

September 2019

Highway Safety Plan FY 2020 Guam

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: No
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- 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) Nonmotorized Safety: No
- S. 405(d) 24-7 Sobriety Programs: No
- S. 1906 Racial Profiling Data Collection: No

Highway safety planning process

Data Sources and Processes

2020 PLANNING CALENDAR

Months	Activities
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<p>January to March</p>	<p>Review progress and prior year programs with DPW Office of Highway Safety staffs as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Grant application process begins for FY 2020. Obtain in-put from partner entities and stakeholders on program direction. Review progress and prior year programs with DPW Office of Highway Safety staffs as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Grant application process begins for FY 2020. Obtain in-put from partner entities and stakeholders on program direction. Review progress and prior year programs with DPW Office of Highway Safety staffs as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Grant application process begins for FY 2020. Obtain in-put from partner entities and stakeholders on program direction. Review progress and prior year programs with DPW Office of Highway Safety staffs as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Grant application process begins for FY 2020. Obtain in-put from partner entities and stakeholders on program direction. Review progress and prior year programs with DPW Office of Highway Safety staffs as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Grant application process begins for FY 2020. Obtain in-put from partner entities and stakeholders on program direction.</p>
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<p>April to June</p>	<p>Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns. Prepares Highway Safety Plans, Sections 402 and 405 grant applications. Review of project proposals. Submit fiscal year 2020 Highway Safety Plan to Region 9 and NHTSA headquarters. Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns. Prepares Highway Safety Plans, Sections 402 and 405 grant applications. Review of project proposals. Submit fiscal year 2020 Highway Safety Plan to Region 9 and NHTSA headquarters. Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns. Prepares Highway Safety Plans, Sections 402 and 405 grant applications. Review of project proposals. Submit fiscal year 2020 Highway Safety Plan to Region 9 and NHTSA headquarters. Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns. Prepares Highway Safety Plans, Sections 402 and 405 grant applications. Review of project proposals. Submit fiscal year 2020 Highway Safety Plan to Region 9 and NHTSA headquarters. Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns. Prepares Highway Safety Plans, Sections 402 and 405 grant applications. Review of project proposals. Submit fiscal year 2020 Highway Safety Plan to Region 9 and NHTSA headquarters. Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns. Prepares Highway Safety Plans, Sections 402 and 405 grant applications. Review of project proposals. Submit fiscal year 2020 Highway Safety Plan to Region 9 and NHTSA headquarters.</p>
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July to August	Observation of the national enforcement mobilization 4th of July - Drive Sober or Get Pulled Over. Hold meetings with potential grantees.Observation of the national enforcement mobilization 4th of July - Drive Sober or Get Pulled Over. Hold meetings with potential grantees.
September	Observation of the Child Passenger Safety Week. Close-out of FY 2019 projects.Observation of the Child Passenger Safety Week. Close-out of FY 2019 projects.
October to December	Implement grants and contracts. Initiate work on the 2019 Annual Report. Observation of the Impaired Driving Campaign; Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over. Guam Office of Highway Safety close-out the prior fiscal year. Guam Office of Highway Safety collects and reviews year-end reports from its sub-grantees.Implement grants and contracts. Initiate work on the 2019 Annual Report. Observation of the Impaired Driving Campaign; Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over. Guam Office of Highway Safety close-out the prior fiscal year. Guam Office of Highway Safety collects and reviews year-end reports from its sub-grantees.Implement grants and contracts. Initiate work on the 2019 Annual Report. Observation of the Impaired Driving Campaign; Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over. Guam Office of Highway Safety close-out the prior fiscal year. Guam Office of Highway Safety collects and reviews year-end reports from its sub-grantees.Implement grants and contracts. Initiate work on the 2019 Annual Report. Observation of the Impaired Driving Campaign; Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over. Guam Office of Highway Safety close-out the prior fiscal year. Guam Office of Highway Safety collects and reviews year-end reports from its sub-grantees.Implement grants and contracts. Initiate work on the 2019 Annual Report. Observation of the Impaired Driving Campaign; Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over. Guam Office of Highway Safety close-out the prior fiscal year. Guam Office of Highway Safety collects and reviews year-end reports from its sub-grantees.

The DPW Office of Highway Safety utilizes the core performance measures to guide program and project

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

TYPE	PROGRAM AREA	CORE MEASURES	DATA SOURCE
Outcome	Alcohol (AL); Occupant Protection (OP); Police Traffic (PT); Motorcycle and Pedestrian and Bicycle (PS).	C-1: Number of Traffic-related fatalities	Crash Reporting System (CRS)
Outcome	Alcohol (AL); Occupant Protection (OP); Police Traffic (PT); Motorcycle and Pedestrian and Bicycle (PS).	C-2: Number of Traffic-related Serious Injuries	CRS and Online State Crash Analysis Reporting System (OSCAR) CRS and Online State Crash Analysis Reporting System (OSCAR)
Outcome	Occupant Protection (402 and 405b)	C-4: Number of unrestrained passenger vehicle occupant fatalities - all seat position	CRS/OSCAR
Outcome	Alcohol (AL)	C-5: Number of Alcohol Impaired Fatalities	CRS
Outcome	Police Traffic (PT)	C-6: Number of Speed related fatalities	CRS
Outcome	Police Traffic (PT)	C-7: Number of Motorcycle Fatalities	CRS
Outcome	Police Traffic (PT)	C-8: Number of un-helmeted Motorcycle Fatalities	CRS
Outcome	Alcohol (AL), Occupant Protection (OP - 402 and 405b); and Police Traffic (PT)	C-9: Number of drivers age 20 or younger involved in fatal crashes.	CRS
Outcome	Pedestrian (PS)	C-10: Number of pedestrian fatalities	CRS
Outcome	Bicycle Safety (PS)	C-11: Number of bicyclist fatalities.	CRS
Behavior	Occupant Protection (402 and 405b)	B-1: Observed seatbelt use for passenger vehicles, front seat outboard occupant (State Survey)	Survey

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
Jesse G. Garcia, Deputy Director, Department of Public Works
Cecilia D. Javier, MA1V/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
AnaMarie C. Senato, Program Coordinator II, Department of Public Works-Office of Highway Safety
Jane M. Almandres, Program Coordinator I, Department of Public Works-Office of Highway Safety
Julie L. Myers, Data Control Clerk II, Department of Public Works-Office of Highway Safety
Honorable Tina Muna Barnes, Speaker, 35th Guam Legislature
Honorable Jose "Pedo" Terlaje, Senator, 35th Guam Legislature Chairman, Committee on Public Safety, Law Enforcement and Judiciary
Romualdo Domingo, Engineer, Department of Public Works - Division of Highway
Catherine S. Castro, President, Guam Chamber of Commerce
Stephen C. Ignacio, Chief of Police, Guam Police Department
Captain Paul Sayama, Operations Chief, Guam Police Department-Guam Highway Patrol Division
Daniel Stone, Fire Chief, Guam Fire Department
Daphne Shimizu, Director, Department of Revenue & Taxation
Leevin T. Camacho, Attorney General of Guam, Office of the Attorney General
Honorable Katherine Maraman, Chief Justice of Guam, Judiciary of Guam
Rachel Orsini, Traffic Violations Clerk. Judiciary of Guam
Thomas Ada, Executive Manager, Guam International Airport Authority
Rory Respecio, Executive Manager, Port Authority of Guam
Linda Denorcey, Director, Dept. of Public Health & Social Services
Andrew Quitugua, Major, Guam Police Department - Planning Research & Development
Jeanette Gomez: Program Coordinator, Office of the Attorney General - Prosecution Section
Honorable Alberto Lamorena III, Presiding Judge.DWI Court, Judiciary of Guam
John Q. Lizama, Court Administrator. Judiciary of Guam
Vincent Naputi, Airport Police Chief, Guam International Airport Authority
Doris Aguero, Chief of Port Police, Port Authority of Guam
Angel Sablan, Executive Director, Mayor's Council of Guam
The DPW Office of Highway Safety will undertake a large scale public outreach campaign, including elevated enforcement that are relevant to the impaired driving and occupant protection programs. Through their proposed campaigns, the DPW Office of Highway Safety will add partnerships to include the Guam Visitors Bureau, Insurance Association of Guam, and the Automobile Association of Guam.

[Description of Highway Safety Problems](#)

The DPW-Office of Highway Safety together with its Partners for Highway Safety had evaluated the nature and magnitude of each program area as well as each target location to summarize the overall highway safety problems, which are traffic fatalities, speed-related fatalities, and pedestrian fatalities.

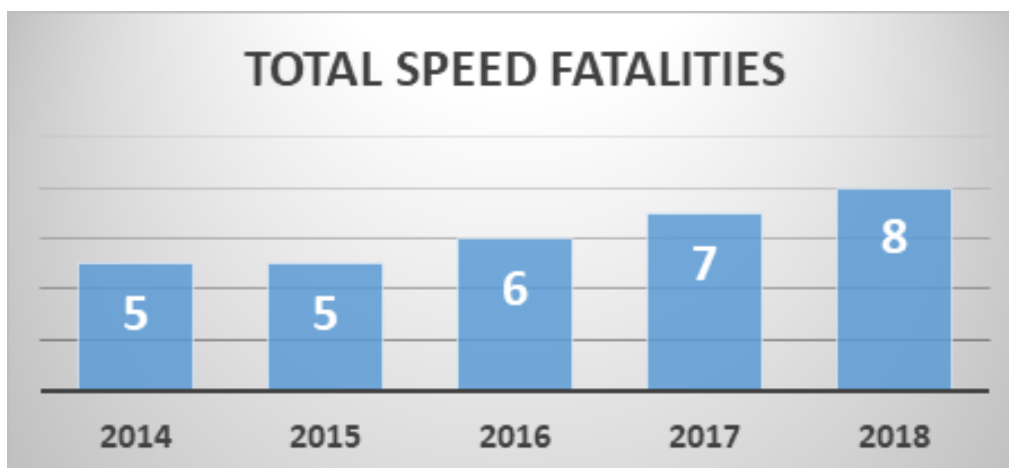
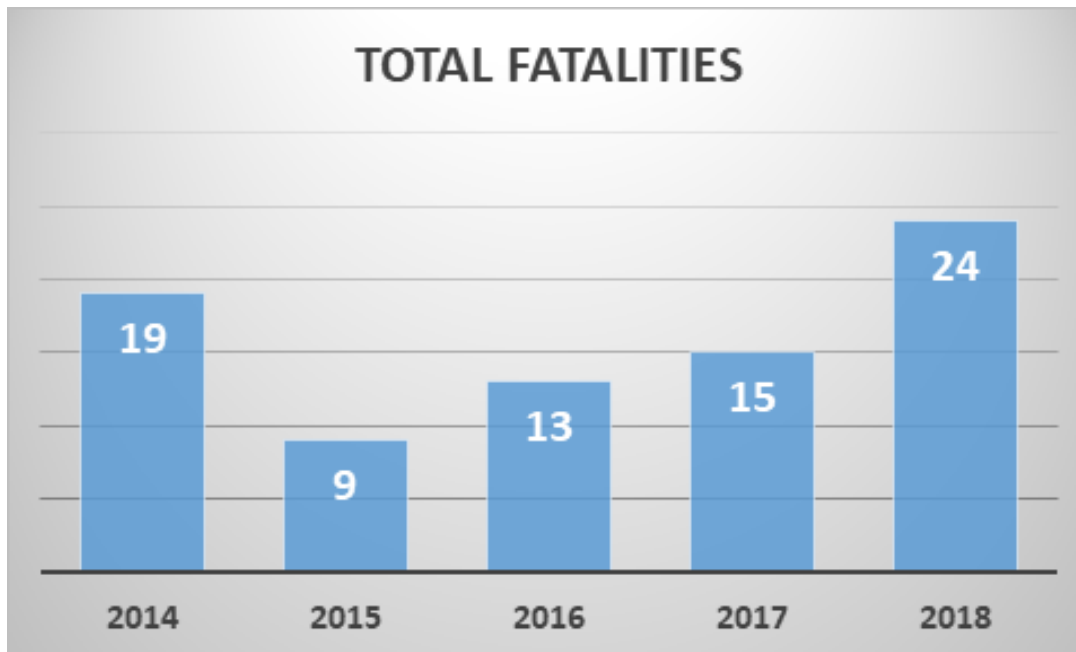
The safety issues are:

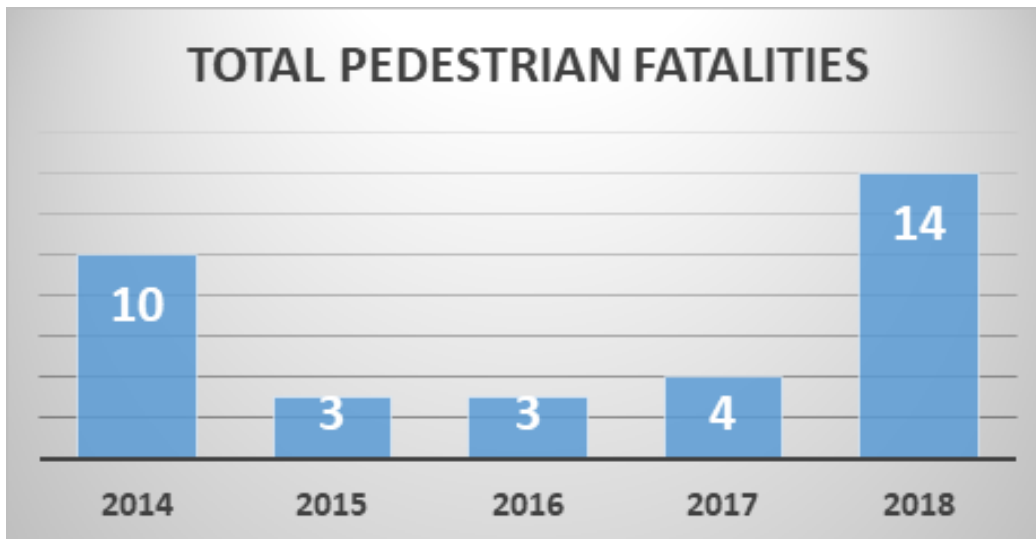
Little to no sidewalks; not enough crosswalks; and poor lit roadways where there are no crosswalks. One inherent problem is with pedestrians from the outer islands who have no paved roads and crosswalks.

Other islanders not familiar with the traffic laws due to English being their second language. More emphasis is needed in educating those who come to Guam from neighboring islands such as the Federated States of Micronesia that consists of Yap, Chuuk, Pohnpei and Kosrae islands respectively.

In Calendar Year (CY) 2014, Guam recorded 19 traffic fatalities of which five (5) were speed-related and five (5) were pedestrian fatalities. In CY2015, Guam recorded nine (9) traffic fatalities of which five (5) were speed-related and three (3) were pedestrian fatalities. In CY2016, Guam recorded 13 traffic fatalities of which six (6) were speed-related and three were pedestrian fatalities. In CY2017, Guam recorded fifteen (15) traffic fatalities of which seven (7) were speed-related and four (4) were pedestrian fatalities. In CY2018, Guam recorded 24 traffic fatalities of which eight (8) were speed-related and 14 were pedestrian fatalities.

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





The DPW Office of Highway Safety 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 Office of Highway Safety together with the Guam Police Department will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials for pedestrians and drivers to be distributed to businesses and community centers in locations identified by GPD Highway Patrol Division with high crashes involving pedestrian fatalities. Media efforts will concentrate on the top five community clusters with the highest pedestrian fatality rates: Tamuning, Dededo, Maite, Asan, and Mangilao. The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, speeding, proper reflective clothing and impairment.

Methods for Project Selection

DPW Office of Highway Safety 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 Office of Highway Safety 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; d) and a deadline is issued for the applicants to submit their grant applications.
- 2) Upon conclusion of the grant application period, the DPW Office of Highway Safety 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 schedule a meeting with DPW Office of Highway Safety 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 Office of Highway's Highway Safety Coordinator, Governor's Highway Safety Representative, Bureau of Budget & Management Research, Office of the Attorney General and the Governor of Guam.

