trend line using 5-year moving averages indicated in the graph above.

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 FY2023.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-1) Number of traffic fatalities (Territory Crash Data Files)- 2023	Numeric	13	5 Years	2019-2023

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.

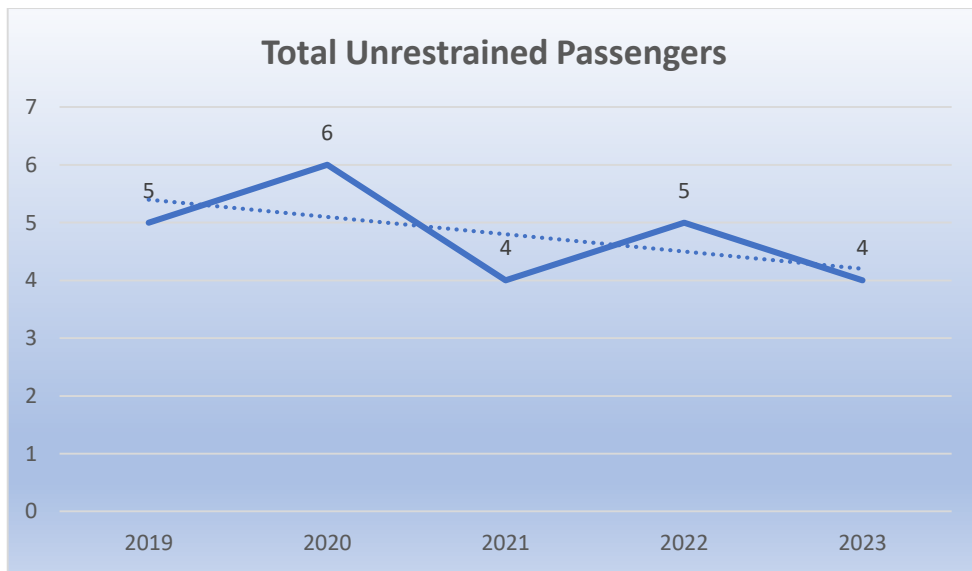
Performance Target Justification: Guam will aggressively seek new and innovative projects and programs, utilizing problem identification to direct enforcement efforts, engaging with partners and stakeholders of unrepresented populations and high visibility enforcement in multiple traffic challenges, 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) 2023	Numeric	468	5 Years	2019-2023

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)-2023	Numeric	Not Applicable	5 Years	2019-2023

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

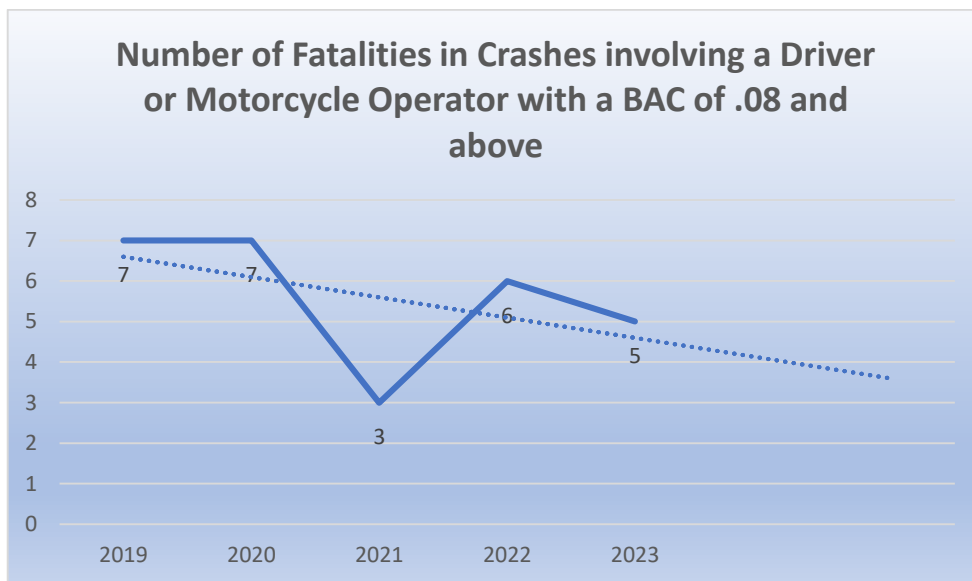


No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

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) 2023	Numeric	4	5 Years	2019-2023

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)

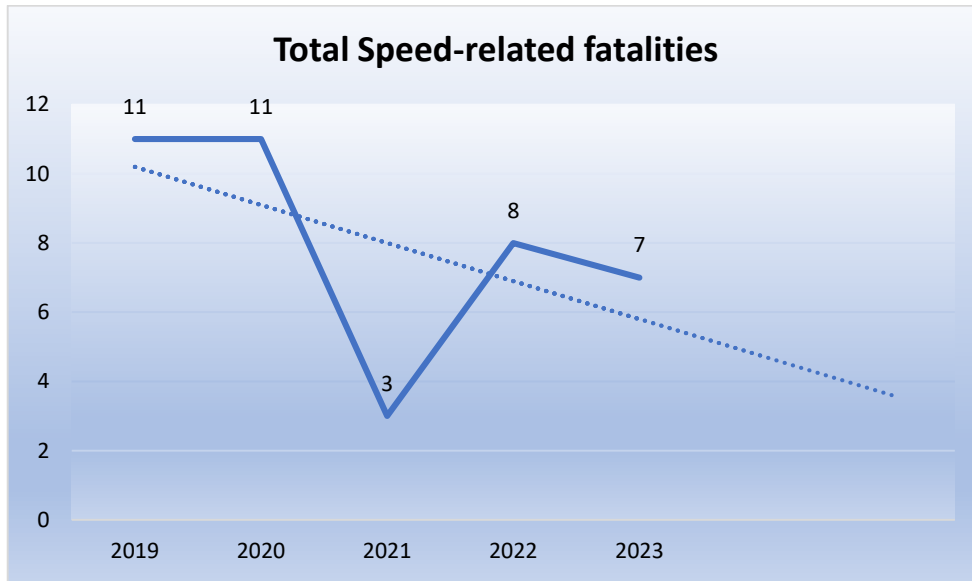


No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

Performance Target Justification: DPW-OHS will continue to fund Impaired Driving projects in FY2023 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) 2023	Numeric	5	5 Years	2019-2023

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



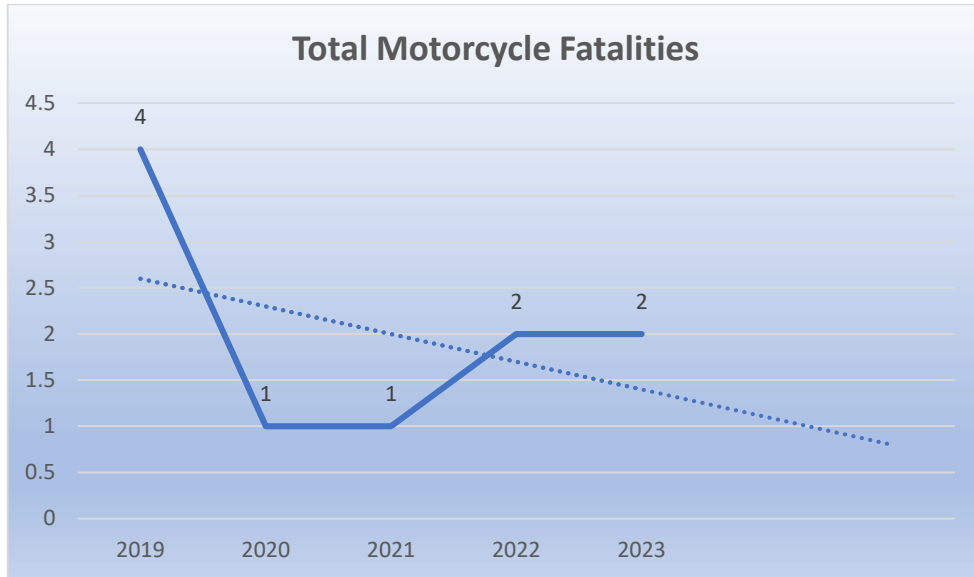
No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

Performance Target Justification: Guam’s target of seven (7) is justified based on the projected linear trend line using 5-year moving averages indicated in the graph above.

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 FY2023.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-6) Number of speeding-related fatalities (Territory Crash Data Files) 2023	Numeric	7	5 Years	2019-2023

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

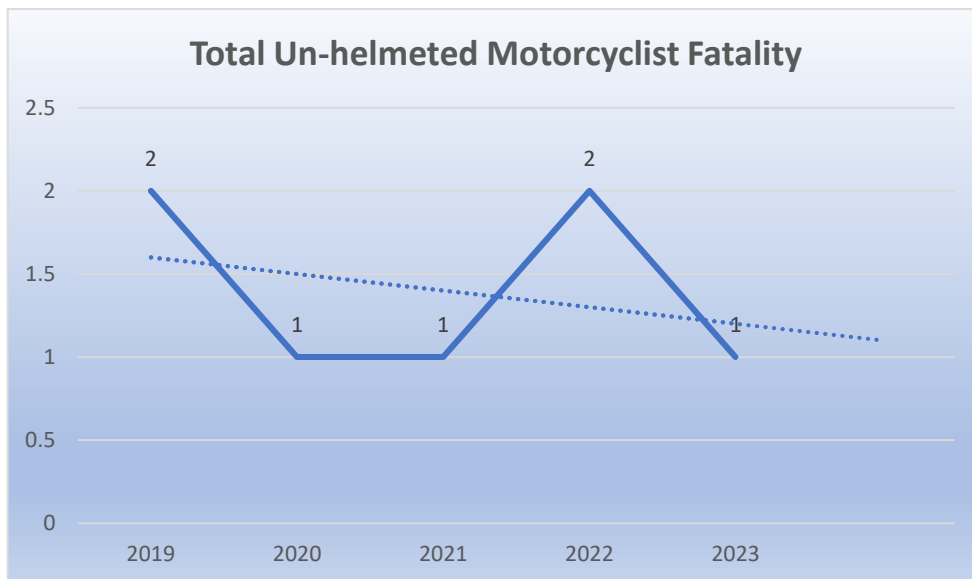


No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

Performance Target Justification: The DPW-OHS will continue to fund priority programs identified in FY2023 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) 2023	Numeric	2	5 Years	2019-2023

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

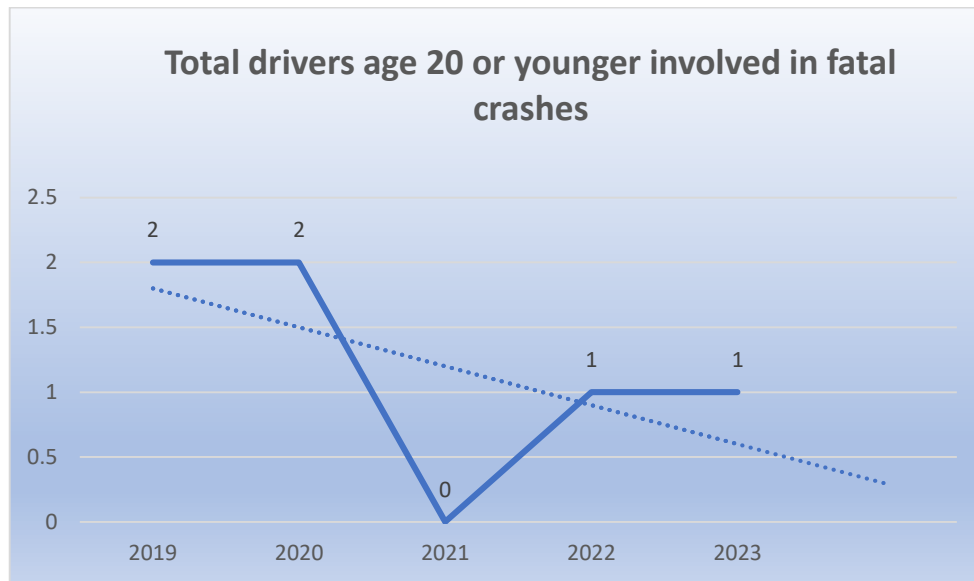


No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

Performance Target Justification: The DPW-OHS will continue to fund priority programs and projects identified in FY2023 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) 2023	Numeric	1	5 Years	2019-2023