5) Once grant application is approved by all concerned, the program managers instill and monitor their assigned projects in accordance with procedures established by DPW Office of Highway Safety reflecting local and federal rules and regulations. DPW Office of Highway Safety’s 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 Department of Public Works-Office of Highway Safety obtains data necessary for the problem identification process from various data sources:

Online State Crash Analysis Reporting System (OSCAR)

Crash Reporting System (CRS) - Guam Police Department

Just Ware System - Judiciary of Guam

Seat Belt Observation Survey - DPW Office of Highway Safety 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 System (OSCAR)Crash Reporting System (CRS)Online State Crash Analysis Reporting System (OSCAR)Crash Reporting System (CRS)Online State Crash Analysis Reporting System (OSCAR)Crash Reporting System (CRS)Online State Crash Analysis Reporting System (OSCAR)Crash Reporting System (CRS)	Department of Public Works-Office of Highway SafetyGuam Police DepartmentDepartment of Public Works-Office of Highway SafetyGuam Police DepartmentDepartment of Public Works-Office of Highway SafetyGuam Police Department	2014-2018
Violation	E-Citation	Judiciary of Guam – Traffic Court Division	2014-2018

Seat Belt Use	Observation Data	Department of Public Works-Office of Highway Safety and the Guam Police Department-Guam Highway Patrol Division	2014-2018
Licensed Drivers, Registrations and Commercial Vehicles	Division of Motor Vehicle (DMV)	Department of Revenue and Taxation	2014-2018
Operating Under the Influence	Crash Reporting System	Guam Police Department	2014-2018

Description of Outcomes

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

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

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

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
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Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-1	2014	2015	2016	2017	2018
Annual	19	9	13	15	24
2014-2018 average	16.8	15.4	15	15	16

C-1: Reduce total traffic fatalities by five percent from 16 (2014-2018 average) to 15.2 by December 31, 2019.

Justification/Analysis: No FARS data collected in Territories. Actual baseline years are from 2014-2018.

Moving averages are not used because values are so small. Guam’s total fatalities increased from 2017 to 2018 increased from fifteen (15) in 2017 to twenty-four (24) in 2018.

Data for 2014-2018 average is 16 total fatalities. In CY2018, Guam recorded a total of 24 traffic fatalities.

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

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-2	2014	2015	2016	2017	2018
Annual	848	941	893	867	608
2014-2018 average	909.8	1001.2	996.6	934	831.4

C-2: Reduce total serious injuries by ten percent from 831.4 (2014-2018 average) to 748.3 by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce total serious traffic injuries by ten (10) percent from 831.4 (2014-2018 baseline average) to 748.3 by December 31, 2019.

In CY2018, Guam recorded a total of 608 serious injuries.

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

Progress: Not Met

Program-Area-Level Report

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

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

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-4	2014	2015	2016	2017	2018
Annual	5	2	2	3	3
2014-2018 average	2.4	3	3.2	3.4	3

C-4: Reduce total unrestrained passenger vehicle occupant fatalities, all seat position, by 50 percent from 3 (2014-2018 average) to 1.5 by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by 50 percent from three (3) (2014-2018 baseline average) to 1.5 by December 31, 2019.

In CY2018, Guam recorded three (3) unrestrained passengers fatalities.

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

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-5	2014	2015	2016	2017	2018
Annual	6	6	4	3	4
2014-2018 average	1.2	5.8	6.4	5.6	4.6

C-5: Reduce alcohol-impaired driving fatalities by 50% from 4.6 (2014-2018 average) to 2.3 by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of alcohol-impaired fatalities by 50 percent from 4.6 (2014-2018 baseline average) to 2.3 by December 31, 2019.

In CY2018, Guam recorded a total of four (4) alcohol-impaired driving fatalities.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-6	2014	2015	2016	2017	2018
Annual	5	5	6	7	8
2014-2018 average	6.4	5.8	5.6	6	6.2

C-6: Reduce speed-related fatalities by 10% from 6.2 (2014-2018 average) to 5.6 by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of speed-related fatalities by 10 percent from 6.2 (2014-2018 baseline average) to 5.6 by December 31, 2019.

In CY2018, Guam recorded a total of eight (8) speed-related fatalities.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-7	2014	2015	2016	2017	2018
Annual	1	3	0	3	1
2014-2018 average	2.4	2.6	2	1.8	1.6

C-7: Reduce motorcyclist fatalities by 100% from 1.6 (2014-2018 average) to zero (0) by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of motorcyclist fatalities by 100 percent from 1.6 (2014-2018 baseline average) to zero (0) by December 31, 2019.

In CY2018, Guam recorded a total of one (1) motorcyclist fatality.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-8	2014	2015	2016	2017	2018
Annual	1	3	0	2	1
2014-2018 average	1.2	1.8	1.8	1.6	1.4

C-8: Reduce un-helmeted motorcyclist fatalities by 100% from 1.4 (2014-2018 average) to zero (0) by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will decrease its un-helmeted motorcycle fatalities by 100 percent from 1.4 (2014-2018 baseline average) to zero (0) by December 31, 2019.

In CY2018, Guam recorded a total of one (1) un-helmeted motorcyclist fatality.

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

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-9	2014	2015	2016	2017	2018
Annual	1	1	0	1	0
2014-2018 average	0.6	0.8	0.6	0.8	0.6

C-9: Reduce drivers age 20 and younger involved in fatal crashes by 100% from 0.6 (2014-2018 average) to zero (0) by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will maintain the number of drivers age 20 or younger involved in fatal crashes by 100 percent from 0.6 (2014-2018 baseline average) to zero (0) by December 31, 2019.

In CY2018, Guam had zero (0) drivers age 20 and younger involved in fata crashes.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-10	2014	2015	2016	2017	2018
Annual	10	3	3	4	14
2014-2018 average	5.2	5.0	5.0	5.2	6.8

C-10: Reduce pedestrian fatalities by 20% from 6.8 (2014-2018 average) to 5.4 by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of pedestrian fatalities by 20 percent from 6.8 (2014-2018 baseline average) to 5.4 by December 31, 2019.

In CY2018, Guam recorded a total of 14 pedestrian fatalities.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measures

C-11	2014	2015	2016	2017	2018
Annual	0	0	2	0	0
2014-2018 average	0.2	0.2	0.6	0.6	0.4

C-11: Reduce bicyclist fatalities by 100% from 0.4 (2014-2018 average) to zero (0) by December 31, 2019.

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of bicyclist fatalities by 50 percent from 0.4 (2014-2018 baseline average) to zero (0) by December 31, 2019.

In CY2018, Guam had zero (0) bicyclist fatality.

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	2014	2015	2016	2017	2018
Observed seatbelt use for passenger vehicles, front seat outboard occupants (State Survey)	90.81	91.56	90.06	90.56	92.24

To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage point from 91.05 (2014-2018 baseline average) to 94.4 percent by December 31, 2019.

In CY2018, Guam's seat belt usage was 92.24.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
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1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	14.10
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	896.90
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	0.000
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	1.60
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	3.20
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	5.00
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	1.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	0.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	0.60

10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	1.80
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	0.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	92.80

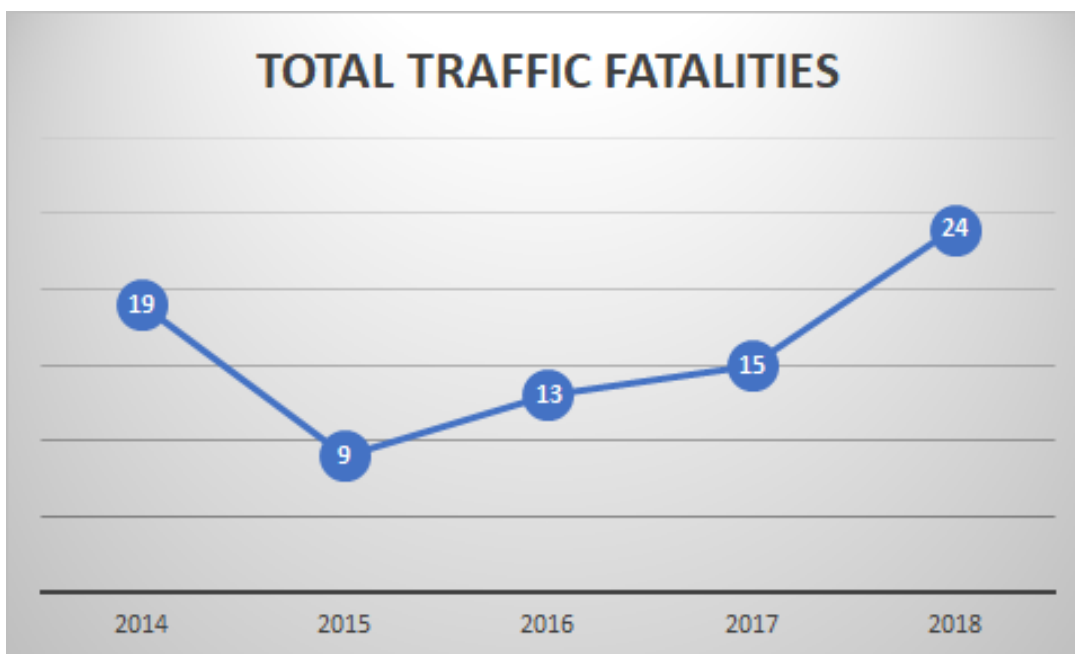
Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	14.10	5 Year	2016

Performance Target Justification

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



Guam has seen an increase of fatalities in recent years, which makes it difficult to set a target that is both realistic and desirable. While the baseline value for 2014-2018 is 16, more recent data suggest that maintaining this level in 2020 is unlikely. While Guam would like to decrease these numbers by 2020, the following factors

make this challenging: The economy and fuel prices are fairly stable, allowing for an increased amount of travel on Guam's highways.

Impaired driving is a growing concern due to the recent legislation of marijuana and a more tolerant view toward illicit drugs. This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce total traffic fatalities by five (5) percent from 14.1 (2016-2020 baseline average) to 13.4 by December 31, 2020.

The DPW-Office of Highway Safety will continue to fund overtime to GPD-Highway Patrol Division to combat the increasing number of traffic fatalities on Guam's roadways by conducting stationary checkpoints and saturation patrol activities in FY2020.

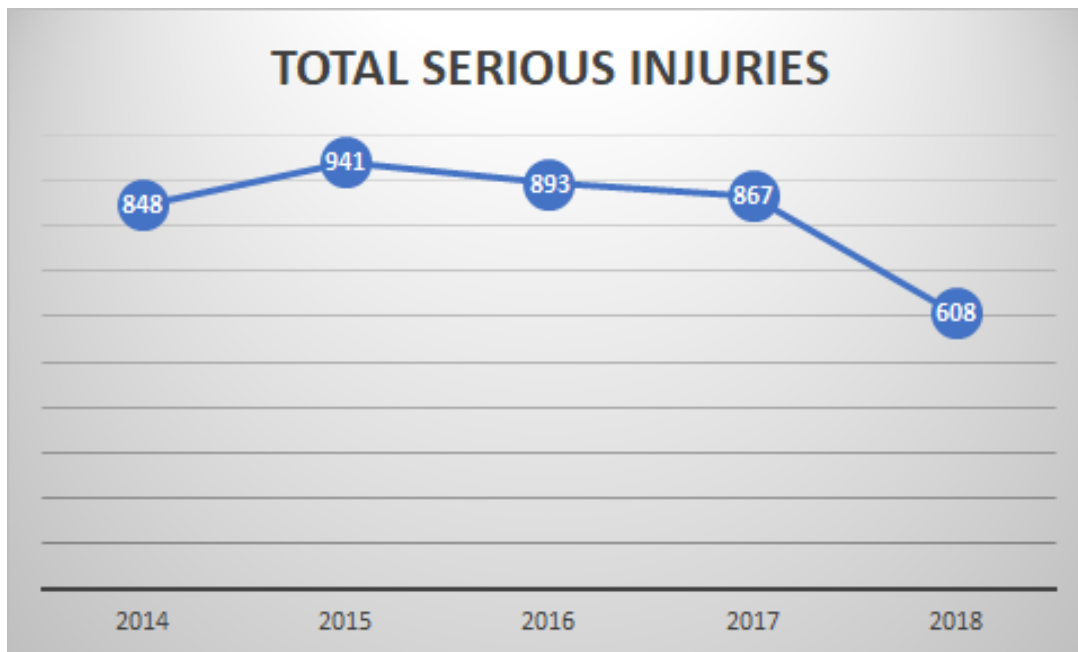
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	896.90	5 Year	2016

Performance Target Justification

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



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce total serious traffic injuries by ten (10) percent from 896.94 (2016-2020 baseline average) to 807.25 by December 31, 2020.

The DPW-Office of Highway Safety will continue to fund programs in its 2020 Highway Safety Plan that would decrease the number of serious injuries on Guam’s roadways.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.000	5 Year	2016

Performance Target Justification

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

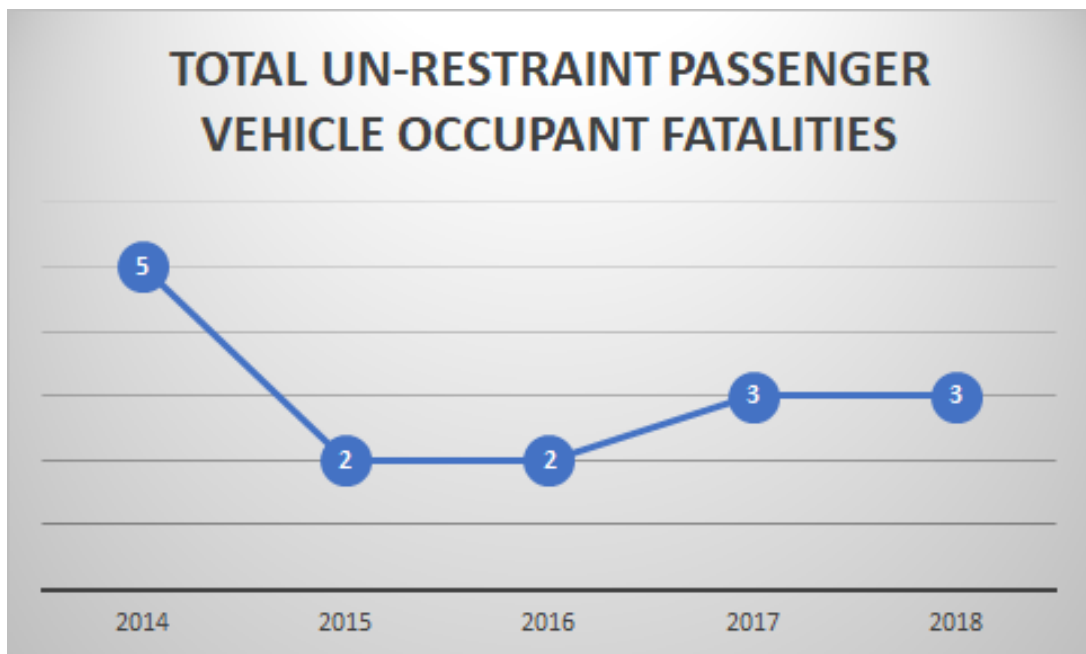
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	1.60	5 Year	2016

Performance Target Justification

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



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by 50 percent from 1.6 (2016-2020 baseline average) to one (1) by December 31, 2020.

The DPW-Office of Highway Safety will continue to fund educational/outreach activities and overtime enforcement activities (stationary checkpoints and saturation patrol) for the GPD-Highway Patrol Division and decrease the number of unrestraint passenger vehicle occupant fatalities in all seat positions on Guam’s roadways.