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

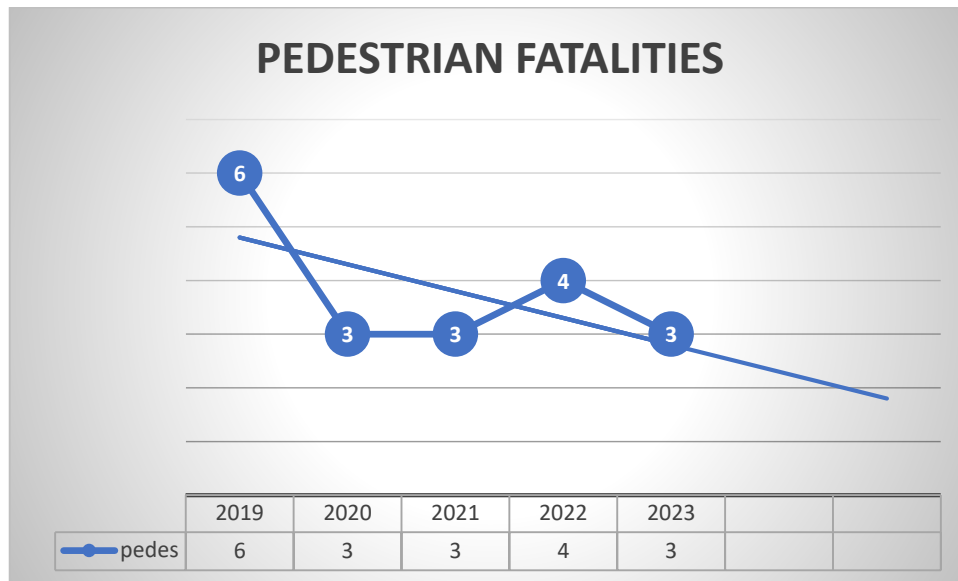


No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

Performance Target Justification: The DPW-OHS will continue to fund priority programs and projects identified in Guam’s 2023 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) 2023	Numeric	1	5 Years	2019-2023

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

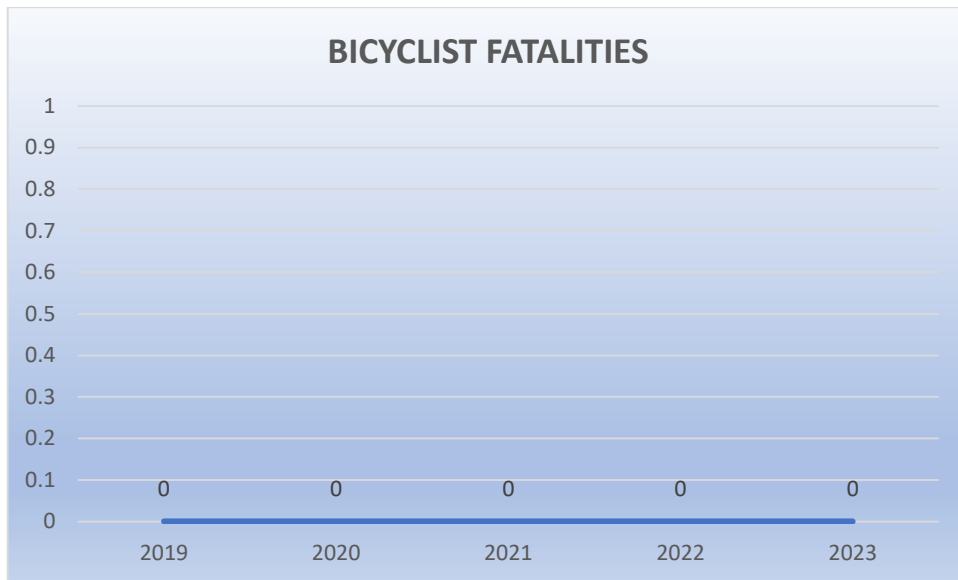


No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

Performance Target Justification: Guam’s target of three (3) is justified based on the projected linear trend line using 5-year moving averages indicated in the graph above. 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 FY2023.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-10) Number of pedestrian fatalities (Territory Crash Data Files) 2023	Numeric	3	5 Years	2019-2023

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

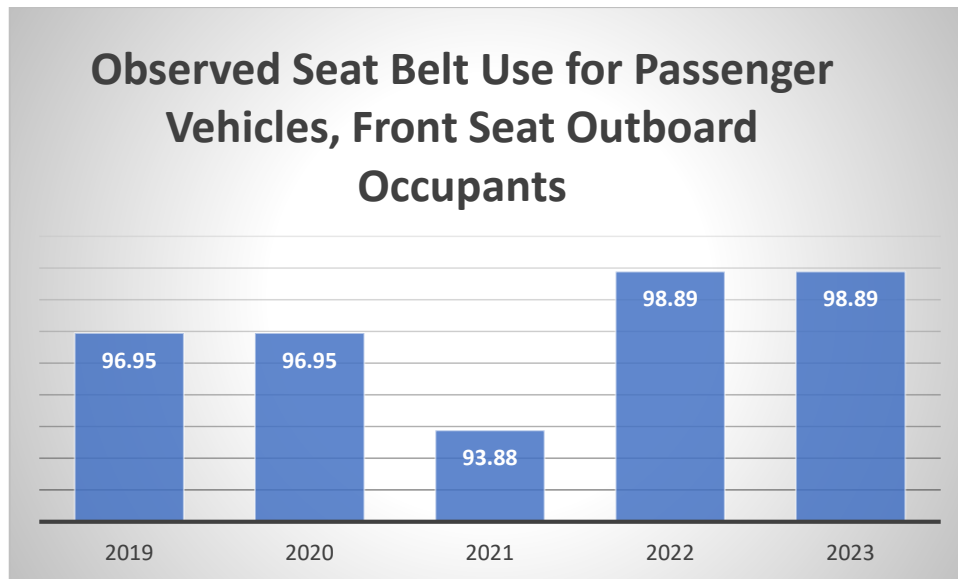


No FARS data collected in the U.S. Territories. Guam is using Territory Data Source.

Performance Target Justification: The DPW-OHS will continue to fund Pedestrian and Bicycle Projects in FY2023 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) 2023	Numeric	0	5 Years	2019-2023

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.

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, 2023. The DPW-OHS will continue to conduct educational outreach and fund for overtime enforcement activities to maintain OP High Usage on seat belt.

Performance Target	Target Metric Type	Target Value	Target Period	Target Years
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2023	Percentage	98.89	5 Years	2019-2023

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.

Performance Measure: E-1) Extrication Process

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

Performance Target Justification: Maintain the extrication process at 10 minutes to sustain 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.

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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: 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 2023 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: PA23-07-01OHS

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, and equipment) 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	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Planning & Administration	\$100,000.00
2023	Section 402 (BIL)	Planning & Administration	\$141,603.00
2023	Section 402 (SUP BIL)	Planning & Administration	\$7,912.50

PROGRAM AREA: IMPAIRED DRIVING (DRUG AND ALCOHOL)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Guam currently has a population of about 172,694. This number is expected to increase in the near future due to the U.S. Military buildup. The following are Guam's main thoroughfare and secondary roads:

1. Route 1 (Marine Corps Drive) from Naval Base Guam, Piti to Andersen Air Force Base, Yigo
2. Route 16 (Army Drive) Dededo to Route 16 (Army Drive) Barrigada
3. Route 10 (Vietnam Veteran's Highway) Barrigada to Chalan Pago
4. Route 8 (Purple Heart Memorial Highway) Hagatna to Barrigada
5. Route 4 (Chalan Kanton Tasi) Hagatna to Merizo
6. Route 3 (Main thoroughfare to Camp Blas, the new U.S. Marine Corps Base)
7. Route 14 (Chalan San Antonio – Pale San Vitores Road)

These highways/roadways are highly travelled by motorists, which includes tourists from Japan, South Korea, Philippines and other Asian regions. Pretty much, Guam is a melting pot of different nationalities with different driving behaviors that may contribute to the crashes occurring in Guam.

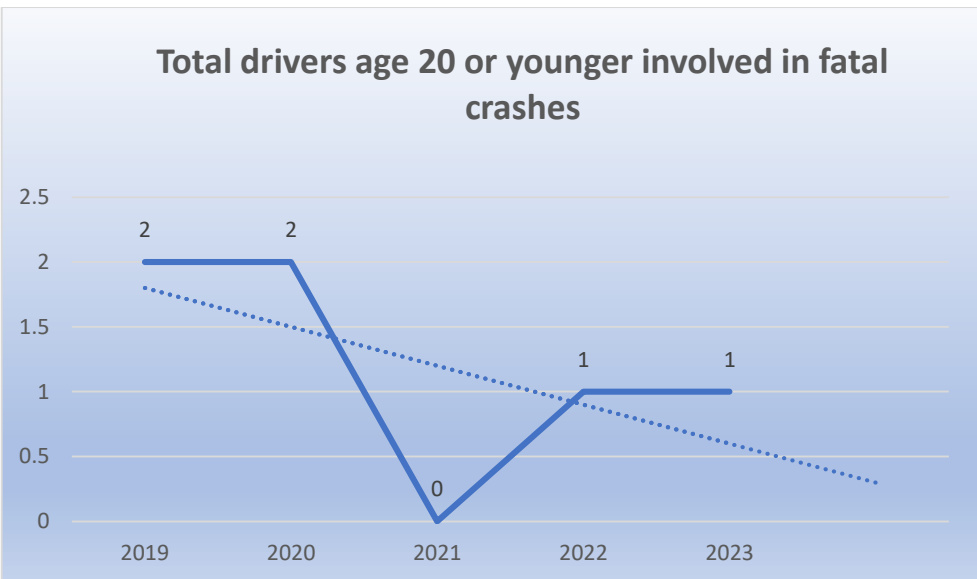
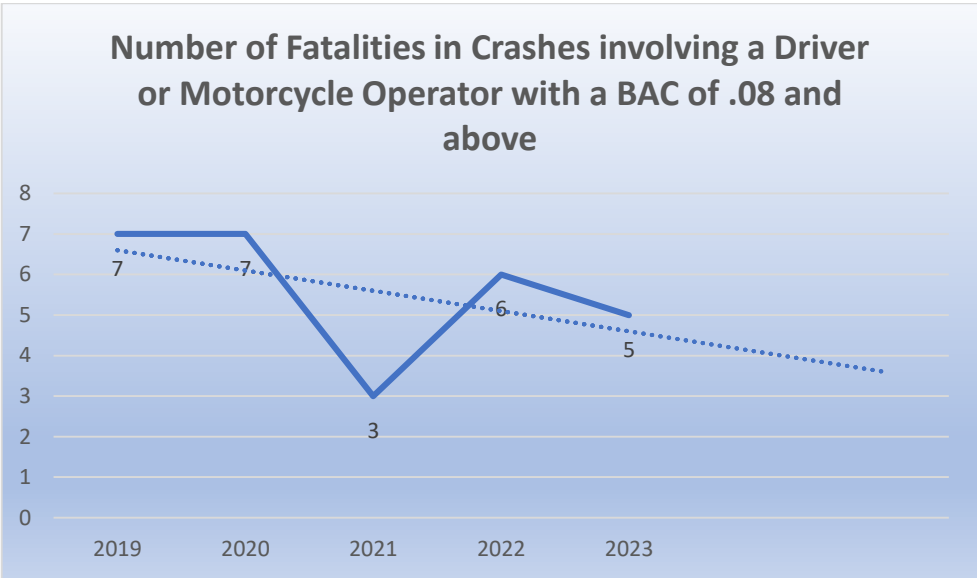
During CY2017 to CY2021, Guam recorded a total of 87 traffic related fatalities. Of the 87, there were 22 alcohol-impaired traffic fatalities and according to GPD-HPD data analysis, the highest risk were male drivers between the ages of 18-24.

The average days of the week where crashes involving alcohol-impaired fatalities occur are Wednesday, Thursday and Saturday, during the times of 6:00 p.m. – 12:00 a.m.

ASSOCIATED PERFORMANCE MEASURES

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (Territory crash data files)-2022	2023	2019-2023	13
2023	C-2) Number of serious injuries in traffic crashes (Territory crash data files)-2022	2023	2019-2023	468
2023	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	2023	2019-2023	5
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (Territory crash data files)-2022	2023	2019-2023	1





Countermeasure Strategies in Program Area:

COUNTERMEASURE STRATEGY: Highway Safety Office Program Management 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.

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 Coordinators' 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, Tenth Edition, 2020.

- 1 - Alcohol- and Drug-Impaired Driving
- 1.1 – Deterrence: Laws
- 1.5: 5.2 Mass Media Campaigns

PLANNED ACTIVITY: Alcohol and Other Drugs Countermeasures

PLANNED ACTIVITY NUMBER: AL23-01-01OHS

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 and supplies for sub-grantee, i.e., dry gas for intoximeter; upside down paint; and major equipment to support sub-grantee in their DUI project – see Major purchases and dispositions below.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Alcohol	\$33,170.00
2023	Section 402 (BIL)	Alcohol	\$162,980.20
2023	Section 402 (SUP BIL)	Alcohol	\$0.00

MAJOR PURCHASES AND DISPOSITIONS

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

Description	Quantity	Unit Cost	Total Cost	Source 402 FAST	Source 402 BIL	Source 402 Sup BIL	NHTSA share per unit	NHTSA Share total costs
Light Tower	1	\$15,000	\$15,000	0.00	\$15,000	0.00	\$15,000	\$15,000
Intoximeter	1	\$9,500	\$9,500	0.00	\$9,500	0.00	\$9,500	\$9,500

Countermeasure Strategies in Program Area:

COUNTERMEASURE STRATEGY: Drug Recognition Expert (Dre) Training

PROGRAM AREA: Impaired Driving (Drug and Alcohol)

PROJECT SAFETY IMPACTS:

This countermeasure involves laws that prohibit the use of impairing drugs by drivers. This includes impairment-based statutes, which stipulate that prosecution must prove the driver was impaired (for example, by driving recklessly or erratically).