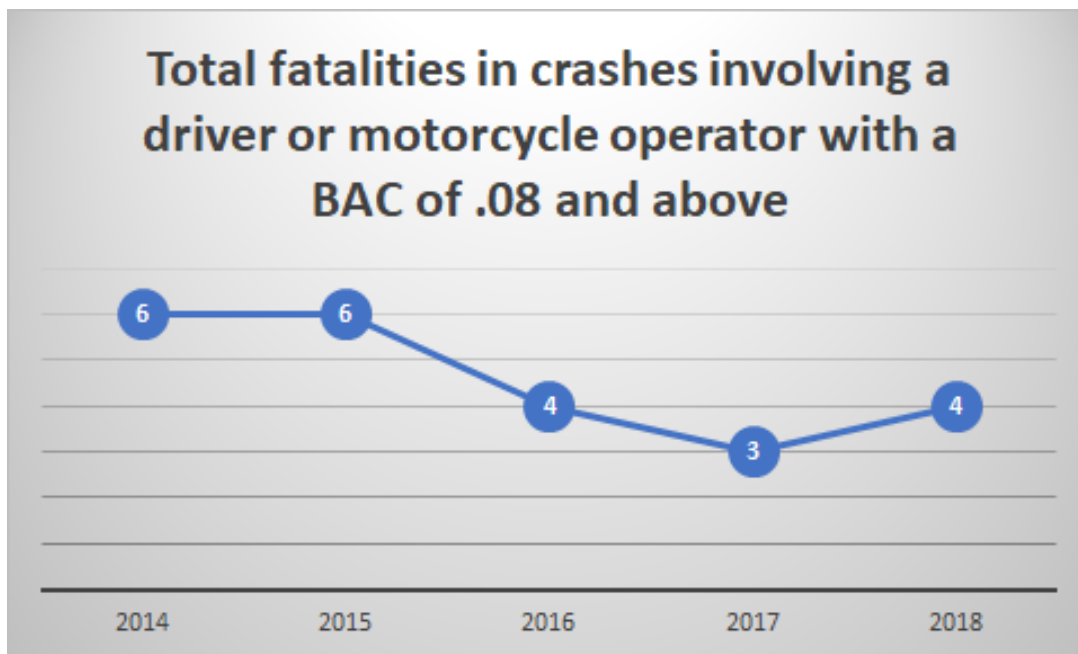
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	3.20	5 Year	2016

Performance Target Justification

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



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the

number of alcohol-impaired fatalities by 50 percent from 3.2 (2016-2020 baseline average) to 1.6 by December 31, 2020.

DPW-Office of Highway Safety will continue to fund Impaired Driving projects in FY2020 to reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above on Guam’s roadways.

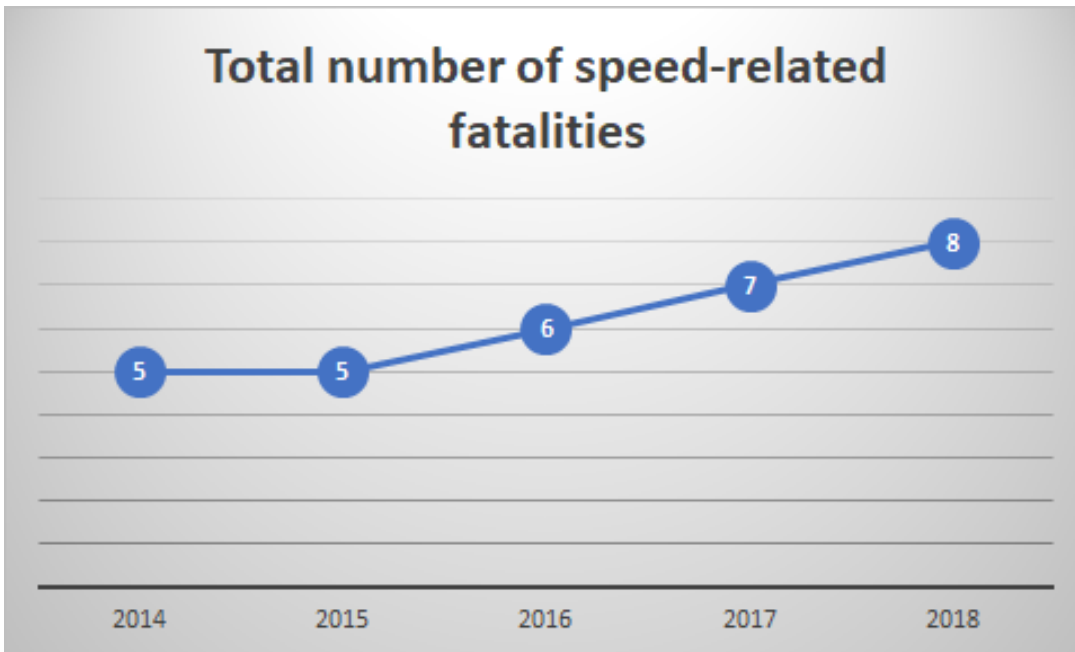
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	5.00	5 Year	2016

Performance Target Justification

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



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of speed-related fatalities by 10 percent from 5.04 (2016-2020 baseline average) to 4.5 by December 31, 2020.

The DPW-Office of Highway Safety will continue to fund the Police Traffic Services program/projects in FY2020 to decrease the number of speed-related fatalities on Guam’s roadways.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

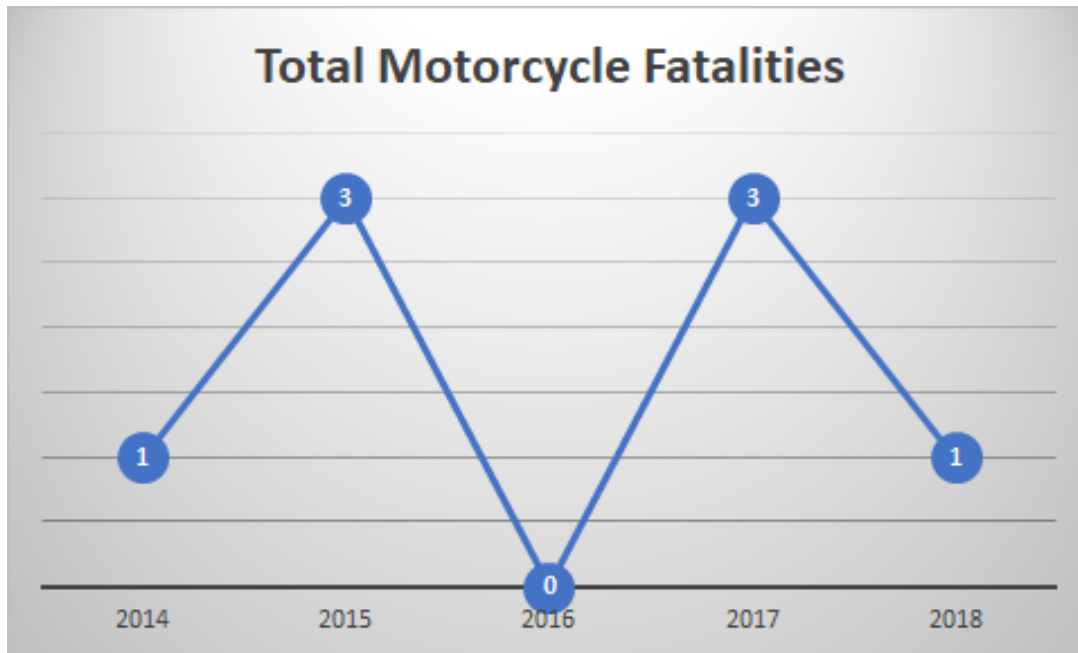
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)	Numeric	5.00	5 Year	2016

C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	1.00	5 Year	2016
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Performance Target Justification

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



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of alcohol-impaired fatalities by 50 percent from 3.2 (2016-2020 baseline average) to 1.6 by December 31, 2020.

The DPW-Office of Highway Safety will continue to fund priority programs identified in Guam’s 2020 Highway Safety Plan to decrease the number of motorcyclist fatalities on Guam’s roadways.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

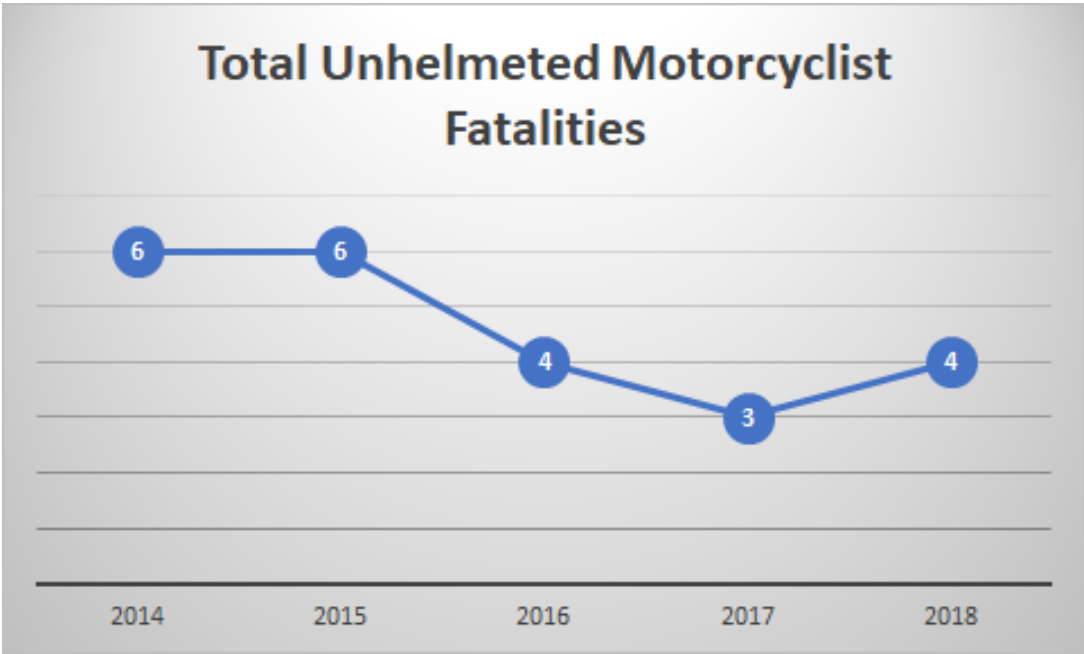
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

Performance Target Justification

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

This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will decrease its unhelmeted motorcycle fatalities by 100 percent from one (1) (2016-2020 baseline average) to zero (0) by December 31, 2020.



The DPW-Office of Highway Safety will continue to fund priority programs and projects identified in Guam’s 2020 Highway Safety Plan and decrease the number of un-helmeted motorcycle fatalities on Guam’s roadways.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	0.60	5 Year	2016

Performance Target Justification

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

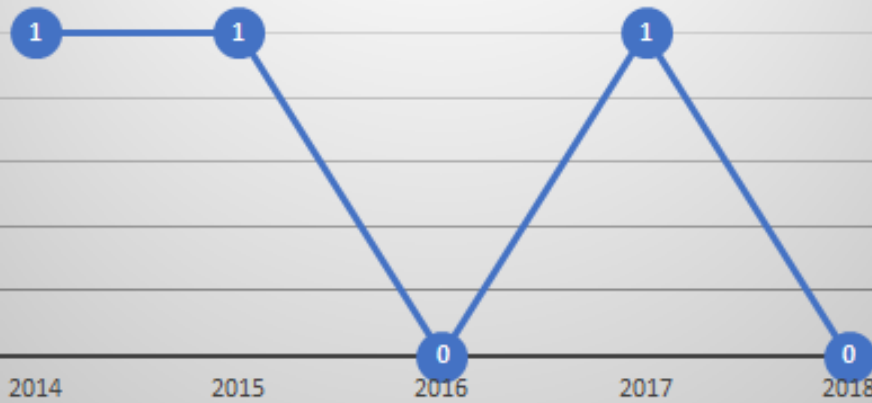
This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will maintain the number of drivers age 20 or younger involved in fatal crashes by 100 percent from one (1) (2016-2020 baseline average) to zero (0) by December 31, 2020.

The DPW-Office of Highway Safety will continue to fund priority programs and projects identified in Guam’s 2020 Highway Safety Plan and maintain the number of drivers age 20 or younger involved in fatal crashes on Guam’s roadways.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Total Drivers Age 20 or Younger Involved in Fatal Crashes



Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	1.80	5 Year	2016

Performance Target Justification

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

Total Pedestrian Fatalities



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of pedestrian fatalities by 20 percent from 4.8 (2016-2020 baseline average) to 3.84 by December 31, 2020. The DPW-Office of Highway Safety will implement the "Be Safe, Be Smart, Be Seen" project in FY2020 to decrease the number of pedestrian fatalities on Guam's roadways by enforcing the use of

crosswalks to all pedestrians and educate motorists to "Watch Out" for pedestrians.

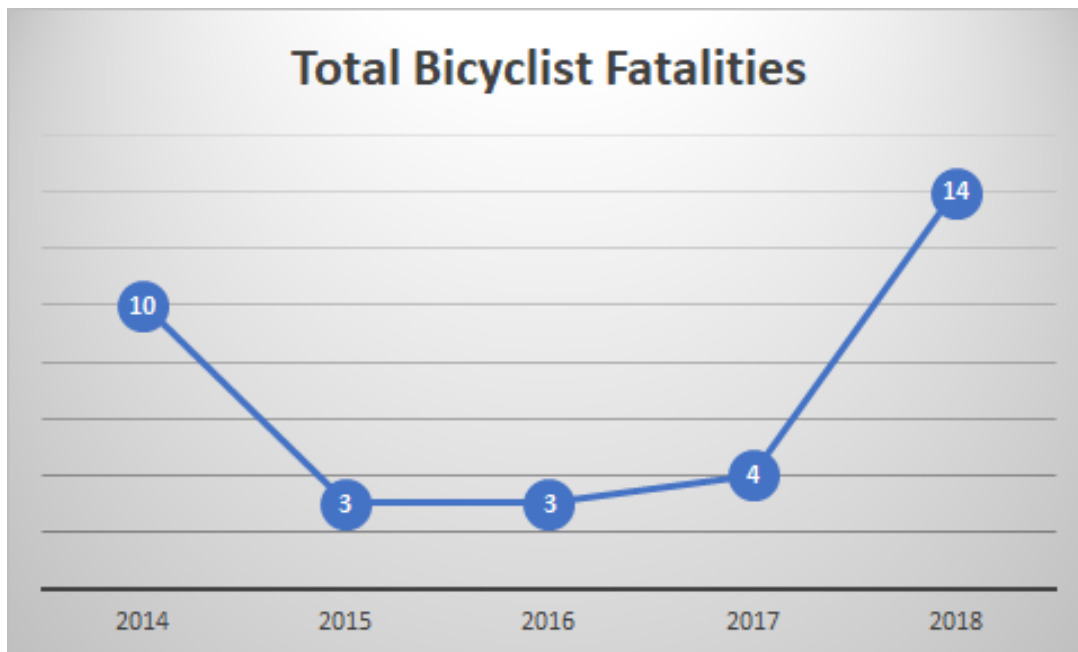
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

Performance Target Justification

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



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of bicyclist fatalities by 100 percent from zero (0) (2016-2020 baseline average) to zero (0) by December 31, 2020.

The DPW-Office of Highway Safety will continue to fund Pedestrian and Bicycle Projects in FY2020 to educate pedestrian and bicyclists on the importance of utilizing crosswalks and the Guam Bicycle Law.

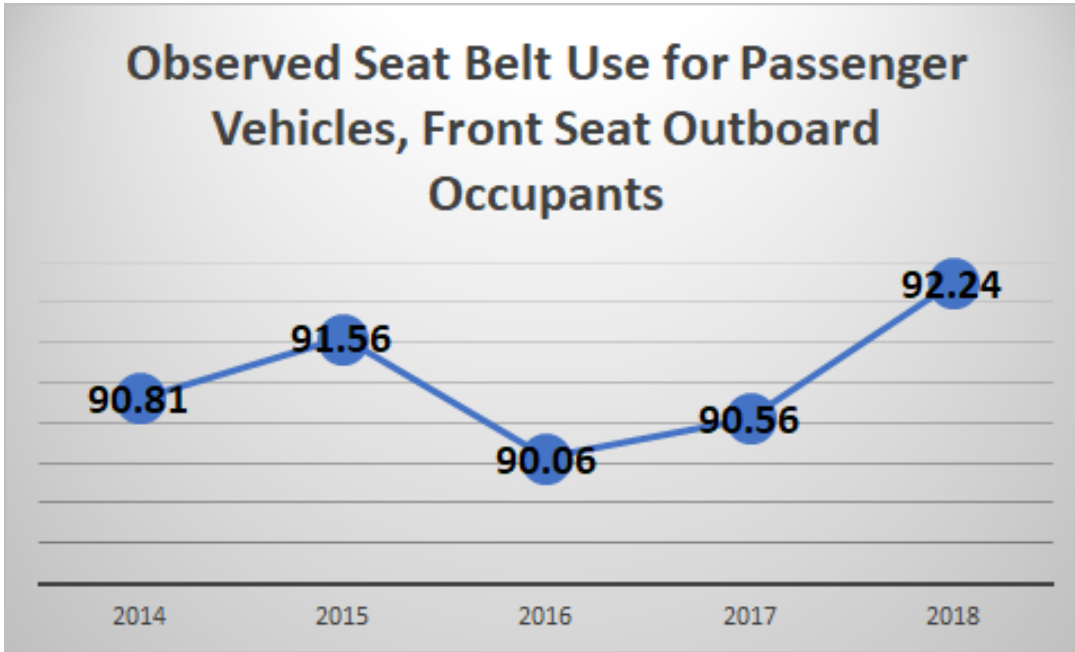
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	92.80	5 Year	2016
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Performance Target Justification



To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage point from 92.84 (2016-2020 baseline average) to 96.28 percent by December 31, 2020. The DPW-Office of Highway Safety will continue to conduct observational surveys to increase seat belt usage on Guam’s roadways.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: No

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 386

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 164

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 1330

Fiscal Year A-3: 2018

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

The Problem Identification has identified Speed and Pedestrian as major highway safety problems in the Territory. Safety prevention messages will be conveyed through mediums such as radio, television advertisements, public service announcements, electronic media advertisement, and billboards located throughout the Territory. The countermeasures were selected with the purpose of continuing DPW Office of Highway Safety's mission to reduce crashes, serious injuries and fatalities. Develop and distribute consistent public information messages to increase public awareness of Guam's traffic laws on the dangers on speed and pedestrian safety. As a deterrent and prevention countermeasure, speed and pedestrian enforcement efforts will be executed by Guam Police Department-Highway Patrol yearround through awareness media campaigns based on target audience and frequency of message exposure.

The funds allocated in this planned activity will be used to develop local media campaigns throughout Fiscal Year 2020. The following media formats will be considered for reaching target audiences in the community:

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	5.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	1.80

Countermeasure Strategies in Program Area

Countermeasure Strategy
PM Highway Safety Office Program Management

Countermeasure Strategy: PM Highway Safety Office Program Management

Program Area: Communications (Media)

Media markets that serve areas where there are a high number speed and/or pedestrian related crashes will be targeted. This strategy was taken from "NHTSA: Countermeasures That Work" 5.2 Massmedia Campaigns Countermeasure. A mass media campaign consists of intensive communications and outreach activities regarding speed and pedestrian safety that use radio, television, print, and other mass media, both paid and/or earned. Mass media campaigns are a standard part of every State/Territories efforts to reduce speed and pedestrian-related fatalities and crashes.

DPW Office of Highway Safety will design different brochures, posters and printed materials with themes that include alcohol, speed, occupant protection, pedestrian safety, and distracted driving to be distributed to the public at DUI and safety checkpoints, sport venues, fairs, schools and other events island-wide.

DPW Office of Highway Safety will continue to procure and produce educational materials in various

languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Micronesian audiences.

Project Safety Impacts

The DPW Office on Highway Safety will follow all Federal and local guidelines for purchasing media/advertising with National Highway Traffic Safety Administration (NHTSA) Paid Media funds. The DPW Office of Highway Safety's mission is to develop, promote, and coordinate traffic safety initiatives designed to reduce traffic crashes, injuries, and fatalities on Guam's roadways.

The DPW Office of Highway Safety will: a) support speed and pedestrian safety, high-visibility enforcement efforts in the diverse communities of Guam; and b) will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. DPW Office of Highway Safety will use paid, earned, and owned media, including social media, to address the program areas in the Highway Safety Plan. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. DPW-OHS incorporates National Highway Traffic Safety Administration's (NHTSA) Communications Calendar into its media plan activities.

Linkage Between Program Area

C-6: To reduce speed-related fatalities by 10% from 6.2 (2014-2018 average) to 5.6 by December 31, 2020.

C-10: Reduce pedestrian fatalities by 20% from 6.8 (2014-2018 average) to 5.4 by December 31, 2020.

Strategies:

The DPW Office of Highway Safety will:

Cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 34 years of age) with critical safety messages at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).

Use all forms of media – paid, earned and social – to increase Guam's roadway users' awareness and knowledge of all aspects of traffic safety, while focusing specific messages on groups to whom particular messages apply. Messages will include drivers, passengers, bicyclists, pedestrians and motorcyclists – of all ages.

Produce various highway safety commercials in different languages, which will include bi-lingual components for Japanese, Koreans, Chinese, Filipino, and the Federated States of Micronesia audiences.

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.

Plan earned media opportunities, in the form of press conferences or press releases, independently or in conjunction with safety partners for all campaign enforcement or education periods.

Create video content that is educational and informative.

Rationale

The focus of this project is to reduce speed-related fatalities involving pedestrian fatality, by producing and airing video commercials on the dangers of speeding where crosswalks are visible and the importance for pedestrians to cross safely on Guam's roadways.

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

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3-17

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3-37

8-8

8-27

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8-36

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM20-08-01OHS	PAID MEDIA

Planned Activity: PAID MEDIA

Planned activity number: PM20-08-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will support educational events and advertising at various mall outlets. The dangers of speeding and pedestrian safety will be addressed via public service announcements, signage, informational displays and personal interaction with the public using local law enforcement and DPW Office of Highway Safety staff during the national campaigns by introducing the "Obey the Sign, or Pay the Fine" and "Everyone is a Pedestrian" slogan.

Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose the speed and pedestrian educational messages based on program problem identification and target audience promoting safety rules and regulations on mass events. Will unite speed and pedestrian enforcement efforts executed by the Guam Police Department-Highway Patrol Division, Guam International Airport Authority - Airport Police Division, and the Port Authority of Guam - Port Police Division during FY2020. The strategy is based on Countermeasures that Work 2015, 8th Edition.

Funds will be used for advertising, video production, and producing educational materials.

Intended Subrecipients

The Department of Public Works – Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
PM Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Paid Advertising	\$20,000.00		

Program Area: Distracted Driving

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 exists a law that restricts drivers from using their cell phones. Distracted driving data has only recently been reported more than inattention, and is believed to be grossly under reported for many reasons. Although distractions encompass many behaviors, electronic device is most often targeted.

In the past five years, it is notable that Guam has seen a problem of increase of traffic citations for cell phones and texting. See below:

Citations	2014	2015	2016	2017	2018
Cell Phone (calling/texting)	463	350	306	174	146

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	896.90

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Distracted Driving

Project Safety Impacts

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

DPW Office of Highway will conduct six (6) 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 FY2020.

Linkage Between Program Area

Goals:

To reduce distracted driving citations by 10% from the five (5) year average of 258.60 (2014 – 2018) to 232.74 by December 31, 2020.

To increase educational public service announcements by contracting television companies and radio stations to include theatres to produce and broadcast distracted driving commercials during the Distracted Driving national campaign and local and national holidays. (Estimated cost: \$9,500.00)
 Evaluate and assess media coverage generated by public outreach tactics (e.g., press releases, conferences, mall displays, campaigns), including channel, estimated audience reach/impressions (anticipated, at the most, 2000 impression), tone (e.g., neutral, positive, negative), and values/advertising equivalency.

To fund travel for DPW Office of Highway Safety staff and/or sub-grantees to attend off-island meeting/conferences on Distracted Driving. (Estimated cost: \$10,355.77)

Rationale

Objectives:

Conduct six (6) educational outreaches to elementary, 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.

Work with our media vendors to schedule production and broadcast public service announcements on distracted driving to help support education efforts to reduce distracted driving occurrences.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FESX20-27-01	Distracted Driving Education

Planned Activity: Distracted Driving Education

Planned activity number: FESX20-27-01

Primary Countermeasure Strategy ID:

Planned Activity Description

DPW Office of Highway Safety will:

Reduce distracted driving citations by 10% from the five (5) year average of 258.60 (2014 – 2018) to 232.74 by December 31, 2020.

Increase educational public service announcements by contracting television companies and radio stations to include theatres to produce and broadcast distracted driving commercials during the Distracted Driving national campaign and local and national holidays. (Estimated cost: \$9,500.00)
 Evaluate and assess media coverage generated by public outreach tactics (e.g., press releases, conferences, mall displays, campaigns), including channel, estimated audience reach/impressions

(anticipated, at the most, 2000 impression), tone (e.g., neutral, positive, negative), and values/advertising equivalency.

Fund travel for DPW Office of Highway Safety staff and/or sub-grantees to attend off-island meeting/conferences on Distracted Driving. (Estimated cost: \$10,355.77)

Objectives:

Conduct six (6) educational outreaches to elementary, 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.

Work with our media vendors to schedule production and broadcast public service announcements on distracted driving to help support education efforts to reduce distracted driving occurrences.

Intended Subrecipients

Department of Public Works – Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$19,855.77		

Program Area: Emergency Medical Services

Description of Highway Safety Problems

The Haddon Matrix is a model which applies basic principles of public health to motor vehicle-related injuries. It’s based on three phases of a crash and the factors that impact the prevention, severity, and survivability of crashes. Response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training are all key factors for reducing the chance of fatalities. In traffic safety, EMS is recognized as a critical component.

Year	Serious Crash	Moderate Crash	Fatal Auto-Peds	Total Fatal Crash
2015	21	691	3	9
2016	33	614	5	13
2017	38	708	4	14
2018	54	575	14	25

From 2015 to 2018 there were a total of 2821 reported crashes with injuries. The average for the past three years is 564.20 crashes with injuries a year.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	896.90

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management EM
National Emergency Medical Services Information System

Countermeasure Strategy: Highway Safety Office Program Management EM

Program Area: Emergency Medical Services

Project Safety Impacts

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs targeted to all age groups raise awareness of traffic safety laws - most especially the dangers of drinking and driving, not wearing your seatbelts, speeding, pedestrian safety, and distracted driving.

Linkage Between Program Area

C-2: To reduce serious traffic injuries by 10 percent from 831.4 (2014-2018 average) to 748.3 by December 31, 2020.

The DPW Office of Highway Safety will work with the Guam Fire Department - EMS and the Department of Public Health and Social Services (DPH&SS) - EMS office to ensure that Guam's Fire personnel are skilled, certified, and qualified Emergency Medical Technicians (EMTs) are able to adequately administer pre-hospital emergency care to residents in need, as well as inspect ambulances. Over the years, the DPH&SS-EMS has stretched its arms to seek resources necessary to improve Guam's Emergency Medical Service system.

Historical data indicate that motor vehicle crashes among our youth is attributed to their inexperience as new drivers and high-risk behaviors. Other factors include speed, driving while impaired, distracted driving, and hazardous road conditions.

When a motor vehicle crash occurs with injuries and a call is made to 911, fire department units are usually the first to arrive at the scene. A size up of the situation is made to determine the course of action. Many traffic-related deaths requires the usage of specialized extrication equipment.

As Guam moves forward, facing more growth, more traffic, and more drivers, motor vehicle traffic crashes the increase of crashes are likely to occur on Guam's roadways. This project will allow us to meet the fundamental mission of GFD's Immobilization and Extrication project, which is to increase the survivability of those involved in a traffic crash.

The trend in overall data shows yearly increases. This only supports the need for GFD to have functional equipment and training to provide better services to the public.

Funding for the project is to cover materials and supplies to implement and coordinate an educational outreach

on Emergency Medical Services and how it relates to vehicle crashes.

Rationale

This strategy focus to the awareness and education to the general public of the importance of wearing a seat belt, the dangers of drinking and driving and using a cell phone while operating a motor vehicle to prevent serious traffic injuries.

Priority Strategies:

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM20-04-00OHS	EMS EDUCATION
EM20-04-01GFD	EMS IMMOBILIZATION AND EXTRICATION

Planned Activity: EMS EDUCATION

Planned activity number: EM20-04-00OHS

Primary Countermeasure Strategy ID:

- Improve communication for emergency response and dispatch
- Increase education and involvement of EMS in transportation safety
- Develop and support integrated EMS and transportation safety programs
- Continue to provide pediatric trauma education
- Enhance communication interoperability in an effort to decrease incident response time
- To facilitate rapid response, treatment, and transport of vehicular crash victims
- Maintain efforts to ensure ambulances are appropriately staffed and equipped
- Utilize patient care data to make improvements in patient care
- Continue efforts to implement statewide trauma system

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 Office of Highway Safety will provide Educational programs targeted to all age groups raise awareness of traffic safety laws - to focus in the area of the dangers of drinking and driving, not wearing your seatbelts, speeding, pedestrian, and using cell phones.

The DPW-Office of Highway Safety will work with the Guam Fire Department - EMS and the Department of Public Health and Social Services (DPH&SS) - EMS to ensure that Guam's fire personnel are skilled, certified, and qualified Emergency Medical Technicians (EMTs) to adequately administer pre-hospital emergency care to crash victims in needs.

Over the years, the Office of Emergency Medical Services has stretched its arms to seek resources necessary to improve Guam's Emergency Medical Service system.

This project will:

Promote the coordination and involvement of emergency services into transportation safety and injury prevention efforts.

Work in coordination through EMS 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 fund contractual services for educational materials on Emergency Medical Services.

Intended Subrecipients

Department of Public Works Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management EM

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Emergency Medical Services	\$3,000.00		

Planned Activity: EMS IMMOBILIZATION AND EXTRICATION

Planned activity number: EM20-04-01GFD

Primary Countermeasure Strategy ID:

Planned Activity Description

Strategies: The overall goal is to provide the Guam Fire Department (GFD) with necessary equipment and training to respond to all traffic related crashes. GFD must also be able to properly and safely extricate all traffic victims who are trapped or unable to remove themselves from a vehicle.

To procure one (1) S 788E2 Cutter w/ 2 EXL Batteries and 110 volt adapter package. This unit/package is used for cutting high-strength steel of today and tomorrow’s vehicles. When severe traffic related crashes occur, the metals have a propensity to crush and distort in a manner where the occupants become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide emergency medical care and immediate transport to a medical facility.

To provide all ambulances, fire trucks and rescue unit with necessary equipment to aid victims of traffic crashes.

To reduce overall traffic related injuries and fatalities by December 31, 2020.

To conduct training for all personnel of the new battery powered extrication tools and any new extrication techniques.

To conduct training on any new equipment purchased for the ambulance, fire truck and rescue unit.

To cover the cost to send (1) GFD representative off-island to attend the 2020 Lifesavers Conference and ATSIP Traffic Records Forum.

Intended Subrecipients

GUAM FIRE DEPARTMENT

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management EM
National Emergency Medical Services Information System

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Emergency Medical Services	\$28,500.00		

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
S788E2 Cutter package	1	\$18,500.00	\$18,500.00	\$18,500.00	\$18,500.00

Countermeasure Strategy: National Emergency Medical Services Information System

Program Area: Emergency Medical Services

Project Safety Impacts

To provide the Emergency Medical Services of the Guam Fire Department (GFD) with the necessary equipment and training to respond to any and all possible traffic related crashes. By virtue of public law, GFD must provide emergency medical services to the people of Guam. GFD firefighters are also certified EMT's with the National Registry of Emergency Medical Technicians.

GFD is mandated to respond to all traffic crashes with injuries and fatalities, all traffic related fire emergencies, and non-emergencies. Currently, The Guam Fire Department has 12 Fire Stations and 3 Rescue Units. At the Fire Stations there are only 4 Engine Units that are equipped with hydraulic driven extrication tools, of the 3 Rescue Units, the first unit has the complete battery-operated extrication tools, the second unit has a combination of hydraulic and battery-operated extrication tools and the third unit has all hydraulic driven extrication tools.