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
 - 1.6: 6.5 – Youth Programs
 - 1.7: 7.1 – Enforcement of Drugs Impaired Driving
 - 1.7: 7.2 – Drug Impaired Driving Laws

PLANNED ACTIVITY: DUID Education and Training

PLANNED ACTIVITY NUMBER: AL23-01-02OHS

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.

NHTSA recommends that DREs participate in HVE and checkpoints, and respond to serious and fatal crashes. DREs use a standardized procedure to observe a suspect’s appearance, behavior, vital signs, and performance on psychophysical and physiological tests to determine whether and what type of drug or drug category may have been used (Talpins et al., 2018). NHTSA has developed the Advanced Roadside Impaired Driving Enforcement training, which bridges the gap between the SFST and the DRE training programs. CTW: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020. (1.7: 7.1 – Enforcement of Drug Impaired Driving)

DPW-OHS will continue to:

- Provide proper training in conducting a successful sobriety checkpoint by sending law enforcement sub-grantees, to include OHS Program Coordinators to conferences, meetings, and/or trainings relating to DUID;
- Ensure alcohol and drug testing procedures and protocols are in place;
- Increase the number of SFST/ARIDE certifications;
- Maintain Guam’s two (2) DRE certification; and
- Increase the enforcement of impaired driving.

These planned activities above, 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.

FUNDING SOURCE

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Alcohol (DUID)	\$0.00
2023	Section 402 (BIL)	Alcohol (DUID)	\$30,000.00
2023	Section 402 (SUP BIL)	Alcohol (DUID)	\$0.00

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COUNTERMEASURE STRATEGY: Impaired Driving Task Force

PROGRAM AREA: Impaired Driving (Drug and Alcohol)

PROJECT SAFETY IMPACTS:

Four basic strategies are used to reduce impaired-driving crashes and driving under the influence. (Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020.) (1- Strategies to Reduce Impaired Driving)

1. Deterrence: enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so people choose not to drive impaired;
2. Prevention: reduce drinking and drug use and keep impaired drivers from driving;

3. Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable; and
4. Alcohol and drug treatment: reduce alcohol and drug dependency or addiction among drivers.

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. Officers will conduct saturated patrol in area of operation to identify suspected DWI Motorists and conduct SFST and/or administer the Portable Breath Tester (PBT). Suspects who failed the SFST and PBT, will be transported to staging area for processing.
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. Officers will in turn return to saturation enforcement. DRE's will conduct an evaluation if the arrestee is suspected to be impaired by a substance (drugs) other than alcohol.

Law Enforcement	2017	2018	2019	2020	2021
Total serious traffic injuries	867	608	694	478	584
Total traffic fatalities	15	24	18	14	16
Total DUI fatalities	4	4	7	7	5
Total DUI arrest (grant funded and non-grant funded)	129	438	369	255	*108

***COVID RESTRICTIONS WERE STILL IN PLACE THROUGH THE GOVERNOR'S EXECUTIVE ORDERS**

An analysis of data gathered from the 108 DUI arrest cases for CY2021 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, Tenth Edition, 2020.

- 1: Strategies to Reduce Impaired Driving

PLANNED ACTIVITY: DUI/Impaired Driving

PLANNED ACTIVITY NUMBER: AL23-01-03HPD

PLANNED ACTIVITY DESCRIPTION:

Goals:

- To reduce the number of DUI related traffic fatalities from five (5) in CY2021 to four (4) by December 31, 2023.
- To decrease CY2022 DUI related fatalities compared to an average of the previous three (3) years fatalities by 10% by December 31, 2023
- To increase C Y2023 DUI arrests compared to C Y2021 (345 DUI arrests) by 10% by December 31, 2023.

Objectives:

- To conduct seven (7) DUI checkpoint operations at six (6) hours per operation during the DUI campaign and/or mobilizations over 12 months with a focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur (Route 1, Marine Corps Drive, Tamuning/Dededo, Route 4, Hagatna/Sinajana, Route 8, Maite/Barrigada, and Route 16, Harmon, Route 15

Mangilao/Yigo) by funding overtime costs to the Guam Police Department – Guam Highway Patrol Division to conduct saturation and stationary enforcement activities throughout FY2023.

- To conduct DUI Roving enforcement/saturation in the event that a DUI checkpoint is not possible due to inclement weather conditions.
- To conduct Standardized Field Sobriety Test (SFST) training sessions for GPD and other law enforcement agencies.
- To conduct two (2) DUI/Alcohol presentations at High Schools.
- To conduct DUI/Alcohol educational presentations at community-based organizations.
- 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 procure one (1) DUI Mini Van for GPD-HPD. The current DUI Van is not operable and it’s in survey status. In addition, it has maximized its lifespan of over 18 years and its blue-book value. 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	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Alcohol	\$15,000.00
2023	Section 402 (BIL)	Alcohol	\$130,000.00
2023	Section 402 (SUP BIL)	Alcohol	\$0.00

MAJOR PURCHASES AND DISPOSITIONS

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

Description	QTY	Unit Cost	Total Cost	Source 402 FAST	Source 402 BIL	Source 402 Sup BIL	NHTSA share per unit	NHTSA Share total costs
DUI Mini Van	1	\$100,000	\$100,000		\$100,000		\$100,000	\$100,000



COUNTERMEASURE STRATEGY: Highway Safety Prosecutor (DUI)

PROGRAM AREA: Impaired Driving (Drug and Alcohol)

PROJECT SAFETY IMPACTS:

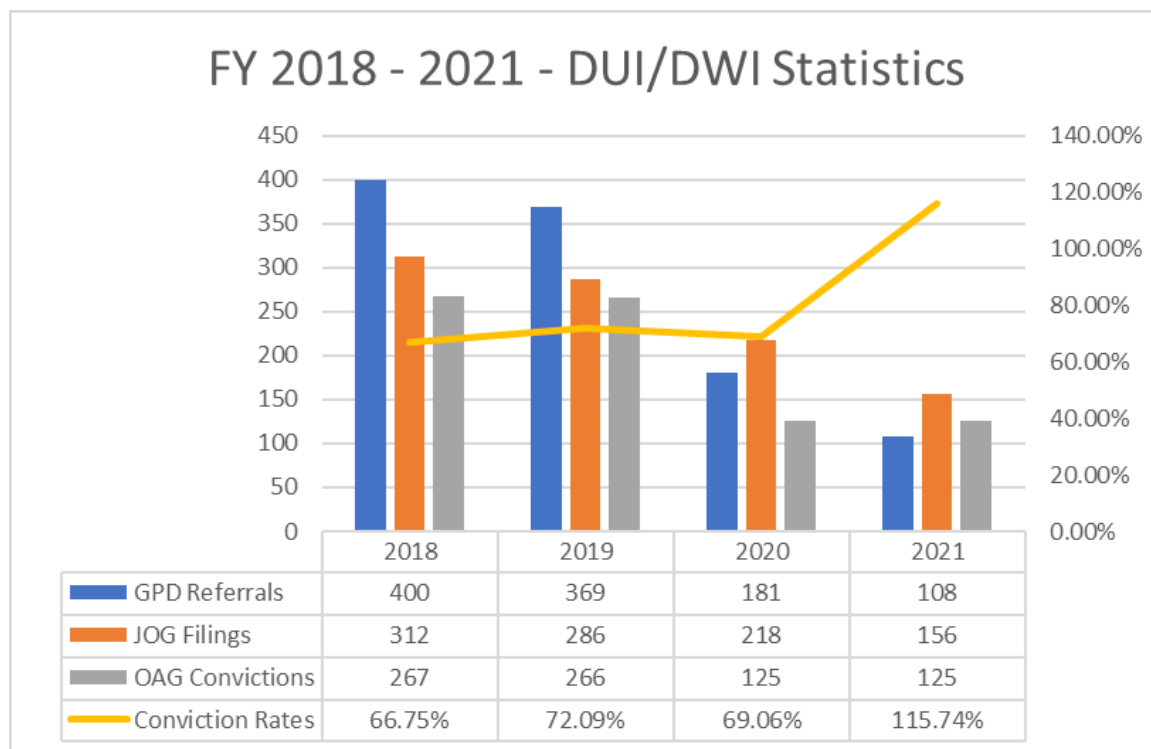
The OAG’s Prosecution Division provides prosecution services on behalf of the Territory of Guam. Its mission is to review cases referred by law enforcement agencies on alleged criminal acts and prosecute those cases based on the evidence presented. Since the establishment of the Judiciary of Guam’s Driving While Intoxicated (DWI) Court Program in 2010, the OAG has played a major role in the prevention and reduction of drunk driving and arrests in Guam.

The purpose of the Highway Safety Prosecution Project is to continue to fund 50 percent of the DUI/DWI Prosecutor for prosecution of DUI/DWI, reckless driving with injuries/death/property damage, and other related traffic offenses in Guam.

In CY2019, Guam had a total of 9,109 crashes (including property damages), resulting in 694 serious injuries and 18 were reported as fatalities with 8 traffic fatalities due to alcohol and drugs. 2019 data displays an ongoing area of concern regarding highway safety with the reported increase in occurrences of impaired driving, speed, and pedestrians related crashes.

From 2018 through 2021, DUI/DWI reported cases have continued to be the top 3 offenses charged overall as reported by the Superior Court of Guam. The chart below shows the number of cases referred from the Guam Police Department (GPD), the number of cases filed at the Judiciary of Guam (JOG), and the number of cases convicted by the OAG. The OAG’s average rate of conviction totals 74% of the cases referred from GPD for DUI/DWI related offenses within the past 4 years. In FY 2021,

conviction rates surpassed the total number of cases referred due to the conviction of cases referred from previous years.



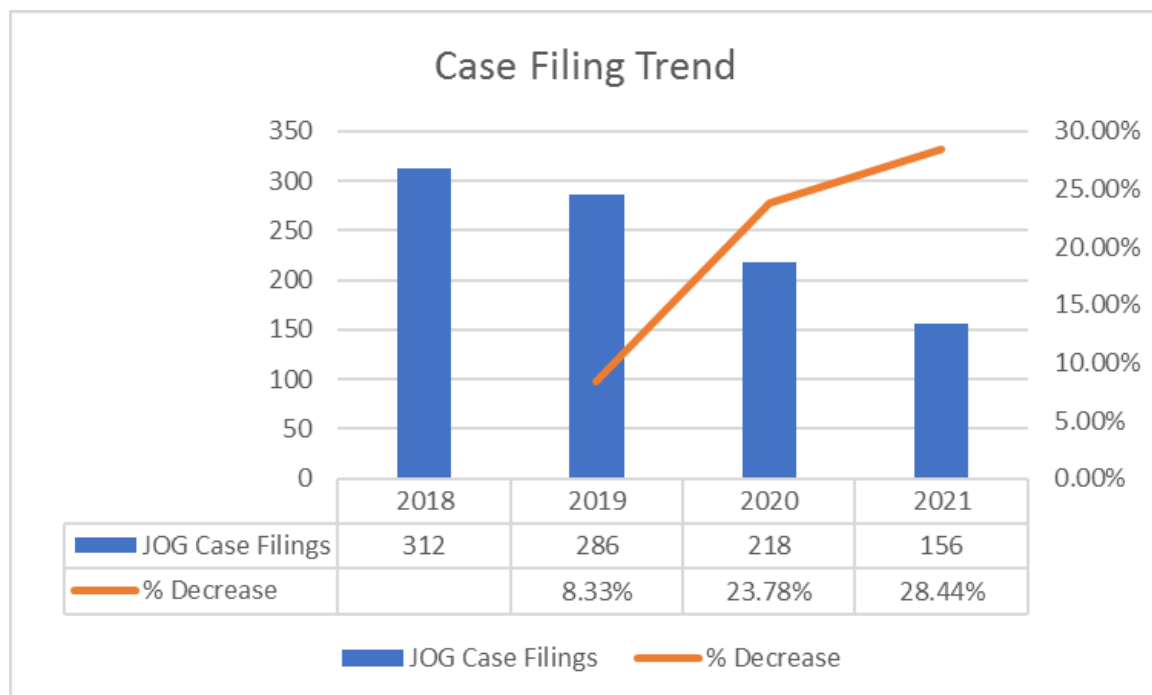
More data collection and analysis of statistical data are needed to validate with the passage of the recreational Marijuana Law (Public Law 32-35) and reckless driving offenses that mirror alcohol-related offenses will significantly impact the safety of the community on Guam’s highways and roadways. Notably, a crash in 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.