Geographically, the engine and rescue units are far spread for an expedient emergency response. The end result of this dilemma would be the general public traveling on the highways of Guam and are involved in a traffic crash where vehicle extrication tools are needed to remove them from their mangled vehicle will be delayed. The long-term goal is to replace the old and problematic hydraulic tools with the new battery-operated extrication tools. The existing hydraulic tools are well over 10 years old and are either constantly being repaired or many have been deemed beyond repair. The technological advancement that back 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.

Linkage Between Program Area

C-2: To reduce serious traffic injuries by ten percent from 831.4 (2014-2018 average) to 748.3 by December 31, 2020.

Rationale

Strategies:

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM20-04-01GFD	EMS IMMOBILIZATION AND EXTRICATION

Planned Activity: EMS IMMOBILIZATION AND EXTRICATION

Planned activity number: EM20-04-01GFD

Primary Countermeasure Strategy ID:

Planned Activity Description

Strategies: The overall goal is to provide the Guam Fire Department (GFD) with necessary equipment and training to respond to all traffic related crashes. GFD must also be able to properly and safely extricate all traffic victims who are trapped or unable to remove themselves from a vehicle.

To procure one (1) S 788E2 Cutter w/ 2 EXL Batteries and 110 volt adapter package. This unit/package is used for cutting high-strength steel of today and tomorrow’s vehicles. When severe traffic related crashes occur, the metals have a propensity to crush and distort in a manner where the occupants become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide emergency medical care and immediate transport to a medical facility.

To provide all ambulances, fire trucks and rescue unit with necessary equipment to aid victims of traffic crashes.

To reduce overall traffic related injuries and fatalities by December 31, 2020.

To conduct training for all personnel of the new battery powered extrication tools and any new extrication techniques.

To conduct training on any new equipment purchased for the ambulance, fire truck and rescue unit.

To cover the cost to send (1) GFD representative off-island to attend the 2020 Lifesavers Conference and ATSIP Traffic Records Forum.

Intended Subrecipients

GUAM FIRE DEPARTMENT

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management EM

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Emergency Medical Services	\$28,500.00		

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
S788E2 Cutter package	1	\$18,500.00	\$18,500.00	\$18,500.00	\$18,500.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Program Management

The Guam Highway Safety Plan is prepared to focus the island’s efforts on identifying the impaired driving problems and enhancing the effectiveness of impaired driving programs in preventing injuries, fatalities, and reducing economic costs of motor vehicle crashes on Guam’s roadways. Guam’s present Highway Safety Plan leverages the “4 Es” of traffic safety – engineering, enforcement, education, and emergency services – to address the island’s most significant highway safety challenges. The plan is data-driven and includes goals, objectives, and emphasis areas.

The Highway Safety Plan addresses two key emphasis areas – Driver Behavior (including impaired drivers) and Special Users (bicyclists, pedestrians, and motorcyclists). Any loss of life or injury sustained in a traffic crash due to alcohol and drug impairment is unacceptable.

The GPD Highway Patrol Division’s DUI/Impaired Driving mission is to enhance the health and well-being of its citizens and visitors through a comprehensive approach to impaired driving that prevents crashes and saves lives. More recently, the DPW Office of Highway Safety and GPD Highway Patrol Division has been working together to discuss the development of programs to counter marijuana’s potential impact on traffic safety and methods of tracking the data. Impairment caused by drugs also is affecting safety on Guam’s roadways. As of July 2016, Guam has 3 Drug Recognition Experts (DRE).

Recognizing the impact alcohol and marijuana use, seat belts, and cell phone use – all behavior-based activities – has on the safety of the Guam’s roadway users; and assessing the attitudes, beliefs, and perceptions of Guam’s licensed drivers are essential. This information provides insight that is used by the DPW Office of Highway Safety and its partners for highway safety to identify and implement targeted strategies and proven countermeasures that result in fewer crashes, injuries, and fatalities. A fear of being injured or of injuring someone else motivates the motorists to drive safely than any other factor.

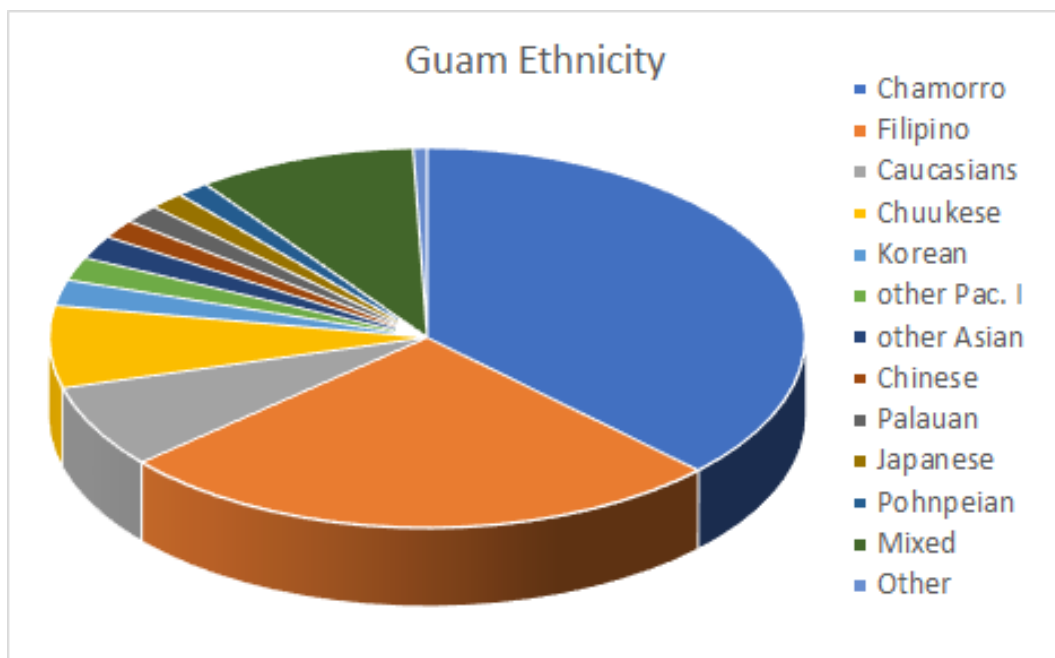
Law Enforcement

	2014	2015	2016	2017	2018
Total Crashes	6473	7206	7559	7538	8141
Total Serious Traffic Injuries	848	941	893	867	973
Total Traffic Fatalities	19	9	13	15	24
Total Fatal Crashes	19	9	13	15	23
Total D.U.I. related Fatalities	6	6	4	3	4
Total D.U.I. crash with injuries	67	13	16	26	13
D.U.I. arrest (grant funded and non-grant funded)	442	169	482	129	438

Impaired driving on Guam is a serious and dangerous issue, and it affects many more than those involved in drunk driving crashes. For a small island with strained resources, a single DUI crash can have a far-reaching effect, and with the recent passage of the recreational Marijuana Law (Public Law 32-35), we are anticipating a substantial negative impact on our highway safety and our community.

The island of Guam has a population of 167,779[1]. The total land area is 540 km² (208 SqMi). The island also has a diverse community comprising of diverse ethnicities such as:

[1] <http://www.worldometers.info/world-population/guam-population/>



Chamorro 37.3%

Filipino	26.3%
Caucasian	7.1%
Chuukese	7%
Korean	2.2%
other Pac. Is.	2%
other Asian	2%
Chinese	1.6%
Palauan	1.6%
Japanese	1.5%
Pohnpeian	1.4%
Mixed	9.4%
other	.6%[1]

Although we are blend of different cultures, one thing is common, we all need transportation to and from our destinations. The main form of transportation on Guam are personally owned vehicles and public transportations (busses, taxis, etc.). Alternate forms of transportation are bicycles or walking. Route 1 (Marine Corps Drive), Route 3, Route 4, Route 8, Route 10, Route 15 and Route 16 are the major arteries of transportation in Guam. These are the main roads or highways that the motorist utilizes when commuting to and from work or destination. The two major industries in Guam are the tourism industry and US military. Guam also host nearly 7,000 U.S. Military personnel, who are either stationed at Andersen Air Force Base, the Naval Hospital in Agana Heights, or the Naval Base in Agat, occupying 29 percent of the island’s total land area.

In addition, Guam is gradually seeing the increase of construction and expansion of military facilities on Route 3, in preparation for the impending relocation of US Marines and Support Group from Okinawa, which is expected to be completed by the year 2025, and will bring an additional 3,000 military personnel. With the increase in population, comes the increase in the number of vehicles being registered and operated on Guam, and in turn will increase the potential for crashes with impaired drivers.

DUI PROSECUTION

Historically, Guam has had a high volume of alcohol related driving offenses and fatalities based on the data collected on car crashes. Alcoholism on Guam is one of the leading causative factors contributing to community problems as the use of alcohol on island is prevalent and far reaching.

The term DWI is used interchangeably for Driving Under the Influence (DUI) and Driving While Intoxicated (DWI). Today, Driving Under the Influence/Driving While Intoxicated or in some cases Impaired (DUI/DWI) offenses form the second highest volume of criminal cases filed in the Superior Court of Guam. These offenses are second only to domestic violence crimes. Alcohol is a substance that reduces the functions of the brain, impairing thinking, reasoning and muscle coordination. All these abilities are essential to operating a vehicle safely.

	2014	2015	2016	2017	2018
--	------	------	------	------	------

DUI Referred from GPD DUI Referred from GPD	466	397	351	333	353
DUI Filed	418	391	373	356	365
DUI Convictions	378	290	319	205	271
# of Deferred pleas	0	0	0	15	9

Prior to 2010, DUI/DWI offenses were treated as the "run-of-the-mill" type crime where arrestees were booked and then released. In some cases, DUI/DWI arrest report were left to linger until the statute of limitations for charging were close to expiring or had expired. Unfortunately, the number of uncharged DUI/DWI reports grew as priority given to more serious crimes.

As a result, offenders were left unattended by the criminal justice system; and in many cases reoffended with two or more further DUI/DWI violations, and in worse cases – involved in a traffic crash that caused serious bodily injuries, and in certain cases, death or fatalities.

The Office of the Attorney General's Prosecution Division has played a major role in the prevention and reduction of drunk driving arrests in Guam over the past five (5) years in partnership with the Judiciary of Guam's DWI Court Program. The involvement of community practitioners and government stakeholders is critical in the DWI sentencing process. Dealing effectively with serious traffic offenders can make a significant difference in Guam's community policing efforts, quality of life and welfare.

DWI COURT

In November 2010 the Judiciary of Guam launched the Driving While Intoxicated (DWI) Court, which emphasized the rehabilitation of offenders through customized treatment programs, thereby joining the growing number of jurisdictions who established DWI courts. The aim was to reduce recidivism and ensure safety for citizens by helping drunk driving offenders integrate back into the community in a safe, sober and productive way. The court was initially implemented as a "rocket-docket" in response to a backlog of DWI cases; however, in 2016 the Judiciary was awarded a U.S. Department of Justice grant to establish a DWI Treatment Court (DWITC).

The DWITC grant proposed to serve 40 offenders assessed to have a medium- to high-risk for criminal behavior, charged with a felony alcohol-related crime and facing criminal prosecution – essentially the most at risk/high need defendants. Since program implementation, there have been 446 defendants screened by the Office of the Attorney General for legal eligibility for DWITC. Of those, 161 defendants were found legally eligible and referred to DWITC for further screening; however, 95 defendants did not enter the program. In FY2018 56 defendants continued in the program. All DWITC participants are referred to Driving With Care Level II, the treatment curriculum used in the program. Unfortunately, the vast majority of DWI defendants are not eligible for the program.

From 2015 to 2017, DWI cases have consistently ranked as the second top offenses charged both for misdemeanors and overall cases. An average of 48 felony DWI cases has been filed each year for the same period. A recent review of current cases filed with the Judiciary identified 325 cases assigned to the DWI court (256 misdemeanors and 69 felonies). Of those, 120 are still in pretrial status and the remaining 205 cases were

disposed, with 28 receiving deferred pleas, 12 were dismissed, and 165 were found or pled guilty.

TOP OFFENSES CHARGED OVERALL

TOP OFFENSES CHARGED OVERALL	
2018	# offenses
Possession of Schedule II Controlled Substance Possession of Schedule II Controlled Substance	302302
Family Violence Family Violence	287287
Driving While Impaired Driving While Impaired	198198
Assault – Recklessly Cause / Attempt to Cause Bodily Injury Assault – Recklessly Cause / Attempt to Cause Bodily Injury	168168
Special Allegation – Commission of Felony While on Felony Release Special Allegation – Commission of Felony While on Felony Release	158158
2017 2017	# offenses # offenses
Family Violence Family Violence	372372
Driving While Under the Influence of Alcohol Driving While Under the Influence of Alcohol	292292
Possession of Schedule II Controlled Substance Possession of Schedule II Controlled Substance	217217
Assault – Recklessly Cause / Attempt to Cause Bodily Injury Assault – Recklessly Cause / Attempt to Cause Bodily Injury	182182
Harassment Harassment	140140
2016 2016	# offenses # offenses
Family Violence Family Violence	457457
Driving While Under the Influence of Alcohol Driving While Under the Influence of Alcohol	341341
Possession of Schedule II Controlled Substance Possession of Schedule II Controlled Substance	253253
Assault – Recklessly Cause / Attempt to Cause Bodily Injury Assault – Recklessly Cause / Attempt to Cause Bodily Injury	181181
Public Drunkenness Public Drunkenness	149149
2015 2015	# offenses # offenses
Family Violence Family Violence	472472
Driving While Under the Influence of Alcohol Driving While Under the Influence of Alcohol	399399
Assault – Recklessly Cause / Attempt to Cause Bodily Injury Assault – Recklessly Cause / Attempt to Cause Bodily Injury	232232

Possession of Schedule II Controlled Substance Possession of Schedule II Controlled Substance	222222
Harassment Harassment	187187

Source: Judiciary of Guam Annual Report (2018/2017)

TOP MISDEMEANOR OFFENSES CHARGED

TOP MISDEMEANOR OFFENSES CHARGED	
2018	# offenses
Family Violence Family Violence	280280
Driving While Impaired Driving While Impaired	195195
Assault – Recklessly Cause / Attempt to Cause Bodily Harm Assault – Recklessly Cause / Attempt to Cause Bodily Harm	168168
Driving While Under the Influence of Alcohol Driving While Under the Influence of Alcohol	115115
Harassment Harassment	115115
2017 2017	# offenses # offenses
Family Violence Family Violence	366366
Driving While Under the Influence of Alcohol Driving While Under the Influence of Alcohol	285285
Assault – Recklessly Cause / Attempt to Cause Bodily Injury Assault – Recklessly Cause / Attempt to Cause Bodily Injury	182182
Harassment Harassment	140140
2016 2016	# offenses # offenses
Family Violence Family Violence	446446
Driving While Under the Influence of Alcohol Driving While Under the Influence of Alcohol	331331
Assault – Recklessly Cause / Attempt to Cause Bodily Injury Assault – Recklessly Cause / Attempt to Cause Bodily Injury	181181
Public Drunkenness Public Drunkenness	149149
Harassment Harassment	143143
2015 2015	# offenses # offenses
Family Violence Family Violence	454454
Driving While Under the Influence of Alcohol Driving While Under the Influence of Alcohol	383383
Assault – Recklessly Cause / Attempt to Cause Bodily Injury Assault – Recklessly Cause / Attempt to Cause Bodily Injury	232232
Harassment Harassment	187187

Public DrunkennessPublic Drunkenness	165165
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Source: Judiciary of Guam Annual Report (2018/2017)

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	3.20

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Law enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Training beyond the basic NHTSA 24-hour Standardized Field Sobriety Testing course and ARIDE course are needed. Other law enforcement agencies have recognized the need for ARIDE training. It's our goal to certify 50 additional officers in ARIDE. Guam currently has 81 certified ARIDE officers and three (3) DRE certified officers.

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

Guam recently enacted Public Law 35-5, which is known as the Guam Cannabis Industry Act of 2019, which declassified marijuana as a scheduled 1 Controlled Substance.

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

Linkage Between Program Area

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

The best approach to minimize the impact to Public Safety and the community, would be to train more police officers in Advance Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE)

Courses, purchase equipment's (Intoximeter FST and Alere DDS2 Oral Fluid Testing kit) that will aid in the detection and prosecution of offenders. Outdated and non-operational equipment's should also be replaced to maintain enforcement activities. Prosecutors should also be trained & familiarized in prosecuting offenders, who choose to Drive Under the Influence of Drugs (DUID).

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-01-02OHS	DUID EDUCATION AND TRAINING

Planned Activity: DUID EDUCATION AND TRAINING

Planned activity number: AL20-01-02OHS

Primary Countermeasure Strategy ID:

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

Planned Activity Description

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

The DPW Office of Highway Safety will coordinate impaired driving-related training and technical support (DRE, SFST, ARIDE, prosecution) for all law enforcement agencies across Guam. These programs improve an officer's ability to detect, arrest, process, and testify with regard to alcohol and drug impaired driving. Impaired driving continues to be a significant factor in crashes in Guam, most especially with the recent enactment of Recreational Marijuana.

Funding will be used for:

Travel to send two (2) DRE officers and State DRE Coordinators, to the International Association of Chief of Police (IACP) conference and other related training, conferences and/or meetings. Travel costs will include airfare, per diem, registration and/or car rental. (Estimated cost: \$15,000.00)

Contractual services to print and develop educational materials on Guam's Cannabis Industry Act of 2019. (Estimated cost: \$2,000.00)

Materials and Supplies for operational costs for the DUID Education and Training project. (Estimated cost: \$2,000.00)

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$19,000.00		

Countermeasure Strategy: DWI Court Project

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The Judiciary proposes to provide resources to support defendants who are not eligible to receive services from the DWI Treatment Court. This includes the 120 pretrial status defendants and 165 who were found or pled guilty, for a total of at least 285 defendants who may avail DWI Court services. Generally, DWI Court defendants are mostly males (84.6%) between the ages of 18 to 39 years (68.3%) and of Chuukese (32.9%), Chamorro (14.2%), or other Federated States of Micronesia (13.2%) ethnicity. The majority of defendants (31.1%) have at least a high school diploma or equivalent.

Although the minimum legal age for alcohol consumption was raised from 18 to 21 years in 2010, alcohol is still highly available through social gatherings or “hot spots”. As part of our culture these social gatherings include elaborate village fiestas honoring patron saints, family parties to celebrate christenings, fandangos/weddings, novenas, funerals, death-anniversary rosaries, or even casual barbeques at the beach. Alcohol consumption is a typical social activity enjoyed by many at “happy hour,” where drink specials allow the average person to consume more while spending less. For many years happy hour fundraisers have become a lucrative method for people or organizations that require off-island travel for medical treatment, sporting events, and other purposes to raise thousands of dollars in one night. These events typically occur from 6:00pm to 10:00pm with a complimentary alcoholic drink provided with each ticket purchased – essentially ensuring that a person would be imbibing on alcohol for up to four hours before driving home.

Although law enforcement agencies recognize that a drunk driver is a significant cause of crashes on Guam, a fundamental reason for difficulties in enforcement is due to the wide social acceptance and use of alcohol beverages by most people.

Linkage Between Program Area

C-5) To reduce alcohol impaired driving fatalities by 50% from 4.6 (2014-2018 average) to 2.3 by December 31, 2020.

Grant funding is requested to provide resources for DWI Court defendants, Probation Staff and the DWI Court Judge, which include:

One set of the Alcohol Impairment Goggles and one set of the Marijuana Simulation Goggles (Estimated cost: \$2,200.00)

Driving With Care Books (Estimated cost: \$2,750.00)

Training support for the DWI Court Judge (Estimated cost: \$5,150.00)

Rationale

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

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-01-05JOG	DWI Alcohol Education Project

Planned Activity: DWI Alcohol Education Project

Planned activity number: AL20-01-05JOG

Primary Countermeasure Strategy ID:

Planned Activity Description

Grant funding is requested to provide resources for DWI Court defendants, Probation Staff and the DWI Court Judge, which include:

Alcohol Impairment Goggles and Marijuana Simulation Goggles

The Judiciary's Alternative Sentencing Office (ASO) within the Probation Services Division is tasked with conducting outreach and educational activities which aim to increase awareness of the risks of DWI, as well as preventing residents from this life-threatening activity, ultimately increasing community safety on Guam. The ASO staff conduct an average of three classes for probation clients each week and also participate in community outreach activities such as career day presentations at local high schools and the annual Law Week fair which attracts a range of audiences. In support of their efforts, funding is requested to purchase one set each of alcohol impairment and marijuana simulation goggles. The goggles have been noted to be popular features which draw attendees to their displays, thus enabling ASO staff to engage with them directly. Although the DWI Court's focus is on alcohol use, the recent passage of Public Law 35-5, the Guam Cannabis Industry Act of 2019, legalized marijuana for recreational purposes. It is expected that we may see a spike in charges against drivers under the influence of marijuana. As a proactive measure, the Judiciary seeks funding to purchase marijuana simulation goggles. (Estimated cost: \$2,200.00)

Driving With Care Books

The Judiciary's Probation Services Division continues to facilitate the "Driving with Care" Education Program. Since Implementation, a total of 1027 participants were referred to the English-language Driving with Care (DWC) Program and a total of 224 participants were referred to the Chuukese-language DWC Program. At this time, the DWC Program is offered three (3) times a week: Wednesdays 8:30am to 10:30am (English - Unemployed), Wednesdays 10:30am to 12:30pm (Chuukese) and Saturdays 8:30am to 10:30am (English - Employed). Funding to purchase 100 DWC workbooks for participants is requested to include shipping and

handling. (Estimated cost: \$2,750.00)

Driving With Care Program	2016	2017	2018
Total Referrals	393	349	285
Number of Participants Completed	244	199	199
Number of Participants Noncompliant	144	150	86

Chuukese DWC Program	2016	2017	2018
Total Referrals	111	59	54
Number of Participants Completed	58	22	22
Number of Participants Noncompliant	44	37	32

Training support for the DWI Court Judge

Funding to support the costs for travel (airfare, per diem, and registration) for two (2) participants to attend the DWI Court related training and/or conferences. Training and/or conferences brings 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. The NADCP Training is the premier training for drug court professionals. (Estimated Cost: \$5,150.00)

Intended Subrecipients

Judiciary of Guam - DWI Court

Countermeasure strategies

Countermeasure Strategy
DWI Court Project

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$10,100.00		

Countermeasure Strategy: Highway Safety Office Program Management AL

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The Department of Public Works-Office of Highway Safety will continue to work with its Partners for Highway

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

Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized within the Territory, and brings another potential component of impaired driving. To date, there hasn't been any real data collected on the effects of marijuana as it relates to the impairment of driving.

This countermeasure strategy focuses on the goal of DPW Office of Highway Safety is to reduce impaired driving related crashes, fatalities and serious injuries. Under this countermeasure strategy, the planned activity and funding will focus on Drinking Under the Influence (DUI) enforcement activities and equipment, awareness and education campaigns, proactive youth focused DUI education and outreach, and specialized education for law enforcement and prosecution to increase effective DUI judgment. Funding is vital to provide agencies with adequate tools and equipment for the enforcement of the law and saving countless lives in the process.

[Linkage Between Program Area](#)

C-5: To reduce alcohol impaired driving fatalities by 50 percent from 4.6 (2014-2018 average) to 2.3 by December 31, 2020.

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

The Program Coordinators will promote law enforcement activities for the implementation of methods to intervene with drunk drivers. The coordinator will be responsible of keeping representatives of the various agencies and entities informed of alcohol law enforcement activities, program planning, oversight and monitoring, evaluation, coordination and staff education as well as development, educational and media campaigns and other administrative aspects of the Impaired Driving Program. The Impaired Driving Coordinator will develop new projects and will assist with expert advice on DUI for local and external projects. During the 2020 fiscal year, the program will incorporate quarterly reviews and monitoring of all alcohol projects to ensure that the subgrantees are following through with their implementation plans. After each site visit, the Coordinator will be responsible for reporting all findings to the Highway Safety Coordinator. The Program Coordinator will inform the subgrantees indicating the findings, expectations for future site visits and any recommendations deemed necessary. Training is also an essential part of the Coordinator's responsibility to ensure that the understanding of the program guidelines and best practices are followed and enforced.

Funding under this project include allowable expenditures for personnel costs; travel costs (airfare, per diem, registration, and car rental) for highway safety program staff and to include sub-grantees; contractual services

for printing alcohol educational materials; operational costs (material and supplies); and equipment (specialized and non-specialized).

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-01-01OHS	Alcohol and Other Drugs Countermeasures

Planned Activity: Alcohol and Other Drugs Countermeasures

Planned activity number: AL20-01-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

Increase support among law enforcement agencies for high visibility DUI enforcement programs.
Encourage other law enforcement agencies to set up impaired driving programs.
Increase earned media coverage of law enforcement activity.
Determine high-crash locations/corridors for impaired driving.
Encourage law enforcement agencies to conduct refresher-training programs on SFST.
Enhance DUI education within existing safe driving programs.
Continue to expand the use of technology to reduce impaired driving such as Fatal Vision Goggles for schools and other young driver education program.
Continue to expand support to the judicial system and encourage the development of court and prosecutor training.
Continue to foster an effective statewide impaired driving action committee.
Promote community programs emphasizing alternatives to driving impaired, such as designated drivers and public transportation.
To continue share funding for two program coordinators and the Highway Safety Coordinator personnel costs to oversee and provide guidance to impaired driving-related projects to include reporting, monitoring, technical assistance and development of plans and application for impaired driving related countermeasures. (Estimated costs: \$83,442.50)
Procure one (1) Fatal Vision Roadster Pedal Kart, which gives the participants a safe and memorable experience showing the effects of alcohol, marijuana, distraction or drowsiness on a person’s ability to drive. (Estimated cost: \$5,000.00)
Procure one (1) Intoximeter EC/IR Instrument and two (2) dry gas for GPD Highway Patrol Division. (Estimated cost: \$10,400.00)
Procure one (1) 6’ x 14’ Cargo trailer with RD Salem Vents (Estimated cost: \$14,995.00)
To send DPW Office of Highway Safety staff and sub-grantees to meetings, conferences, and trainings. Travel costs includes airfare, per diem, registration, and car rental. (Estimated costs:

\$27,000.00)

To fund materials and supplies for the alcohol and other drugs countermeasure project such as operational costs, i.e. paper, cartridge ink for printers, notebooks, etc., to be used by the Alcohol Program Managers for their outreaches and school presentations. (Estimated costs: \$2,000.00)

To fund for contractual services to design, layout, and printing services for educational materials on the dangers of Alcohol and Other Drugs in various languages and to be distributed island-wide during outreaches and school presentations. (Estimated costs: \$2,000.00)

Intended Subrecipients

Department of Public Works Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management AL

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$144,837.50		

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
6' x 14' cargo trailer	1	\$14,995.00	\$14,995.00	\$14,995.00	\$14,995.00
Breathalyzer	1	\$9,900.00	\$9,900.00	\$9,900.00	\$9,900.00

Countermeasure Strategy: Highway Safety Prosecutor (DUI)

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Historically, Guam has had a high volume of alcohol related driving offenses and fatalities based on the data collected on car crashes. Alcoholism on Guam is one of the leading causative factors contributing to community problems as the use of alcohol on island is prevalent and far reaching.

The term DWI is used interchangeably for Driving Under the Influence (DUI) and driving while intoxicated (DWI). Today, driving Under the Influence/Driving While Intoxicated or in some cases Impaired (DUI/DWI) offenses form the second highest volume of criminal cases filed in the Superior Court of Guam. These offenses are second only to domestic violence crimes.

Causative Factors: Prior to 2010, the legal drinking age on Guam was eighteen (18) years old. Guam remained jurisdictionally alone in not increasing the legal drinking age to 21. Alcohol is a substance that reduces the functions of the brain, impairing thinking, reasoning, and muscle coordination. All these abilities are essential

to operating a vehicle safely.

In humans, the alcohol level is measured by the weight of the alcohol in a certain volume of blood. This is called a Blood Alcohol Concentration or BAC and is measured by a device called a breathalyzer or blood test. At a BAC of .08 grams of alcohol per deciliter of blood your risk level increases greatly. Because of the risk factor, it is illegal to drive with a BAC of .08 or higher. However, even a small amount of consuming alcohol can affect a person’s driving ability. The Guam community-at-large cannot ignore the associated effects of drinking and driving while the criminal justice system continues its vigilant efforts to take a tough stance. Law enforcement cannot eliminate this problem alone, as the community needs to share responsibility for the problem so that it can be addressed and dealt with on a greater scale.

Past Efforts. Prior to 2010, DUI/DWI offenses were treated as the "run-of-the-mill" type crime where arrestees were booked and then released. In some cases, DUI/DWI arrest reports were left to linger until the statute of limitations for charging were close to expiring or had expired. Unfortunately, the number of uncharged DUI/DWI reports grew as priority was given to more serious crimes.

As a result, offenders were left unattended by the criminal justice system; and in many cases reoffended with two or more further DUI/DWI violations, and in worse cases - involved in a traffic crash that caused serious bodily injuries, and in certain cases, death or fatalities.

Every day, these traffic related offenses have a harmful effect on the community and impact upon the lives of the victims and offenders and continue to make our roads and streets unsafe for law abiding drivers, their passengers, and pedestrians. Alcohol related driving offenses on Guam include Driving While Intoxicated (DWI) with no driver’s license, DWI/Open Container, Driving Under the Influence (DUI), DUI with a Blood Alcohol Content (VAC), DUI with injuries, and DUI Vehicular Homicide. Reckless driving offenses mirror alcohol related offenses.

Comprehensive data collection efforts and analysis of statistics related to DUI/DWI problems will assist the Office of the Attorney General to better understand the factors that contribute to it, thus, assist the Prosecution Division to establish measurable baselines to provide effective actions to reduce or eliminate this shared problem, and a combined effort of effective responses is likely to prove more effective than providing a single response.

The Office of the Attorney General have received 1900 DUI cases referred from the Guam Police Department from 2014-2018. (Reference table below)

DUI PROSECUTION 2014-2018 (5-YEAR DATA SPAN)

	2014	2015	2016	2017	2018
DUI Referred from GPDDU	466	397	351	333	353
I Referred from GPD					
DUI Filed	418	391	373	356	365
DUI Convictions	378	290	319	205	271
# of Deferred pleas	0	0	0	15	9

For CY2018, 353 traffic related cases were received from the Guam Police Department, this is a six percent

increase from the number of cases referred in CY2017 of 333. For CY2018, there were a total of 365 offender cases charged, an increase of 2.5 percent from CY2017 of 365. Of the 365 cases charged, 318 were first time offenders and 47 were repeat offenders (3rd degree felony).

The Office of the Attorney General continues prosecutorial efforts to bring DWI arrests and prosecutions down in 2019 by a moderate rate between 3%-5% as reported from previous years.

An analysis of the statistical data collected from the Office of the Attorney General's Prosecution Division database indicates an increase in the number of DWI convictions as a result of an increase in DWI arrests through the Guam Police Department referral.

For CY2018, the largest age group at 21 percent or 68 DUI offenders were between the age of 26-30. There were no DUI offenders reported under the age of 18. The largest DUI offenders at 89 percent or 286 were male and 11 percent or 34 were females.

[Linkage Between Program Area](#)

C-5) To reduce alcohol impaired driving fatalities by 50 percent from 4.6 (2014-2018 average) to 2.3 by December 31, 2020.

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

The creation of the Judiciary of Guam's DWI Treatment Court has proven to be an effective and efficient program in effecting a substantial reduction in the number of DWI arrests and cases on the island in a collaborative partnership with the Office of the Attorney General in the prevention and reduction of drunk driving arrests in Guam. Evidence-based programs will be used to assist those charged with DWI and who struggle with alcoholism or Alcohol Use Disorder.