Since March 2020, the COVID-19 pandemic resulted in a declaration of public health emergency and subsequently led to the shutdown of Guam’s non-essential businesses operations, social gatherings, public and or private gatherings, and all non-essential travel which may have contributed to the decline in the numbers of DUI/DWI cases reported in FY 2021 compared to previous years. Furthermore, the Governor’s Executive Order prohibited social gatherings to prevent the spread of the COVID-19 virus. Public entertainment spaces such as bars, malls, gyms, movie theaters, dine-in service at restaurants, and financial institutions functioning with limited in-person services may have also contributed to the decline in numbers.

This proposal highlights the importance of prosecuting impaired driving cases, implementing appropriate countermeasures, and instituting plea-bargaining policies to ensure convictions hold offenders accountable and keep Guam’s roadways and citizens safe.

The OAG seeks to maintain the partial funding of a Prosecutor assigned to the DUI/DWI Court program. The role of the prosecutor is to secure convictions and to serve justice in the interest of the public by delivering effective prosecuting strategies and holding offenders accountable to ensure Guam’s roads and streets remain safe.

Since its implementation in 2017, the JOG’s DWI Treatment Court, in a collaboration with OAG has proven to be effective in substantially reducing the number of DWI arrests and recidivism cases on the island as evidenced by the chart below which displays a continued decrease in the number of case filings year over year.



The OAG will continue its partnership with GPD and JOG as the critical enforcement and adjudication components of the criminal justice system for DUI/DWI cases and issues. Additionally, the OAG will continue to promote community awareness through media campaigns, Public Service Announcements (PSA), earned media, participation in community outreach events, etc., to reach a greater community audience.

RATIONALE

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020.

- 1. Deterrence: Laws
- 1.3 Deterrence: Prosecution and Adjudication

PLANNED ACTIVITY: DUI Prosecutor

PLANNED ACTIVITY NUMBER: AL23-01-04OAG

PLANNED ACTIVITY DESCRIPTION:

GOALS:

- 1) Increase the number of DUI/DWI convictions by September 30, 2023;
- 2) Reduce recidivism by strengthening prosecution policies, strategies, and protocols in DUI/DWI traffic-related cases by September 30, 2023;
- 3) Increase by 5 percent (5%), the number of successful prosecutions of DUI/DWI cases, traffic DUI/DWI Alcohol, Drug, or Combo cases received from law enforcement agencies using new prosecution strategies, protocols, and best practices from October 1, 2022 through September 30, 2023; and
- 4) Increase by 5 percent (5%), the rate of convictions in DUI/DWI arrests, and or impaired (AUD) traffic-related cases from October 1, 2022 through September 30, 2023.

OBJECTIVES:

- (1) Review comprehensive plans, policies, and procedures, and implement changes to ensure effective enforcement and adjudication components of the Criminal Justice System for DUI/DWI traffic-related cases and safety issues from October 1, 2022 through September 30, 2023;
- (2) Attend annual conferences and or training opportunities to enhance prosecutorial skills and competency on critical topics, related to prosecutorial strategies, court treatment, traffic enforcement, and highway safety, etc. by September 30, 2023.

(3) Implement best practices in sentencing recommendations and/or pretrial diversion program options in DUI/DWI traffic-related cases by September 30, 2023;

(4) To continue to partially fund for one (1) DUI/DWI Prosecutor to the DUI/DWI Court program.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Alcohol	\$0.00
2023	Section 402 (BIL)	Alcohol	\$60,993.00
2023	Section 402 (SUP BIL)	Alcohol	\$0.00

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COUNTERMEASURE STRATEGY: DWI Court Project

PROGRAM AREA: Impaired Driving (Drug and Alcohol)

PROJECT SAFETY IMPACTS:

To support effective supervision strategies and best practices, the Judiciary’s FY2023 DWI Alcohol Education Project will provide resources for Probation Services Division ensuring the successful supervision of DWI clients and the implementation of the Driving with Care Alcohol Education and Awareness Program and training for the current DWI Court judge and/or Probation staff.

From 2016 to 2020, Driving While Intoxicated (DWI) cases have consistently ranked within the top three offenses charged in the Superior Court of Guam for both misdemeanors and overall cases. Impaired driving continues to be a growing concern due to the passage of the Guam Cannabis Industry Act of 2019, which decriminalized the recreational use of marijuana.

The Superior Court of Guam’s Probation Services Division’s Alternative Sentencing Office (ASO) Unit facilitates the Driving with Care Level I Program which aims to provide alcohol education for eligible defendants. The target population of this program are participants that are adjudicated for DWI related offenses but are not eligible or choose not to enter the DWI Treatment Court. Participants in this program typically do not require additional extensive treatment, but must adhere to the conditions of

probation which may include requirements like mandatory alcohol testing, weekly or monthly check-ins with probation. In 2021, the ASO Unit processed 127 referrals for participants to enroll in the Driving with Care Level I Program. Of that total, 84 participants successfully completed the program, while 33 were non-compliant. With the COVID-19 worldwide pandemic extending into its second full year, the program was held primarily via a virtual platform allowing for the continuity of services.

A more intensive program for defendants with DWI charges is the Driving While Intoxicated Treatment Court (DWITC). The DWITC Program has had 98 defendants screened by prosecutors for legal eligibility from 2019 through 2021. All 98 screened were found legally eligible and referred to DWITC for further screening. All DWITC participants attend the Driving with Care Level II Alcohol Education and Therapy Program, which is coordinated and facilitated by the DWITC Program.

The DWI Treatment Court participants contribute to the island’s overall substance use problem and require supervision by the Probation Services Division to include alcohol testing as a condition of their probation and the successful completion of the Driving with Care Level II Education program.

TOP OFFENSES CHARGED OVERALL					
	2020	2019	2018	2017	2016
Family Violence	329	377	287	372	457
Possession of Schedule II Controlled Substance	224	150	302	217	341
Driving While Impaired	187	237	198	292	253

DRIVING WITH CARE PROGRAM - LEVEL I					
English DWC Level I Program	2021	2020	2019	2018	2017
Processed	106	134	204	285	349
Completed	69	82	131	199	199
Non-Compliant	27	52	73	86	86
Chuukese DWC Level I Program					
Processed	19	16	38	54	59
Completed	13	7	25	22	22
Non-Compliant	6	9	13	37	37
Chinese DWC Level I Program					
Processed	2	0	0	0	0
Completed	2	0	0	0	0
Non-Compliant	0	0	0	0	0

Source Data:

Probation Services Division. Alternative Sentencing Office Unit – Driving with Care Level I Alcohol Education Program.

As the COVID-19 worldwide pandemic has continued, the Judiciary of Guam implemented innovative ways to continue meeting its goals. Like many Judiciary services, programs servicing participants, clients, and the general public migrated to virtual platforms. The DWC Level I Program also successfully migrated a majority of its classes through a shared Zoom license, allowing participants to complete the program with little interruption. ASO staff remained flexible and understanding of how COVID-19 impacted its participants in different ways. Accommodations remained available, in line with current restrictions, for individuals unable to participate via video conference classes.

The DWC Level I Program offers classes three (3) times a week, and the Alternative Sentencing Office has elected to continue offering virtual classes, while making accommodations when necessary. The ASO Unit staff are prepared to add additional courses based on enrollment needs due to reduced classroom sizes in compliance with social distancing requirements. Funding to purchase the workbooks utilized by the Driving with Care Level I participants is critical to each participant's success.

To continue capacity building within the Judiciary, funding to support the costs for training is critical. Given the current pandemic, virtual training will be taken advantage of when available. If virtual training is not available, travel for in-person training (airfare, per diem, and registration) for the DWI judge and/or ASO staff to attend DWI Court-

related training and/or conferences will be sought. Training and/or conferences bring together leaders from all models of treatment courts, the recovery community, law enforcement, veteran service organizations, legislators, and other key stakeholders to learn the latest evidence-based practices for serving individuals with substance use and mental health disorders. An event like the annual National Association of Drug Court Professionals (NADCP) is an example of a conference where training resources for drug court professionals may be found.

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, Tenth Edition, 2020.

- 1.4. Deterrence: DWI Offender Treatment, Monitoring, and Control

PLANNED ACTIVITY: DWI Alcohol Education Project

PLANNED ACTIVITY NUMBER: AL23-01-05JOG

PLANNED ACTIVITY DESCRIPTION:

The Judiciary of Guam proposes to continue its facilitation of its “Driving with Care Level I” (DWC) Education Program, which aims to help clients prevent future driving while impaired by alcohol or other drugs from reoccurring. The Driving with Care program for impaired driving offenders is based on the belief that impaired offender intervention must focus on moral responsibility toward others. The program is a cognitive-behavioral approach for implementing change, which helps prevent recidivism. The DWC Program is facilitated through the Probation Services 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 1,471 participants were referred to the English-language DWC Program since its implementation, and 297 participants were referred to the Chuukese-language DWC Program. The program has also shown its ability to accommodate

other language speakers and in FY2021, the Driving with Care Level I Alcohol Education Program conducted its first Chinese Driving with Care Level I Education cycle. The cycle comprised of two (2) participants whose primary language was Mandarin. A Judiciary Mandarin interpreter assisted the ASO Unit during this cycle.

The DWI populations served by the Judiciary have probation conditions that must be met. These conditions often include drug or alcohol testing which must be completed on a weekly or monthly basis, and are administered by the Probation Services Division. For breath alcohol testing, Probation Officers and staff utilize a handheld or desktop breathalyzer device. To maintain the safety of clients, Probation Officers and Probation staff utilize disposable mouthpieces for breath testing that must be changed on the breathalyzer following each client's use. The devices also require a special paper roll to provide the test readings after each use. These print outs documenting the test result are filed in the participant's records and entered into court as evidence, when necessary. Funding to support these activities is critical in the Probation Services Division's mission to supervise its clients who have substance use conditions.

Goals:

- Procure Driving with Care Level I Adult Education booklets; and
- Procure disposable mouthpieces and thermal paper roll for desktop breathalyzer devices.

Objectives:

1. Help individuals develop skills to prevent future driving while impaired by alcohol or other drugs and to avoid a future pattern of alcohol or other drug use through the continued facilitation of Driving with Care courses. Objective to be completed by September 30, 2023.
2. Support the Probation Services Division's capability to safely administer breath alcohol testing that reduce the risk of virus transmission by providing the proper accessories compatible with the division's existing breathalyzer devices. Objective to be completed by September 30, 2023.

3. Provide funding for the attendance of the DWI Judge and/or ASO Staff to attend NADCP or similar training via virtual platforms or in-person to include associated registration fees.

FUNDING SOURCES

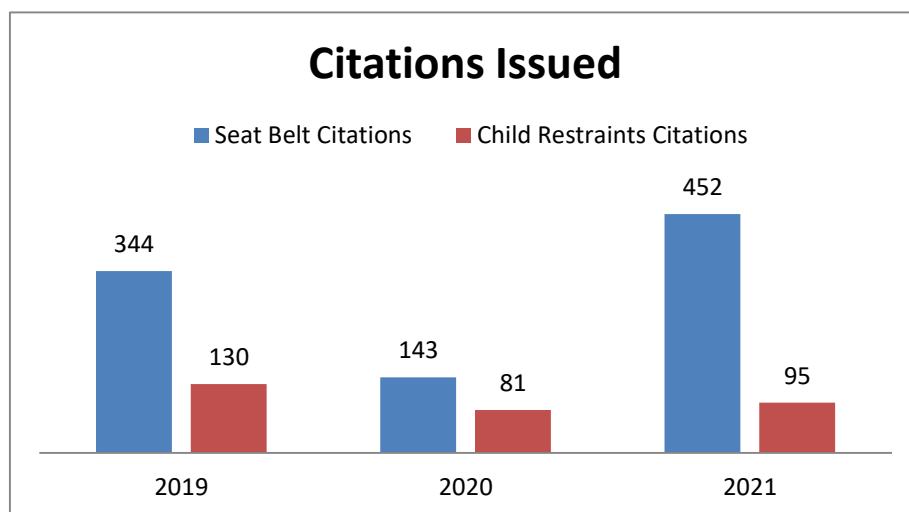
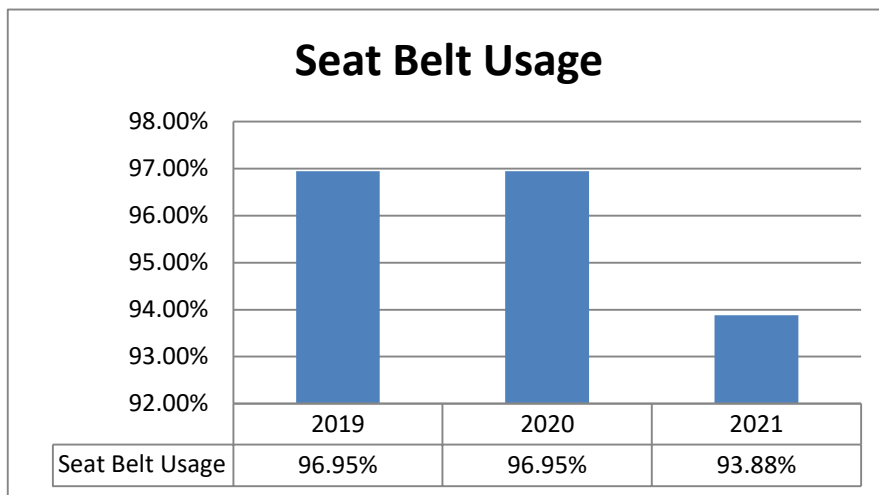
Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Alcohol	\$0.00
2023	Section 402 (BIL)	Alcohol	\$1,322.50
2023	Section 402 (SUP BIL)	Alcohol	\$7,337.50