Since the advent of the DWI Court Program, there is growing evidence in substantially reducing DWI recidivism of offenders who complete the rigorous requirements. Unlike in previous years, this process will enable DWI first time offenders towards a more proactive approach in taking responsibility for their criminality while on a fast track into treatment, thus, completing certain requirements and/or conditions within an allotted period of time order imposed by the court.

Funding will include:

To send DUI Prosecutor and/or alternate representative to the NADCP conference. Travel will cover the cost for airfare, per diem, and registration. (Estimated cost: \$4,750.00)

To partially fund 50 percent of personnel cost for one (1) DUI Prosecutor not to exceed 1040 work-hours directly related to prosecuting DUI cases. (Estimated Cost: \$52,221.00)

[Rationale](#)

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

1-29 (Prosecution and Adjudication)

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

DWI cases can be highly complex and difficult to prosecute. There is substantial anecdotal evidence that

diversion programs, by eliminating the offense from the offender's records, allow repeat offenders to avoid being identified.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-01-04OAG	DUI PROSECUTOR

Planned Activity: DUI PROSECUTOR

Planned activity number: AL20-01-04OAG

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office of the Attorney General plans to do the following:

Increase the number of successful prosecutions of DUI/DWI cases in subsequent fiscal years by continuing to partially fund for one (1) DUI Prosecutor to handle the number of traffic DUI/DWI Alcohol, Drug, or Combo cases received from law enforcement agencies and by the number of DUI/DWI convictions through September 30, 2020. (Estimated cost: \$52,221.00)

Supervisory reviews will be conducted by the Chief Prosecutor, Prosecution Division or designee. Reports of the activities and accomplishments will be provided by direct services staff and submitted to the appropriate local grant administering agency in the prescribed manner, by the Grant Coordinator. Statistical information will be provided by the Prosecution Division administrative support staff. This statistical information and narrative project activities will be used to evaluate future performance measures, as well as to inform the general public of the scope of the problem and the impact of the program, via outreach activities and/or informational sessions.

Develop a comprehensive plan through a collaborative partnership with law enforcement agencies and the Superior Court of Guam to increase the rate of DUI arrests and maintain and/or increase the rate of conviction of drunk driving or impaired cases through September 30, 2020.

Reports of the activities and accomplishments i.e., prosecutor attendance at meetings, conferences, and outreaches to strengthen prevention, enforcement, and education will be provided by direct services staff and submitted to the appropriate local grant administering agency in the prescribed manner, by the Grants Coordinator.

To build prosecutorial capacity in DUI/DWI cases through annual training opportunities for prosecutors and law enforcement personnel to enhance their knowledge, skills and abilities in traffic enforcement and highway safety.

The assigned DUI/DWI Prosecutor or authorized designee (alternate representative) will attend the annual NADCP conference training; provide in-service training to law enforcement and allied professionals upon return from the NADCP conference, as practical or before the end of the grant period. Measurement will be done during and after the training to report the number of personnel trained and/or share the evaluation results to expand and/or enhance future training developments. (Estimated cost: \$4,750.00)

Intended Subrecipients

Office of the Attorney General - Prosecution Division

Countermeasure strategies

Countermeasure Strategy
Highway Safety Prosecutor (DUI)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$56,971.00		

Countermeasure Strategy: Impaired Driving Task Force

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Calendar Year	2014	2015	2016	2017	2018
Total Crashes	6473	7206	7559	7538	8141

Source: New World Law Enforcement Records Management System (LERMS)

According to statistical data, from CY2014 to CY2018, traffic crashes have steadily increase, with an 8% increase from CY2017 to CY2018. Alcohol-related crashes and arrests however, showed a 28% and 23% decrease respectively, when compared to CY 2017. Alcohol-related fatality crashes also revealed a 75 % decline from 4 cases to 1 case in CY2018. When the total number of crashes in CY2017 and CY2018 were compared to the total number of Alcohol-related crashes, it also showed a drop from 3.42% to 2.27%. This decrease could be attributed to the increased Alcohol-impaired enforcement activities and media/public awareness campaigns.

An analysis of data gathered from 152 DUI arrest cases (12 cases were inaccessible due to records software management switch from Ledgelight to Tyler Technologies) for CY2018 revealed the following;

Alcohol-impaired arrests are occurring at the following specific (hotspots) locations;

Route 1 and Route 8 Intersection, Hagatna

Route 1 East Hagatna

Route 14 Chalan San Antonio, Tamuning amp Route 14 Pale San Vitores, Tumon

Route 1 Dededo between West Santa Monica and Ysengsong Road, Dededo

Route 1 Dededo by Wusstig Road

Route 1 Yigo by Andersen Air Force Base

The data also showed the following;

DUI incidents are most frequently happening between the hours of 7 pm to 10 pm and 1am to 4am.

DUI incidents occur on Sundays, Fridays and Saturdays.

Drivers are majority between the ages of 21 to 40 years old (4 underage offenders), 84% are male and16% are females.

Drivers are 17% Chamorro; 40% Chuukese; 9% Filipino; 2% Caucasian; 2% Pohnpeian; 1.5% Asian;

1.2% Palauan; 17% Mixed; and 10% Other.

55 or 36% of Drivers arrested for DUI are unlicensed.

43 Arrestees had a BAC greater than .08.

Source: Tyler Technologies Law Enforcement Records Management System (LERMS)

Linkage Between Program Area

C-5 – Reduce alcohol impaired driving fatalities by 50% from 4.6 (2014-2018) to 2.3 by December 31, 2020.

GPD Highway Patrol Division will conduct seven (7) DUI checkpoints at seven (7) hours per checkpoint and if inclement weather arises, then DUI roving enforcement will take its place at one of the selected areas. These areas are identified “hotspots” located within the villages of Hagatna, Tamuning, Tumon, Dededo and Yigo.

There is a great need for an effective traffic law enforcement program that would serve two (2) roles: 1) to deter potential impaired drivers by providing a regular and highly visible enforcement presence; and 2) to detect and arrest impaired drivers. By conducting sobriety checkpoints at the specifically identified locations, it can alleviate the problem of drunken drivers on our roadways and ensure the motoring public that our roads are safe to drive on. GPD Highway Patrol Division will train other law enforcement agencies on Guam, such as U.S. Air Force and US Navy Military Police, Guam Airport Police, Guam Port Authority Police and Guam Army National Guards, in Standardized Field Sobriety Tests Course and Intoximeter EC/IR II Breath Analyzer Instrument.

GPD Highway Patrol Division will conduct DUI Enforcement activities throughout FY2020. This project involves strategies that may include but not limited to working with other law enforcement agencies to increase DUI arrests through increased enforcement, officer training, and monitor the judicial disposition of DUI arrest violators.

GPD Highway Patrol Division will take the lead in ensuring that proper training and information are provided to educate the intermediate and inexperienced drivers. Currently GHPD has 14 personnel assigned; 1-Captain, 1-Lieutenant, 2-Sergeants, and 10 Officers. GHPD continues to solicit for more personnel and hope to have 30 personnel to staff three shifts that will allow for 24-hour coverage.

GPD Highway Patrol Division will conduct DUI Enforcement activities (Stationary and Saturation) throughout FY2020 to include enforcement activities during the national campaigns such as “Drive Sober or Get Pulled Over”, “Buzzed Driving is Drunk Driving”, and “If You Feel Different, You Drive Different” mobilization campaign.

Funding will cover overtime enforcement activities for the GPD Highway Patrol Division. (Estimated cost: \$35,000.00)

Rationale

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

2.1: Publicized Sobriety Checkpoint Programs

2.2: Publicized Saturation Patrol Programs

2.5: Integrated Enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-01-03HPD	DUI/Impaired Driving

Planned Activity: DUI/Impaired Driving

Planned activity number: AL20-01-03HPD

Primary Countermeasure Strategy ID:

Planned Activity Description

GOALS:

To reduce alcohol impaired driving fatalities by fifty percent from 4.6 (2014-2018 average) to 2.3 by December 31, 2020.

To reduce Alcohol-related crashes by twenty percent (20%) from 185 (2014-2018 average) to 148 by December 31, 2020.

To increase alcohol-impaired arrest by fifteen percent (15%) by December 31, 2020, from reported 164 CY 2018 to 189 by December 31, 2020.

OBJECTIVE: (clearly identify deliverables on enforcement, education or paid media):

Conduct seven (7) DUI checkpoints during campaign and/or mobilizations.

Conduct DUI saturation and/or during campaign and/or mobilizations.

Conduct 2 Educational presentation at high schools, community based organizations impacting at the most 100 attendees.

Intended Subrecipients

Guam Police Department-Guam Highway Patrol Division.

Countermeasure strategies

Countermeasure Strategy
Impaired Driving Task Force

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$35,000.00		

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

PEDESTRIAN STATISTICS

	2014	2015	2016	2017	2018
Total Traffic Fatalities	19	9	13	15	24
Pedestrian Fatalities	10	3	3	4	14

In CY2014, GPD recorded a total of nineteen (19) traffic fatalities of which ten (10) were pedestrian fatalities. In CY2015, the GPD recorded nine (9) traffic fatalities of which three (3) were pedestrian fatalities. In CY2016, GPD recorded thirteen (13) traffic fatalities of which three (3) were pedestrian fatalities. In CY2017, GPD recorded fifteen (15) traffic fatalities of which four (4) were pedestrian fatalities. Most pedestrian crashes occur on the roadway. In CY2018, GPD recorded twenty-four (24) fatalities of which fourteen (14) were pedestrian fatalities. Alcohol and Drug related pedestrian fatalities continue to be a growing concern on Guam. Therefore, it is the goal of the DPW Office of Highway Safety together with GPD-Highway Patrol Division to increase their pedestrian safety countermeasures by introducing the “Be Safe, Be Smart, Be Seen - 3BS” enforcement project to prevent pedestrians and motor vehicles from attempting to use the same roadway space at the same time.

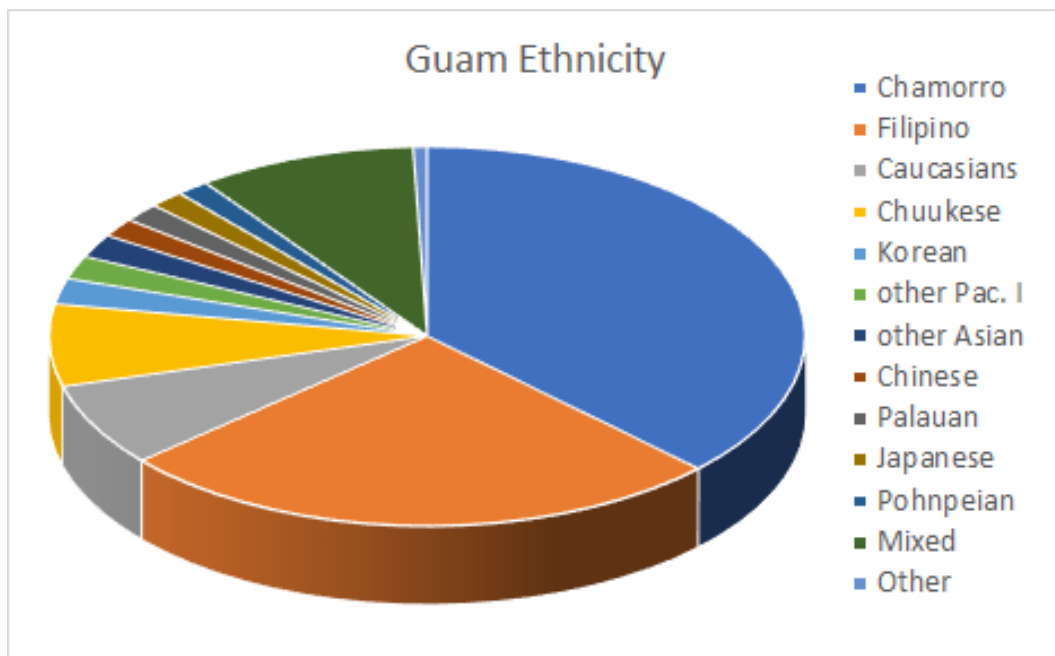
Auto-pedestrian crashes continue to be a growing problem on the island. One inherent problem is with pedestrians from the outer islands that exists with very minimal roadway improvements and no pedestrian crosswalks.

Many are not familiar with the laws due to English being their second language. More emphasis is needed in educating those who come to Guam from neighboring islands such as the Federated States of Micronesia that consists of Yap, Chuuk, Pohnpei and Kosrae islands respectively.

In 2018, Guam experienced an alarming increase in vehicle and pedestrian crashes. The year ended with an unprecedented 14 fatalities. Fourteen fatalities may seem insignificant for some jurisdictions, however for a small island community like Guam, even one death from a vehicle and pedestrian crash is one too many, and very tragic for families who have lost a loved one.

The island of Guam has a population of 167,779[1] The total land area is 540 km² (208 square Miles). The island has a diverse community comprising of diverse ethnicities such as:

[1] <http://www.worldometers.info/world-population/guam-population/>



Chamorro 37.3%
 Filipino 26.3%

Caucasian	7.1%
Chuukese	7%
Korean	2.2%
other Pac. Is.	2%
other Asian	2%
Chinese	1.6%
Palauan	1.6%
Japanese	1.5%
Pohnpeian	1.4%
Mixed	9.4%
other	.6%[1]

[1] https://www.indexmundi.com/guam/ethnic_groups.html

Although we are blend of different cultures, one thing is common, we all need transportation to and from our destinations. The main form of transportation on Guam are personally owned vehicles and public transportations (busses, taxis, etc.). Alternate forms of transportation are bicycles or walking. Route 1 (Marine Corps Drive), Route 3, Route 4, Route 8, Route 10, Route 15 and Route 16 are the major arteries of transportation in Guam. These are the main roads or highways that the motorist utilizes when commuting to and from work or other destinations. The two major industries in Guam are the tourism industry and US military. Guam also host nearly 7,000 U.S. Military personnel, who are either stationed at Andersen Air Force Base, the Naval Hospital in Agana Heights, or the Naval Base in Piti, occupying 29 percent of the island’s total land area.

In addition, Guam is gradually seeing the increase of construction and expansion of military facilities on Route 3, in preparation for the impending relocation of US Marines and Support Group from Okinawa, which is expected to be completed by the year 2025, and will bring an additional 3,000 military personnel. The down turn in the Asian-Pacific region’s economy has also affected Guam tourism industry, and caused an increase in families who are in low-income category and families who are homeless. The homeless and low-income families who could not afford a vehicle, have no other option but to walk to their destinations and are at a greater risk of being involved in a crash. With the increase in population, comes the increase in the number of vehicles being registered and operated on Guam, and in turn will increase the potential for crashes with pedestrians, who share the roadway with motorists.

Baseline Data & Data Analysis?

Calendar Year	2014	2015	2016	2017	2018
Total Crashes Total Crashes	64736473	72067206	75597559	75387538	81418141

Auto-Ped Fatal	10	3	3	4	14
Total Fatal	19	9	13	15	242424

Roadway Specific Data:

Auto-Pedestrian crashes are occurring midblock, which is a possible indication that pedestrians are not utilizing the crosswalks or that not enough cross walks are available for pedestrians to use.

Crashes are mostly dart-dash crash typing.

Crashes are mostly occurring during light to moderate traffic volume.

Half of the crashes are happening on roadways with sidewalks and half on roadways without sidewalks.

Crashes are occurring on roadways with a business establishment (store, gas station, restaurant etc.) on one side and a low-income housing located on the other side.

Crashes are occurring on multi lane (5 lanes or more) roadways with posted speed of 35 mph and 25 mph (3 cases).

Crash Specific Data:

Most crashes are occurring between the hours of 7:00 pm through 1:00 am.

Most crashes are occurring on Sundays, Fridays and Saturdays.

Most crashes are occurring in areas where there are poor lighting conditions.

In most crashes, pedestrians are the causation of the crash (speed was a causation in 2 cases and alcohol(ped) was a causation in 5 cases and 3 cases involving drugs on pedestrians).

Driver Specific Data:

Crashes are occurring involving drivers who are:

mostly males (9 males, 2 females, 3 unknown fled scene).

between the ages of 22-35 years old and 50-68 years old.

nearly 50% are of Chamorro descent.

traveling in excessive speed (3 cases).

driving while impaired (1 case).

distracted (due to cargo) (1 case).

maneuvering straight on the roadway prior to the collision.