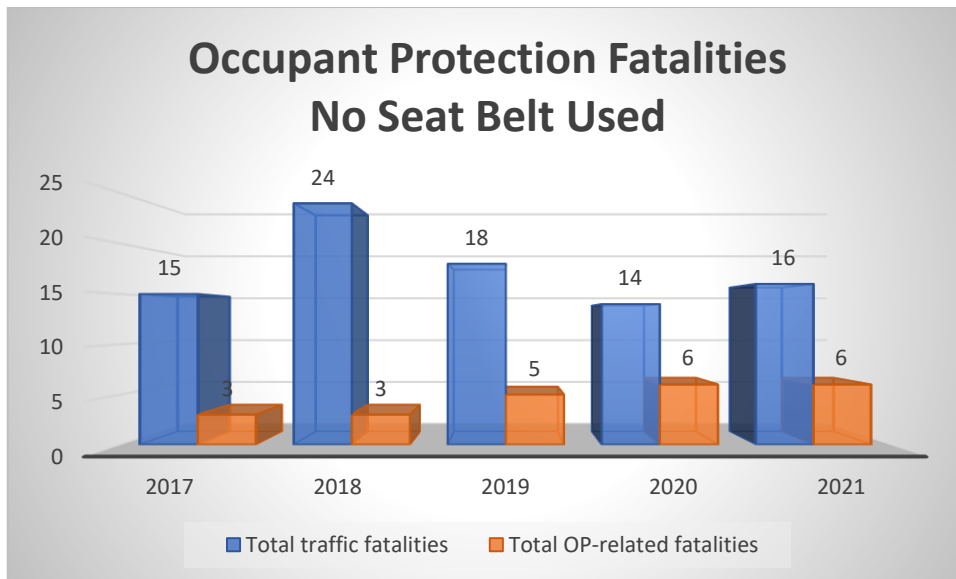
**Program Area: Occupant Protection
(Adult and Child Passenger Safety)
Sections 402 {BIL and SUP BIL} and
405B (BIL and SUP BIL)**

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Seat Belt Usage and Citations (CY2019-CY2021)

	2019	2020	2021
Seat Belt Usage	96.95%	96.95%	93.88%
Seat Belt Citations	344	143	452
Child Restraint Citations	130	81	95





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.

ASSOCIATED PERFORMANCE MEASURES

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-2) Number of serious injuries in traffic crashes (Territory Crash Data Files) – 2023	2023	2019-2023	468
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory Crash Data Files) – 2023	2023	2019-2023	4
2023	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2023	5 Years	98.89

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 FY2023, 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, Tenth Edition, 2020.

- 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: OP23-02-01OHS

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 FY2023, 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	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Occupant Protection	\$19,142.90
2023	Section 402 (BIL)	Occupant Protection	\$89,870.75
2023	Section 402 (SUP BIL)	Occupant Protection	\$9,500.00

COUNTERMEASURE STRATEGY: Combined Seat Belt and Alcohol Enforcement, Nighttime

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

PROJECT SAFETY IMPACTS:

Increasing seat belt usage is a priority area. Problems exist with the outer islanders migrating to Guam and being not familiar with Guam’s traffic laws. For the most part, 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.

In CY2019, there were 4437 crashes and 18 were fatal of which 7 of those fatalities involved non-use of seat belts. In CY 2020, there were 2264 crashes and 14 were fatal, of which 9 of those fatalities involved non-use of seat belts. In CY 2021, there were 2348 crashes, and 16 were fatal, of which 6 of those fatalities involved non-use of seat belts.

Most of the crashes occur between the hours of 8:00 A.M. to 8:00 P.M. and on Mondays, Thursdays, Fridays and Saturdays and during the months of May, July, August, October, November and December.

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

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 CIOT/Buckle Down

PLANNED ACTIVITY NUMBER: OP23-02-02HPD

PLANNED ACTIVITY DESCRIPTION:

Grant funds will be used for overtime enforcement activities at high-crash areas (Routes 1Yigo to Asan, Routes 3, 9, 14, 16 and 10) by conducting highly visible and sustained enforcement activities to reduce serious injuries and fatalities during traffic crashes, which will result in safer roadways for our citizens. 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.

GPD-Highway Patrol Division will conduct fourteen (14) federally funded enforcement activities at three (3) hours per operation, totaling forty-two (42) hours. During these operations, GPD-Highway Patrol Division will assign officers as a “Spotter”, a “Flag Person” and a “Citation issuing Officer”. The spotter will positively identify seat belt violators by using binoculars and communicating via police radio to the flag person stationed at the entrance of the identified safety zone area to flag the violator into the safety zone whereby the violators will be greeted by the officer assigned to issue the traffic citation. GPD-Highway Patrol Division will have five to seven officers in the safety zone area to issue citations. These operations will continue through September

30, 2023. GPD-Highway Patrol Division 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. Operation CIOT will increase the compliance relating to seat belt and child restraint usage by continuing to conduct federally funded Operation CIOT overtime enforcement activities on the most populated areas.

The GPD-Highway Patrol Division has traffic enforcement jurisdiction on the entire island, which covers one hundred (100) percent of the population and is more than the seventy (70) percent required by the grant criterion. This project involves project strategies that may include but not limited to working with other law enforcement agencies to increase occupant restraint citations through increased enforcement, officer training, and monitor the judicial disposition of the occupant restraints citations. This project will take place during the national seat belt mobilization campaigns such as the annual “Click It or Ticket”, “National Seat Belt Check Saturday”, and “Child Passenger Safety” week.

Goals:

- Increase seat belt and child restraint usage during FY2023.
- Reduce the number of unrestrained passenger fatalities by 50% from 7.33 (round-off – 7) using CY2019-CY2021 average to 3.6 (round-off – 4) in FY2023.

Objectives:

- To provide funding for Occupant Protection overtime activities to GPD-Highway Patrol Division to conduct stationary and saturation enforcement activities during FY2023. The enforcement operations are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.
- To conduct fourteen (14) enforcement operations at three (3) hours per operation, totaling forty-two (42) hours.
- To conduct seat belt enforcement throughout the year at various traffic intersections, school zone district and major highways.

- To conduct seat belt enforcement activities (stationary and saturation) during the “Click It or Ticket” and “Child Passenger Safety” week campaigns. Seat belt enforcement activities are also programmed into their DUI Checkpoints, Red Light Running enforcement and Selective Traffic Enforcement Program activities.
- Combine Selective Traffic Enforcement Program (STEP) and Seat Belt enforcement events throughout FY2023.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Occupant Protection	\$0.00
2023	Section 402 (BIL)	Occupant Protection	\$25,000.00
2023	Section 402 (SUP BIL)	Occupant Protection	\$0.00

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COUNTERMEASURE STRATEGY: OP High Usage (Section 405b)

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, Tenth Edition, 2020

- 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 Training and Travel

PLANNED ACTIVITY NUMBER: M1TR23-27-01OHS

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 FY2023. 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).

Child passenger safety inspection stations are places or events where parents and caregivers can receive assistance from certified CPS technicians, and are popular services provided by a variety of local CPS programs. Child passenger safety inspection stations are commonly housed at public health departments, fire departments, LEAs, healthcare organizations, family and social services departments, and other organizations that serve the community, including economically disadvantaged populations.

The DPW-OHS will:

- Fund travel expenses to send the program coordinators to trainings, meetings, and/or conferences and/or sub-grantees to trainings and/or conferences relating to Occupant Protection.

- To fund contractual services for training venue for the NHTSA Standardized Child Passenger Safety Technician training.
- To procure CPS training signs, canopies, etc., to be used during the NHTSA CPS Technician Training.
- To fund equipment costs for the M1TR Training project.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 405b (FAST)	Occupant Protection	\$0.00
2023	Section 405b (BIL)	Occupant Protection	\$44,500.00
2023	Section 405b (SUP BIL)	Occupant Protection	\$7,390.18

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PLANNED ACTIVITY: CPS Inspection Stations

PLANNED ACTIVITY NUMBER: M1CSS23-25-01OHS

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.

The misuse of child restraints has been a concern for many years. Some programs have been implemented to provide parents and other caregivers with “hands-on” assistance and education about the proper installation and use of child restraints in an effort to combat widespread misuse. CPS inspection stations, sometimes called “fitting stations,” are places or events where parents and caregivers can receive this assistance from certified CPS technicians.

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 FY2023. 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	Eligible Use of Funds	Estimated Funding Amount
2023	Section 405b (FAST)	Occupant Protection	\$0.00
2023	Section 405b (BIL)	Occupant Protection	\$10,000.00
2023	Section 405b (SUP BIL)	Occupant Protection	\$0.00

PLANNED ACTIVITY: OP High Education - Program Management

PLANNED ACTIVITY NUMBER: M1PE23-22-01OHS

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 FY2023, initiatives will be developed to increase the observed seat belt use of front seat outboard occupants in passenger vehicles from 93.88 percent to 95 percent by December 31, 2023, 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	Eligible Use of Funds	Estimated Funding Amount
2023	Section 405b (FAST)	Occupant Protection	\$7,874.30
2023	Section 405b (BIL)	Occupant Protection	\$39,625.70
2023	Section 405b (SUP BIL)	Occupant Protection	\$0.00

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

PLANNED ACTIVITY NUMBER: M1HVE23-23-01HPD

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 FY2023.

GPD-Highway Patrol Division will conduct fourteen (14) federally funded enforcement activities at three (3) hours per operation, totaling forty-two (42) hours. These operations will continue through September 30, 2023. GPD-Highway Patrol Division will conduct Operation SCOPE 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. Operation SCOPE will increase the compliance relating to seat belt and child restraint usage by continuing to conduct federally funded Operation SCOPE overtime enforcement activities on the most populated areas.

Operation Seat Belt, Child Restraint, Occupant Enforcement (S.C.O.P.E.) projects will increase the compliance relating to seat belt and child restraint usage, which will result in safer roadways for our citizens.

The GPD-Highway Patrol Division has traffic enforcement jurisdiction on the entire island, which covers one hundred (100) percent of the population and is more than the seventy (70) percent required by the grant criterion. This project involves project strategies that may include but not limited to working with other law enforcement agencies to increase occupant restraint citations through increased enforcement, officer training, and monitor the judicial disposition of the occupant restraints citations.

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

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 405B (FAST)	Occupant Protection	\$0.00
2023	Section 405B (BIL)	Occupant Protection	\$25,000.00
2023	Section 405B (SUP BIL)	Occupant Protection	\$0.00

PROGRAM AREA: POLICE TRAFFIC SERVICES

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Guam currently has a population of about 172,694. This number is expected to increase in the near future due to the U.S. Military buildup. The following are Guam's main thoroughfare and secondary roads:

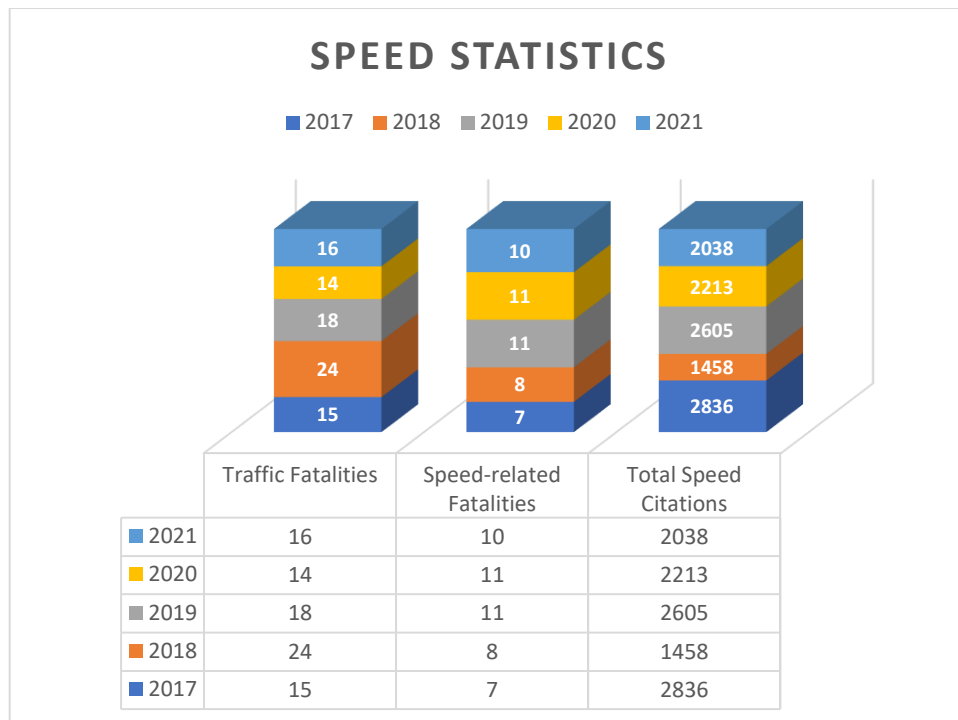
1. Route 1 (Marine Corps Drive) from Naval Base Guam, Piti to Andersen Air Force Base, Yigo
2. Route 16 (Army Drive) Dededo to Route 16 (Army Drive) Barrigada
3. Route 10 (Vietnam Veteran's Highway) Barrigada to Chalan Pago
4. Route 8 (Purple Heart Memorial Highway) Hagatna to Barrigada
5. Route 4 (Chalan Kanton Tasi) Hagatna to Merizo
6. Route 3 (Main thoroughfare to Camp Blas, the new U.S. Marine Corps Base)
7. Route 14 (Chalan San Antonio – Pale San Vitores Road)

These highways/roadways are highly travelled by the local motorists and new comers to Guam. These motorists are inclusive of tourists from Japan, South Korea, Philippines and other Asian regions. Pretty much, Guam is a melting pot of different nationalities with different driving behaviors that may contribute to the crashes occurring in Guam.

In addition to the problems identified above, the Guam Highway Patrol Division is mandated by law to have thirty (30) personnel assigned, however due to the shortage of manpower in the Guam Police Department in its' entirety, the Guam Highway Patrol Division currently has twelve personnel assigned. One (1) Division Chief, one (1) Operations Chief, one (1) Operation Sergeant, one (1) Field Supervisor and eight (8) investigators.

These investigators conduct preliminary and follow-up investigations of fatal injury, serious injuries and non-injury crashes. They also conduct traffic safety enforcement while out in the field conducting follow-up investigations. During the regular work

schedule and when the opportunity arises, the officers will conduct stationary speed enforcement in identified areas to help reduce traffic crashes.



FATAL CRASHES IN GUAM:

By the day of the week, over 40% of speed-related fatal crashes took place over the weekend. Friday and Saturday accounted for the most 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
2023	C-2) Number of serious injuries in traffic crashes (Territory Crash Data Files) – 2023	2023	2019-2023	468
2023	C-8) Number of un-helmeted motorcyclists fatalities (Territory Crash Data Files) - 2023	2023	2019-2023	1

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, Tenth Edition, 2020.

- 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: PT23-03-00OHS

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 daily operations 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; and
- Procure five (5) radars for sub-grantees.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Police Traffic	\$20,747.30
2023	Section 402 (BIL)	Police Traffic	\$125,044.40

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 2023 and beyond.

RATIONALE

This is a countermeasure from Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020

- 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: PT23-03-01HPD

PLANNED ACTIVITY DESCRIPTION:

Goals:

- To reduce the number of speed related traffic fatalities from 16 in CY2021 to 10 by December 31, 2023.
- To decrease FY2022 speeding-related fatalities compared to an average of the previous three (3) years fatalities by 10% by December 31, 2023 by funding

overtime costs to the Guam Police Department – Guam Highway Patrol Division to conduct saturation and stationary enforcement activities throughout FY2023.

- To increase FY2023 speeding citations by 15% by December 31, 2023.

Objectives:

- To conduct eleven (11) three (3) hour stationary enforcement over 12 months with a focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur (Route 1, Marine Corps Drive, Tamuning/Dededo, Route 4, Hagatna/Sinajana, Route 8, Maite/Barrigada, and Route 16, Harmon, Route 15 Mangilao/Yigo).
- To conduct LASER/RADAR training sessions for partner agencies.
- To train 30% of the precinct patrol officers on the use of speed detection equipment to enhance their knowledge and skills to perform during stationary and/or roving speed enforcement activities.
- To send GHPD officers to training for specific speed detecting instruments such as MPH Industries for the “MPH” Radar instrument and Laser Technology Inc. for the “LASER” instrument, Investigation of Motorcycle Crashes, and Pedestrian/Bicycle Crash Investigation and Advance Traffic Crash Investigation.
- To conduct LASER/RADAR training sessions per year for partner agencies. GPD-HPD will procure one (1) Police Package SUV vehicle and one (1) Electric Police Package 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. The 2015 SUV that is assigned to HPD is barely operable and is not recommended to be utilized for HPD’s enforcement due to its wear and tear and frequent breakdowns. The speedometer is over 100,000 miles, gas gauge not working, and requires major overhaul of engine. At times, HPD personnel had to cover out of their own pockets to purchase needed parts to repair said SUV in order to offset their shortage of vehicles, most especially during their roving enforcement activities.

- The Electric Police Package vehicle is cost-effective when factoring in overall cost of vehicle with maintenance and fuel savings, this will promote sustainable energy solutions and is known to be a budget cutting tool.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Police Traffic	\$0.00
2023	Section 402 (BIL)	Police Traffic	\$180,000.00
2023	Section 402 (SUP BIL)	Police Traffic	\$0.00

MAJOR PURCHASES AND DISPOSITIONS

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

Description	QTY	Unit Cost	Total Cost	Source 402 FAST	Source 402 BIL	Source 402 Sup BIL	NHTSA share per unit	NHTSA Share total costs
SUV Police Package Vehicle	1	\$65,000	\$65,000		\$65,000		\$65,000	\$65,000
Electric Police Package Vehicle	1	\$65,000	\$65,000		\$65,000		\$65,000	\$65,000

PLANNED ACTIVITY: Traffic Enforcement

PLANNED ACTIVITY NUMBER: PT23-03-02APD

PLANNED ACTIVITY DESCRIPTION:

GIAA-Airport Police Division's Crash Data and Citations:

CITATIONS	2017	2018	2019	2020	2021
Speed	559	154	51	198	436
Seat Belt	87	51	15	12	27
Child Restraints	14	12	4	0	1
Cell Phone	14	9	9	0	0

CRASH STATISTICS	2017	2018	2019	2020	2021
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Traffic crashes	315	151	123	52	100
Fatal crashes	0	0	0	0	0
Speed-related crashes	342	123	112	52	0
Speed-related crashes w/injuries	27	28	11	9	14

In FY2021 there was a sustained volume in speed-related citations that were issued on Airport roadways. The influx of citations issued were the result of the continued high increase of motorist traveling through the Maga Haga Highway, Sunset Blvd, Rt. 10A and the Airport's Arrival / Departure Service roads. With the increase of motorist traveling through the Airport Roadways, GIAA Airport Police Division has had an increase of traffic crashes. A major causation of traffic crashes is the inattention to the roadway, speed, and the use of electronics while operating a motor vehicle.

The traveling general public, tenants and employees of the Airport Facilities, and Military personnel, are amongst the vast of motorists who utilize the roadways to and from the Airport Facilities. In addition, with the current expansion and construction to the Airport Facilities, more heavy equipment vehicles have been utilizing the Airport roadways to and from job sites. In addition to those, there's also an increase of businesses such as the Social Security, Fed Ex, Cargo Services, JL Baker, etc., that operate within the Airport premises.

We continue to see an increase of motorists at the traffic light control areas entering and exiting GIAA's main Route 10A from the three main highways, Rt.1 entering / exiting Rt.10A, Rt.8 entering / exiting Maga Haga / Sunset Blvd continuing to Rt. 10A, Rt.16 entering / exiting Rt.10A. The Airport roadways experiences a high influx of motorist daily. Traffic heavily increases starting in the early morning hours 3:00 a.m. to 9:00 p.m.

Goals:

- To reduce speed-related crashes with injuries by 10% from October 30, 2022 to September 30, 2023.
- To increase APD's police presence on the roadways in efforts to deter and prevent speed-related crashes.

Objectives:

- To continue funding overtime costs for GIAA-APD to conduct their Operation Traffic Enforcement project successfully and prudently at high-crash areas:
 - Exits / Entrances from Rt.16 onto Rt.10A
 - Exits / Entrances from Rt.1 onto Rt.10A
 - Exits / Entrances from Rt. 8 onto Maga Haga Highway Sunset Blvd.
 - Roadway along Rt.10A to include the service roads leading to the Airport arrival and departure area.

- To utilize allocated funding to cover travel expenses for one (1) Airport Police officer or designated representative to attend the FY2023 Lifesavers Conference. Travel expenses include airfare, per diem, and registration.
- To conduct a minimum of two (2) Educational presentations, during FY2023 at high schools, middle schools, and elementary schools targeting 100 attendees at each event.
- To promote Community Oriented Policing ideologies by developing relationships and building trust with our island community by participating in any and/or all educational/outreach campaigns throughout FY2023, relative to drunk or drugged driving, speeding, non-use of safety belts, and non-use or incorrect use of child safety restraints.
- To work with GIAA’s Marketing Division in developing at least (1) Public Service Announcement (PSA) that educates both pedestrians and motorists about the danger of distractions and/or driving while impaired while using public roadways.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Police Traffic	\$0.00
2023	Section 402 (BIL)	Police Traffic	\$30,000.00
2023	Section 402 (SUP BIL)	Police Traffic	\$0.00

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PLANNED ACTIVITY: Operation A' DAI HE HAO'

PLANNED ACTIVITY NUMBER: PT23-03-03PPD

PLANNED ACTIVITY DESCRIPTION:

Speed continues to be one of Guam’s primary factors in traffic fatalities. This is made evident by the FY2022 Guam Highway Safety Plan which notes that 11 out of 14 total traffic fatalities in Guam were speed-related (79%) in Calendar Year (CY) 2020.

Speeding is a nationwide issue that plagues jurisdictions across the United States. According to the National Highway Traffic Safety Administration (NHTSA), speeding endangers not only the life of the speeder, but all people on the road around them. As

speed increases, the risk of serious injury or death in a crash rise exponentially. Greater speeds drastically reduce the time available to a driver to react and avoid a crash. This risk increases with every mile per hour over the speed limit. The NHTSA lists factors such as traffic, running late, anonymity, and disregard for others and for the law as some of the factors related to speeding.

The PAG-PPD’s primary jurisdiction consists of Route 11, Route 18, and sections of Route 2. Additionally, they may be called upon to patrol a section of Guam’s main highway, Marine Corps Drive. With this in mind, crash and citation statistics can be seen within the PAG-PPD’s jurisdiction below.

PAG-PPD CRASH STATISTICS	2019	2020	2021
Traffic crashes	33	12	10
Traffic crashes w/injuries	2	1	2
Speed citations	75	191	186
DUI Arrests	5	6	0
Seat Belt Citations	1	2	0
Child restraint citations	1	2	1

As seen in the table, every statistic aside from traffic crashes with injuries have gone down from 2020 to 2021. It should also be noted that crashes are significantly down since 2019 while speed citations are up. While this does not mean that speed citations are the sole reason for the reduction in crashes, it does indicate that the PAG-PPD’s speed enforcement over the years has become increasingly visible. While the PAG-PPD has been fortunate to avoid fatal crashes within its jurisdiction, it is clear that speeding remains the chief concern of the PAG-PPD. These areas primarily affect Government of Guam personnel (PAG & Guam Power Authority), private sector employees (Mobil, SCUBA Co., etc.), residents of Guam utilizing Port facilities, and tourists.

In an effort to address the problem with speed in the community, the PAG-PPD will continue to implement Operation A’dai He’Hao (Watch Out!). NHTSA lists “Applying enforcement efforts and appropriate technology that effectively target crash-producing speeders and deter speeding,” as one of its speed management methods. In keeping

with this method, the program will target crashes related to speeding, reckless driving, imprudent driving, and unsafe driving habits along the roadways on Route 11 & 18 Cabras Highway & Naval Fuel Dock in Piti, Route 1 – Hagatna, Asan, & Piti, Route 2, 2A – Sumay and Agat by providing high-visibility enforcement throughout FY 2023. To do this, the PAG will conduct both radar and roving enforcement in the roadways listed above.

While enforcement in high crash areas encourage appropriate behavior, it is not the only strategy the PAG-PPD will utilize. The PAG is also committed to participating in public outreach programs organized by DPW-Office of Highway Safety. These programs increase the public's knowledge of subjects such as impaired driving and the importance of seat belts.

Finally, the PAG will increase organizational awareness in the latest best practices, technologies, and solutions for preventing crashes and saving lives by seeking training opportunities and attending the 2023 Lifesavers Conference. This conference is the nation's largest gathering of highway safety experts and practitioners from across the U.S. This will provide attendees with the opportunity to participate in workshops dealing with impaired and distracted driving, occupant protection for children and adults, criminal justice/law enforcement, and many more. Other training opportunities include potential trainings offered by the Office of Highway Safety.

These are the activities proposed for Operation A'dai He'Hao (Watch Out!), that the PAG-PPD will seek to make Guam's roadways a safer place. All initiatives will take place in FY 2023 after the issuance of an Authorization to Proceed from the Office of Highway Safety.

As stated, in an effort to target crashes related to speeding, reckless driving, imprudent driving, and unsafe driving habits along the roadways on Route 11 & 18 Cabras Highway & Naval Fuel Dock in Piti, Route 1 – Hagatna, Asan, & Piti, Route 2, 2A – Sumay and Agat, the PAG-PPD will conduct high-visibility enforcement and outreach.

The PAG's goals are as follows:

- To increase the number of speeding citations by 10% from 186 (citations in 2021) to 204 by September 30, 2023.
- To increase organizational awareness in the latest best practices, technologies, and solutions for preventing crashes and saving lives.

To accomplish the goals set out above, the PAG has the following objectives:

- To fund overtime to PAG-PPD to continue Operation A'dai He'Hao (Watch Out!) Enforcement project with the focus on targeting specific areas where high-speed related crashes occurs via radar or roving enforcement. Port Police Division will work a minimum of 10 hours per month or a maximum of 24 hours per month on targeted roadways throughout CY2023.
- To send two (2) Port Police Officers or PAG representatives to the 2023 Lifesavers Conference on April 2 - 4, 2023.
- To send a minimum of one (1) Port Police Officer or PAG representative to Child Passenger Safety Technician Class hosted by DPW Office of Highway Safety in CY2023.
- To educate/certify a minimum of one (1) officer in Standardized Field Sobriety Test (SFST), and Advanced Roadside Impaired Driving Enforcement (ARIDE) by September 30, 2023.
- To educate/certify a minimum of one (1) officer in Police Traffic Laser/RADAR instruction by September 30, 2023.
- To participate in a minimum of one (1) and a maximum of three (3) Office of Highway Safety public outreach campaigns during FY 2023. These events can be any of the following: Click-It-Or-Ticket, Child Passenger Safety Week, or Drive Sober or Get Pulled Over.
- To send a minimum of one (1) Port Police Officer to Standardized Field Sobriety Test (SFST), and Advanced Roadside Impaired Driving Enforcement (ARIDE) training sponsored by the Office of Highway Safety.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Police Traffic	\$0.00
2023	Section 402 (BIL)	Police Traffic	\$30,000.00
2023	Section 402 (SUP BIL)	Police Traffic	\$0.00

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

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (Territory Crash Data Files)	2023	2019-2023	13
2023	C-2) Number of Serious Injuries in Traffic Crashes (Territory Crash Data Files) – 2022	2023	2019-2023	468
2023	T-1) Island-wide Traffic Safety Information System (ITSIS) – maintenance and support.	2023	2019-2023	In progress

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: Traffic Records

PLANNED ACTIVITY NUMBER: TR23-05-01OHS

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 2024 Section 405c grant.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Traffic Records	\$6,975.40
2023	Section 402 (BIL)	Traffic Records	\$42,460.20
2023	Section 402 (SUP BIL)	Traffic Records	\$20,000.00

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PLANNED ACTIVITY: Island-wide Traffic Safety Information System

PLANNED ACTIVITY NUMBER: M3DA23-28-01OHS

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**

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 2023 Grant Application
4. E-Citation Web Viewer Application

The Contract term is for fiscal year 2023 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.
2. Redeployment of Electronic Crash Reporting System/E-Citation/Report Amendment Program/Data Transmission Services/Driver and Vehicle Lookup Programs.
3. E-Citation Web Viewer Application.
4. Traffic Records Strategic Plan Update.
5. ITSIS Server & System Database Update.
6. Microsoft Windows Server 2016 Datacenter Edition.

7. Microsoft SQL Server 2016 Standard Edition.
8. Personnel costs for one (1) Program Coordinator.
9. Costs for materials and supplies.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 405c (FAST)	Traffic Records	\$112,512.63

PROGRAM AREA: EMERGENCY MEDICAL SERVICES

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The Guam Fire Department is mandated to respond to all traffic crashes with injuries and fatalities, all traffic related fire emergencies, and non-emergencies. Currently, the Guam Fire Department has 12 Fire Stations and 3 Rescue Units. At the Fire Stations, there's only one (1) Engine Unit that is equipped with hydraulic driven extrication tools- 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 has all hydraulic driven extrication tools assigned to the southwest side of the island.

When a motor vehicle crash occurs with injuries and a call is made to 911, fire department units are usually the first to arrive at the scene. The average response time for a GFD Unit equipped with battery operated extrication tools will take about seven (7) to ten (10) minutes within the northern and central parts of island with a significant time difference if the crash occurs anywhere in the southern parts of the island, a delay of about fifteen (15) to twenty five (25) minutes, however even with the valuable time lapsed due to geographic location of the crash site the differential time will be made up with expediently deployable battery-operated extrication tools. The battery-operated tools are in action within two minutes or less once on scene.

Gas powered hydraulic tools dare not to be compared to the battery-operated tools. The battery-operated tools are in service within (2) 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

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-2) Number of serious injuries in traffic crashes (Territory crash data files)	2023	2019-2023	468

COUNTERMEASURE STRATEGY: Highway Safety Office Program Management

PROGRAM AREA: Emergency Medical Services

PROJECT SAFETY IMPACTS:

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 vehicles 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 12 years old and are either constantly being repaired or many have been deemed beyond repair. The technological advancement that backup 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.

There are twelve (12) fire stations and two (2) rescue bases on the island. With one main highway that runs from the northern end to the southern end and intersecting smaller roadways in between, having each fire apparatus equipped with battery powered vehicle extrication tools will definitely make a difference between life and death.

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: EM23-04-00OHS

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.
- To partially fund personnel costs @ 25 percent for one (1) Program Coordinator to manage the project in all aspects.
- 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.
- Increase education and involvement of EMS in transportation safety.
- Develop and support integrated EMS and transportation safety programs.
- Utilize patient care data to make improvements in patient care

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Emergency Medical	\$0.00
2023	Section 402 (BIL)	Emergency Medical	\$9,977.75
2023	Section 402 (SUP BIL)	Emergency Medical	\$0.00

PLANNED ACTIVITY: EMS Immobilization and Extrication

PLANNED ACTIVITY NUMBER: EM23-04-01GFD

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. 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.

GOALS:

- 1) Procure one (1) Battery Operated Vehicle Extrication Cutter Package to be used at Rescue #3, Rescue Base located in Agat.
- 2) Procure one (1) Battery Operated Vehicle Extrication Spreader Package to be used at Rescue #3, Rescue Base located in Agat.
- 3) Procure one (1) Battery Operated Vehicle Extrication Ram Package to be used at Rescue #3, Rescue Base located in Agat.

This unit/package above are used for cutting and spreading 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.

These tools are used by emergency rescue personnel to assist in the extrication process of victims involved in car crashes as well as other rescues in small spaces.

The spreader is used to do exactly that spread contorted vehicle metals and create an opening for emergency personnel to extricate victims. The cutter is used to cut away vehicle metals and other object that prevent the extrication of victims. The ram is used to push contorted vehicle metals to provide for an even wider space for emergency personnel to work around and extricate victims. Therefore, the three-tool ensemble are the prime choice for emergency worker's nation- wide to perform and mitigate a vehicle extrication scene.

- 4) Provide all ambulances, fire trucks and rescue units with necessary equipment to aid victims of traffic crashes.
- 5) Conduct training for all personnel of the new battery powered extrication tools and any new extrication techniques.
- 6) Conduct training on any new equipment purchased for the ambulance, fire truck and rescue unit.
- 7) Reduce overall traffic related injuries and fatalities by September 30, 2023.
- 8) Cover travel costs (airfare, per diem, and registration) to send one (1) GFD representative off-island to attend the 2023 Lifesavers Conference and Traffic Records Forum.

OBJECTIVES

- The Guam Fire Department EMS will work to 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 modern equipment.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Emergency Medical	\$0.00
2023	Section 402 (BIL)	Emergency Medical	\$60,000.00
2023	Section 402 (SUP BIL)	Emergency Medical	\$0.00

MAJOR PURCHASES AND DISPOSITIONS

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

Description	Quantity	Unit Cost	Total Cost	Source 402 FAST	Source 402 BIL	Source 402 Sup BIL	NHTSA share per unit	NHTSA Share total costs
S788E2 eDraulic Cutter Package	1	\$17,500	\$17,500		\$17,500		\$17,500	\$17,500
SP555E2 eDrdaulic Spreader package3	1	\$19,000	\$19,000		\$19,000		\$19,000	\$19,000
Battery-operated RAM package	1	\$13,500	\$13,500		\$13,500		\$13,500	\$13,500

PROGRAM AREA: COMMUNICATIONS (MEDIA)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

During calendar year 2021, Guam experienced a total of 16 fatalities, three (3) fatalities in the northern area; ten (10) fatalities in the central area; and three (3) fatalities in the southern area. Ten (10) were attributed to speed, five (5) for impaired driving, three (3) for pedestrians, one (1) for motorcyclist and six (6) for unrestrained driver/passenger. An ongoing area of concern in FY2021 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, 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 FY2023, DPW-OHS will continue to concentrate on more on 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
2023	C-6) Number of speeding-related fatalities (Territory\Crash Data Files)	2023	2019-2023	7
2023	C-10) Number of pedestrian fatalities (Territory Crash Data Files)	2023	2019-2023	3

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, 10th Edition, 2020 (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.
- 4) DPW-OHS will continue communications and outreach strategies to inform the public of the dangers of driving while impaired by alcohol or drugs and to promote positive social norms of not driving while impaired. As with prevention and intervention, education through communications and outreach strategies is especially important. Education may occur through formal classroom settings, social media, news media, paid advertisements and PSAs, and a wide variety of other communication channels such as posters, billboards, web banners, and the like.

Communication and outreach strategies are critical parts of many deterrence and prevention strategies. This section discusses only stand-alone communication and outreach countermeasures. This Alcohol strategy is based on Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020 (CTW) 1.5.

- 5) Countermeasures for pedestrian are primarily aimed at improving safety behaviors of pedestrians and drivers through education and enforcement measures, and are organized by pedestrian sub groups:
 - Preschool-age children;
 - School-age children;
 - Alcohol-impaired pedestrians; and
 - All pedestrians.

DPW-OHS will select countermeasures to address particular problems identified in communities or common to a high-risk group in a community, such as:

- middle aged or older adults, the homeless, or children of varying ages; and
- address diverse populations, such as recent immigrants who may not be familiar with traffic laws, the traffic environment, and may not speak or read English, or be literate in their native language. Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020 (CTW) 8.4 – All Pedestrians.

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: PM23-08-01OHS

PLANNED ACTIVITY DESCRIPTION:

The main objective and goal of the DPW-OHS' in FY2023 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 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 FY2023, a plan will be developed to:

- increase social and digital presence; and add new PSA's for speeding and impaired driving between the ages of 20-24 and 30-34 years old;
- 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; and
- select countermeasures to address particular problems identified in communities or common to a high-risk group in a community, such as middle aged or older adults, the homeless, or children of varying ages.

FUNDING SOURCES

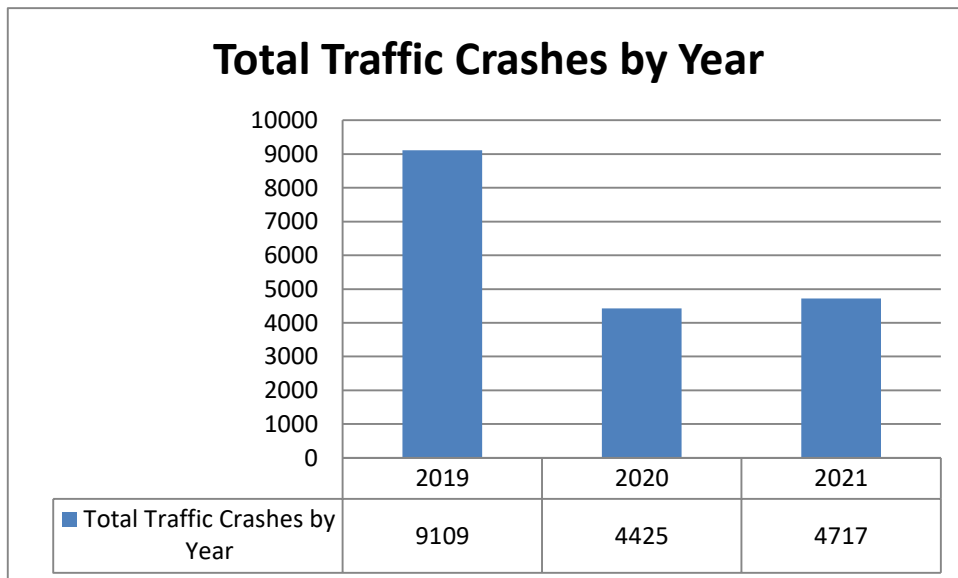
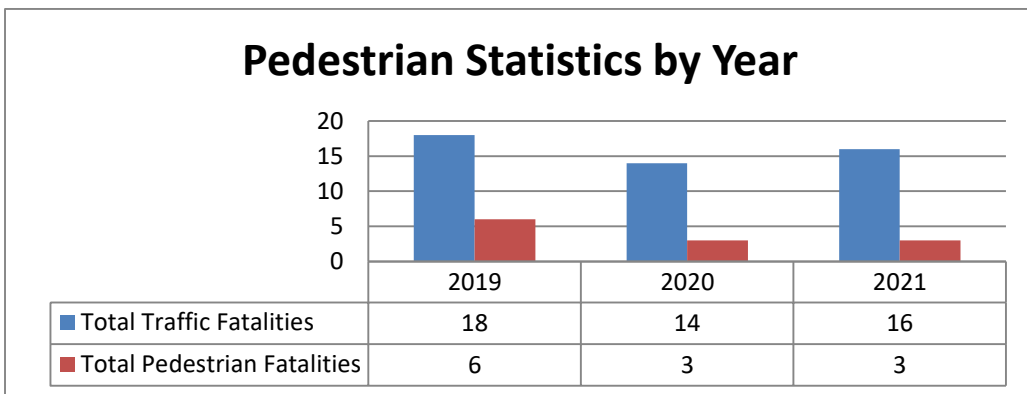
Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Paid Advertising	\$10,000.00
2023	Section 402 (BIL)	Paid Advertising	\$25,000.00
2023	Section 402 (SUP BIL)	Paid Advertising	

PROGRAM AREA: NON-MOTORIZED (PEDESTRIANS AND BICYCLIST)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Pedestrian Statistics

	2019	2020	2021
Total Traffic Fatalities	18	14	16
Total Pedestrian Fatalities	6	3	3



In CY2019, there were 9109 crashes and 18 were fatal of which 6 of those fatalities involved pedestrians. In CY 2020, there were 4425 crashes and 14 were fatal, of which 3 of those fatalities involved pedestrians. In CY 2021, there were 4717 crashes, and 16 were fatal, of which 3 of those fatalities involved pedestrians.

Most of the pedestrians involved in these fatal crashes are found to be in violation of these collisions. There are only three (3) pedestrian laws that exist under Title 16, Guam code annotated and they are as follows:

- § 3331. Crossing at Other Than Crosswalks.
- § 3332. Jay Walking.
- § 3333. Conduct of Operators and Pedestrians on Approach of Authorized Emergency Vehicles.

The problem is that these laws are commonly violated for the sake of convenience of the pedestrian. It appears that it makes no sense to walk to the nearest crosswalk approximately one hundred feet away just to get to the other side; therefore, the pedestrian chooses to cross the street at other than a crosswalk.

The other problem we have is that there are a lot of pedestrians standing/walking in the raised concrete median at intersections soliciting for money or food and this causes safety hazards during heavy vehicular traffic.

ASSOCIATED PERFORMANCE MEASURES

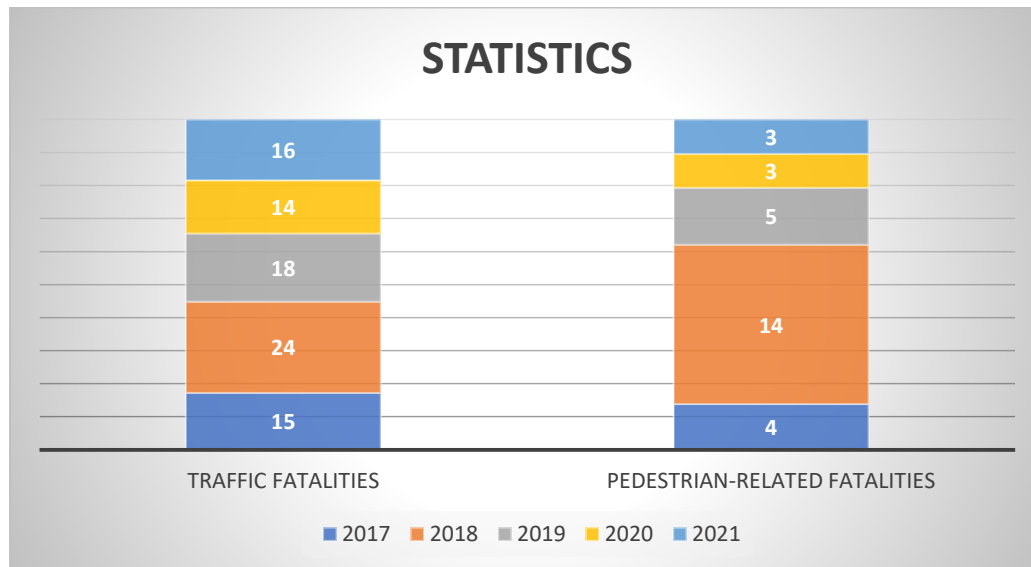
Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-2) Number of serious injuries in traffic crashes (Territory Crash Data Files) – 2022	2023	2019-2023	468
2023	C-10) Number of pedestrian fatalities (Territory Crash Data Files)-2022	2023	2019-2023	3
2023	C-11) Number of bicyclist fatalities (Territory Crash Data Files)-2022	2023	2019-2023	0

COUNTERMEASURE STRATEGY: PEDESTRIAN EDUCATION

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
 - 8.4: 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: PS23-06-01OHS

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Pedestrian Safety	\$10,072.44
2023	Section 402 (BIL)	Pedestrian Safety	\$54,217.06
2023	Section 402 (SUP BIL)	Pedestrian Safety	\$0.00



COUNTERMEASURE STRATEGY: PEDESTRIAN ENFORCEMENT

PROGRAM AREA: NON-MOTORIZED (PEDESTRIANS AND BICYCLIST)

PROJECT SAFETY IMPACTS:

GPD-Highway Patrol Division will use their crash data statistics to take an in-depth look at pedestrian crash factors to ensure these issues are incorporated into their law enforcement activities. The GPD-Highway Patrol Division will create an updated brochure for law enforcement officers that will include various languages for the FSM community and to distribute these brochures throughout the island.

PLANNED ACTIVITY: 3BS ENFORCEMENT CAMPAIGN

PLANNED ACTIVITY NUMBER: PS23-06-02HPD

PLANNED ACTIVITY DESCRIPTION:

GPD-Highway Patrol Division will conduct fourteen (14) Pedestrian Safety overtime enforcement, at three (3) hours per enforcement activity at the identified “Hot Spots”:

- Route 1 Hagatna to Dededo

- Route 4 Hagatna
- Route 10 Mangilao/Barrigada
- Route 16 Dededo/Harmon

By conducting these enforcements, GPD-Highway Patrol Division intends to change pedestrians' behavior towards the use of crosswalks and discourage jaywalking through educational awareness and through the issuance of traffic citations to violators.

These operations will be conducted throughout FY2023 involving strategies that may include but not limited to working with Department of Public Works (DPW) Highway Engineering Division in constructing traffic calming countermeasures such as crossing islands with and without supplemental crosswalks, repainting of existing faded crosswalks, construction of "Creative" crosswalks that will encourage pedestrian use and installation of streetlights at the identified problem areas.

GPD-Highway Patrol Division personnel need to be trained in Pedestrian crash investigation so that they can identify the special dynamics involved in pedestrian and bicycle traffic crashes, from reaction times to victim injury analysis to environmental factors; it is important to learn to recognize and interpret the evidence and correlate it with the collision sequence which will assist in identifying and finding solutions to the pedestrians' behavior.

GPD-Highway Patrol Division will conduct Pedestrian Safety Enforcement activities (Stationary and Saturation) throughout FY2023.

GOALS:

- To reduce pedestrian fatalities by 20% from four (4) (2019-2021 baseline average) to two (2) by December 31, 2023.
- To maintain the zero (0) bicycle fatality throughout December 31, 2023 by enforcing bicycle laws and providing education awareness in the bicycle community.

OBJECTIVES:

- To conduct fourteen (14) Pedestrian Safety Enforcement activities at three (3) hours per activity by September 30, 2023.

FUNDING SOURCES

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Pedestrian Safety	\$0.00
2023	Section 402 (BIL)	Pedestrian Safety	\$25,000.00
2023	Section 402 (SUP BIL)	Pedestrian Safety	\$0.00

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. 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
2023	C-2) Number of serious injuries in traffic crashes (Territory\Crash Data Files)	2023	2019-2023	468
2023	D-1 To conduct a survey to gather information about distracted driving and other traffic safety behaviors. This statewide survey will be conducted in a similar manner to the Annual Attitudinal Survey. Increase the percentage of self-reported distracted driving survey from 24.73% to 26.53% by FY2023.	2023	2019-2023	26.53%

COUNTERMEASURE STRATEGY: Highway Safety Office Program Management

PROGRAM AREA: Distracted Driving

PROJECT SAFETY IMPACTS:

Guam's Public Law 31-194, banned drivers from using cell phones while driving. 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 FY2023. In CY2021, Guam recorded 167 cell phone citations. The target ages are from the ages of 20 – 34, as data identifies this age bracket as the common violators.

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, 10th Edition, 2020 (CTW).

- 4.1.1.2 – Cell Phone and Text Messaging Laws
- 4.2.2.1 – Communications and Outreach on Distracted Driving

PLANNED ACTIVITY: Distracted Driving Education

PLANNED ACTIVITY NUMBER: DD23-10-01OHS

PLANNED ACTIVITY DESCRIPTION:

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.

DPW-OHS will continue to do the following:

- To encourage participation by law enforcement agencies to conduct Distracted Driving Enforcement Operations 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 @ 25 percent for one (1) Program Coordinator to manage the distracted driving project in all aspects.
- 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	Eligible Use of Funds	Estimated Funding Amount
2023	Section 402 (FAST)	Distracted Driving	\$0.00
2023	Section 402 (BIL)	Distracted Driving	\$11,477.75
2023	Section 402 (SUP BIL)	Distracted Driving	\$0.00

FFY2023 EQUIPMENT LISTINGS

Project Number	ITEM	Agency	Units	Cost Per Unit	Total Costs	Grant Fund
ALCOHOL (AL23)						
AL23-01-01OHS	Intoximeter	Department of Public Works- Office of Highway Safety (DPW-OHS)	1	\$9,500.00	\$9,500.00	Section 402 (BIL)
	Light tower	DPW-OHS	1	\$15,000.00	\$15,000.00	Section 402 (BIL)
AL23-01-03HPD	DUI Van	Guam Police Department- Highway Patrol Division (GPD-HPD)	1	\$100,000.00	\$100,000.00	Section 402 (BIL)
	SUB-TOTAL AL23				\$124,500.00	
Police Traffic (PT23)						
PT23-03-01HPD	Police Package Vehicle SUV	GPD-HPD	1	\$65,000.00	\$65,000.00	Section 402 (BIL)
PT23-03-01HPD	Electric Police Package Vehicle	GPD-HPD	1	\$65,000.00	\$65,000.00	Section 402 (BIL)
	SUB-TOTAL PT23				\$130,000.00	
Emergency Medical (EM23)						
EM23-04-01GFD	E-Draulic Cutter Package	Guam Fire Department	1	\$17,500	\$17,500.00	Section 402 (BIL)
	E-Draulic Spreader Package	Guam Fire Department	1	\$19,000	\$19,000.00	Section 402 (BIL)
	Extrication RAM Package	Guam Fire Department	1	\$13,500	\$13,500.00	Section 402 (BIL)
	SUB-TOTAL EM23				\$50,000.00	
	TOTAL COSTS				\$304,500.00	

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

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

Unique Identifier	Planned Activity Name
AL23-01-03HPD	DUI/Impaired Driving
OP23-02-02HPD	Operation CLOT/Buckle Down
PT23-03-01HPD	Operation H.E.A.T.
PT23-03-02APD	Traffic Enforcement
PT23-03-03PPD	Operation A'dai He Hao'
PS23-06-02HPD	3BS Enforcement
M1HVE23-23-01HPD	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:

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Impaired Driving Task Force
Speed Enforcement

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:

Unique Identifier	Planned Activity Name
AL23-01-03HPD	DUI/Impaired Driving
OP23-02-02HPD	Operation CIOT/Buckle Down
PT23-03-01HPD	Operation H.E.A.T.
PT23-03-02APD	Traffic Enforcement
PT23-03-03PPD	Operation A'dai He Hao'
PS23-06-02HPD	3BS Enforcement
M1HVE23-23-01HPD	Operation S.C.O.P.E.
DD23-10-01OHS	Distracted Driving Education
PS23-06-01OHS	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 (2020, 10th 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
OP23-02-01OHS	OP Educational Outreach (Section 402)
M1TR23-27-01OHS	OP High CPS Training and Travel (Section 405b)
M1PE23-22-01OHS	OP High Public Education – Program Management (Section 405b)
M1CSS23-25-01OHS	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
OP23-02-01OHS	OP Educational Outreach (Section 402)
M1TR23-27-01OHS	OP High CPS Training and Travel (Section 405b)
M1PE23-22-01OHS	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	2
Estimated number of technicians	25

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.