Pedestrian Specific Data:

Crashes are occurring involving pedestrians who are:

males, 11 out of 14 pedestrians were males.

in 9 cases, pedestrians were between 31-44 years old.

7 of the pedestrians were Federated State of Micronesia descent, 6 were Chamorros and 1 was Filipino.

testing positive for alcohol in their system (5 cases), testing positive for drugs (crystal meth in 3 cases) and 2 suspected with alcohol (no toxicology conducted).

found in violation (causation)for crossing other than crosswalk (10 cases) and 1 case for public intoxication.

wearing dark colored clothing and no reflective material.

homeless (3 cases).

Geomapping Auto-Pedestrian crash locations revealed the following specific(hotspots) locations:

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	1.80
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	0.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Pedestrian Safety Enforcement Strategy
PS Highway Safety Office Program Management

Countermeasure Strategy: Pedestrian Safety Enforcement Strategy

Program Area: Non-motorized (Pedestrians and Bicyclist)

Route 1 Anigua by Circle K Gas Station.

Route 1 Hagatna, by District Court.

Route 1 East Hagatna, by Hagatna Pavillion

Route 8 Maite, by Smile Market

Route 8 Barrigada, Palmridge Hotel

Route 10 Barrigada by Leyang Rd.

Route 10 Mangilao by Payless Supermarket

Route 16 Harmon by Iglesia Ni Kristo Church

Project Safety Impacts

The GPD Highway Patrol Division will develop and implement a high visibility enforcement mobilization for pedestrians that would impact drivers who do not respect the legal provisions for pedestrians and cyclists.

Linkage Between Program Area

Click or tap here to enter text.

Rationale

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

17. 8-12 (Countermeasures that Works)

18. 9-9 (Countermeasures that Works)

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 and to increase the use of properly fitted bicycle helmets by all bicyclists, including children and adults, and the enforcement of helmet laws to increase compliance.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS20-06-01OHS	PEDESTRIAN AND BICYCLE SAFETY

Planned Activity: PEDESTRIAN AND BICYCLE SAFETY

Planned activity number: PS20-06-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

Behavioral change in pedestrian safety initiatives require improvements in unsafe driver or pedestrian behaviors. Once pedestrians and drivers are informed of the behavior changes needed and why they are important, enforcement often is necessary to encourage compliance. The DPW Office of Highway Safety will work with the Guam Police Department to target enforcement activities at locations with high pedestrian fatality rates.

According to the latest GHSA pedestrian report, the number of pedestrian fatalities in the United States increased 25% from 2010 to 2015, while at the same time total traffic deaths increased by about 6%. With these numbers increasing it is imperative that pedestrians and motor vehicle drivers need to understand the rules of the road so that all users can stay safe. As stated in recent research, it pointed to an increase in pedestrian deaths with some evidence suggesting that both distracted walking and distracted driving are playing a major role. The DPW Office of Highway Safety will partner with GPD Highway Patrol Division to promote the ‘Be Safe, Be Smart, Be Seen’ (3BS) campaign which focuses on pedestrian safety as well as bicycle safety. This campaign will include the continued promotion of digital advertising, billboards and social media to spread the message to the community. This campaign will be launched in FY2020.

This campaign will allow the DPW Office of Highway Safety to provide public information and educational materials to invested stakeholders regarding pedestrian and bicycle safety. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users.

The DPW Office of Highway Safety will develop social media and public service announcement spots, as well as print and distribute educational materials in various ethnic languages. The DPW Office of Highway Safety together with the Guam Police Department will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials for pedestrians and drivers to be distributed to businesses and community centers in locations identified by DPW Office of Highway Safety as high-crash locations where pedestrian fatalities occur. Media efforts will concentrate in the top five community clusters with the highest pedestrian fatality rates: Tamuning, Dededo, Maite, Asan, and Mangilao.

The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, law compliance, proper reflective clothing and impairment.

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

Pedestrian Safety Enforcement Strategy
PS Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Pedestrian/Bicycle Safety	\$102,004.50		

Planned Activity: 3BS Enforcement Campaign

Planned activity number: PS20-06-02HPD

Primary Countermeasure Strategy ID: Pedestrian Safety Enforcement Strategy

Planned Activity Description

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 the law enforcement activities. It has been determined there are some confusion regarding the specifics of Guam’s pedestrian laws. The GPD Highway Patrol Division will create a refresher template for law enforcement officers so they can confidently seek out pedestrian and drivers who are not following the rules of the road.

GPD Highway Patrol Division will conduct seven (7) Pedestrian Safety overtime enforcement at seven (7) hours per enforcement activity at the identified “hotspots” during the time and day the Auto-Pedestrian crashes occurred as indicated in the data analysis.

By conducting these enforcements Guam Highway Patrol intends to change pedestrian’s behavior towards the use of crosswalks and discourage jaywalking through educational awareness and issuance of traffic citations for violators.

These operations will be conducted throughout FY2020 involving strategies that may include but not limited to working with DPW Highway Engineering Division in constructing traffic calming countermeasures such as crossing islands with and without supplemental crosswalk, repainting of existing faded crosswalks, construction of “creative” crosswalks that will encourage pedestrian use and installation of streetlights at the identified hotspots.

GPD Highway Patrol Division will take the lead in launching and promoting the “Be Safe, Be Smart, Be Seen” campaign that will encourage pedestrians to also assume responsibility in being safe, by being easily seen, by motorist through the use reflective clothing or materials. GPD Highway Patrol Division will also request for legislation to increase the fines and education programs for violators who fall under the low income or homeless category.

GPD Highway Patrol Division has 14 personnel assigned; 1-Captain, 1-Lieutenant, 2-Sergeants, and 10 Officers. The GPD Highway Patrol Division continues to solicit for more personnel and are in hopes to have 30 personnel to staff three shifts that will allow for 24-hour coverage.

GPD Highway Patrol Division will conduct Pedestrian Safety Enforcement activities (Stationary and Roving) throughout FY2020.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Pedestrian Safety Enforcement Strategy

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian Safety (FAST)	\$20,000.00		

Countermeasure Strategy: PS Highway Safety Office Program Management

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Roadway design that accommodates pedestrians and bicyclists is essential for accessibility and safety. Guam is committed to maintaining an infrastructure that encourages all modes of travel. At the same time, the DPW Office of Highway Safety recognizes the critical role education and enforcement play in protecting these most vulnerable roadway users. .

The DPW Office of Highway Safety will fund two projects in FFY 2020 to address pedestrian and bicycle crashes. The first project will fund evidence-based injury prevention strategies that include facilitating discussions on ways to address pedestrian safety in the Guam area.

Auto-pedestrian crashes continue to be a growing problem on the island, with little to no sidewalks in majority of the communities and not enough crosswalks and poor lit roadways where there are no crosswalks. One inherent problem is with pedestrians from the outer islands who have no paved roads and crosswalks. Many are not familiar with the laws due to English being their second language. More emphasis is needed in educating those who come to Guam from neighboring islands such as the Federated States of Micronesia that consists of Yap, Chuuk, Pohnpei and Kosrae islands respectively.

The DPW Office of Highway Safety 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 Office of Highway Safety together with the Guam Police Department will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials for pedestrians and drivers to be distributed to businesses and community centers in locations identified by GPD Highway Patrol Division with high crashes involving pedestrian fatalities. Media efforts will concentrate on the top five community clusters with the highest pedestrian fatality rates: Tamuning, Dededo, Maite, Asan, and Mangilao. The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, law compliance, proper reflective clothing and impairment.

Linkage Between Program Area

C-10) To reduce pedestrian fatalities by 20 percent from 6.8 (2014-2018 average) to 5.4 by December 31, 2020.

C-11) To reduce bicyclist fatalities by 100 percent from 0.4 (2014-2018 average) to zero (0) by December 31, 2020.

Strategies:

To identify those geographic problem areas and develop public awareness countermeasures to improve pedestrian and bicycle safety.

To develop and implement island-wide paid media plan for public awareness on pedestrian and bicycle safety. Pedestrian safety funding will be used to coordinate and coincide with media-centered awareness, education and enforcement efforts.

To promote bicycle helmet use for all bicyclist regardless of age.

To promote and improve education and awareness for children and parents on safe practices while walking, running especially for children and young adults walking to and from school.

To change the existing upward trend of pedestrian fatalities by enforcing pedestrian safety laws and providing education to distracted pedestrians talking on their cell phones while walking not paying attention, and/or wearing headphones that restrict the ability to hear oncoming traffic.

To increase the safety of pedestrians on Guam and educate both pedestrians and motorists about the danger of distractions while using public roadways.

To fund share personnel costs for two program coordinators and Highway Safety Coordinator to administer and manage the Pedestrian and Bicycle Safety Program. (Estimated cost: \$83,004.50)

To send DPW Office of Highway staff, and/or sub-grantees to participate in off-island training, meetings, and/or conferences. (Estimated cost: \$15,000.00)

To fund for materials and supplies for the pedestrian and bicycle project such as operational costs, i.e. paper cartridge ink for printers, notebooks, etc., to be used by the Pedestrian and Bicycle safety program coordinators. (Estimated cost: \$2,000.00)

To fund for contractual services to design, layout, and printing services for educational materials on pedestrian and bicycle safety in various languages and to be distributed island wide during outreaches and school presentations. (Estimated cost: \$2,000.)

Rationale

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

8-12 (Countermeasures that Works)

9-9 (Countermeasures that Works)

It is a proven strategy to improve safety behaviors of pedestrians and drivers through education and enforcement measures aimed at improving the knowledge and behaviors of road users to prevent a crash and to increase the use of properly fitted bicycle helmets by all bicyclists, including children and adults, and the enforcement of helmet laws to increase compliance.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS20-06-01OHS	PEDESTRIAN AND BICYCLE SAFETY

Planned Activity: PEDESTRIAN AND BICYCLE SAFETY

Planned activity number: PS20-06-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

Behavioral change in pedestrian safety initiatives require improvements in unsafe driver or pedestrian behaviors. Once pedestrians and drivers are informed of the behavior changes needed and why they are important, enforcement often is necessary to encourage compliance. The DPW Office of Highway Safety will work with the Guam Police Department to target enforcement activities at locations with high pedestrian fatality rates.

According to the latest GHSA pedestrian report, the number of pedestrian fatalities in the United States increased 25% from 2010 to 2015, while at the same time total traffic deaths increased by about 6%. With these numbers increasing it is imperative that pedestrians and motor vehicle drivers need to understand the rules of the road so that all users can stay safe. As stated in recent research, it pointed to an increase in pedestrian deaths with some evidence suggesting that both distracted walking and distracted driving are playing a major role. The DPW Office of Highway Safety will partner with GPD Highway Patrol Division to promote the ‘Be Safe, Be Smart, Be Seen’ (3BS) campaign which focuses on pedestrian safety as well as bicycle safety. This campaign will include the continued promotion of digital advertising, billboards and social media to spread the message to the community. This campaign will be launched in FY2020.

This campaign will allow the DPW Office of Highway Safety to provide public information and educational materials to invested stakeholders regarding pedestrian and bicycle safety. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users.

The DPW Office of Highway Safety will develop social media and public service announcement spots, as well as print and distribute educational materials in various ethnic languages. The DPW Office of Highway Safety together with the Guam Police Department will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials for pedestrians and drivers to be distributed to businesses and community centers in locations identified by DPW Office of Highway Safety as high-crash locations where pedestrian fatalities occur. Media efforts will concentrate in the top five community clusters with the highest pedestrian fatality rates: Tamuning, Dededo, Maite, Asan, and Mangilao.

The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, law compliance, proper reflective clothing and impairment.

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Pedestrian Safety Enforcement Strategy

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Pedestrian/Bicycle Safety	\$102,004.50		

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

Description of Highway Safety Problems

Seat Belt Usage and Citations (2014-2018)

	2014	2015	2016	2017	2018
Seat Belt Usage	90.81%	91.56%	90.06%	90.56%	92.24%
Seat Belt Citations	1006	632	801	604	369
Child Restraint Citations	319	135	265	224	142

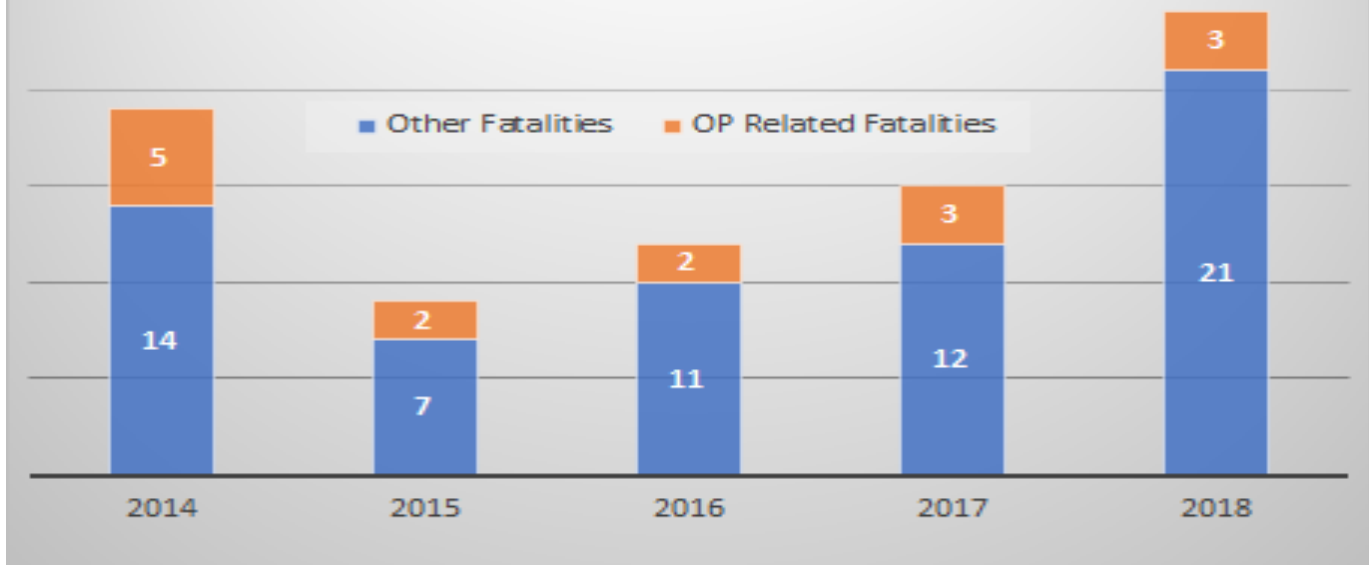
Increasing seat belt usage is a priority area. Problem exists with the outer islanders migrating to Guam and not familiar with Guam's traffic laws. For the most, English is a second language for them, though there are some who can speak and read English, it is often requested for their assistance to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

Research has shown that the best protection in a crash is a properly installed child safety restraint or a seat belt. DPW Office of Highway Safety Occupant Protection program, assures that all citizens of Guam are motivated to use all available motor vehicle occupant protection systems to protect themselves, their children or any other passengers traveling in vehicles with them. To ensure that all efforts are met, this program promotes correct and consistent use of safety belts, child safety seats and other occupant restraint devices through: Public Information and Education, Law Enforcement Overtime, Child Passenger Safety Technician Training, and Legislative Support.

EDUCATION:

The DPW Office of Highway Safety's Occupant Protection program raises the awareness of the public, parents and other caregivers to ensure drivers and vehicle occupants are properly restrained always. It is proven that when utilized correctly, child restraints can reduce fatal injury to infants and children in the event of a traffic crash. Effective child passenger safety training is an important tool in the effort to raise awareness and convey accurate technical information about proper occupant restraint usage. Therefore, the DPW Office of Highway Safety's occupant protection provides public information and education materials, as well as equipment and information regarding child passenger safety inspection stations and child passenger safety technician and instructor training to reduce statewide occupant protection fatalities and injuries.

5 Year Trend Fatalities



	2014	2015	2016	2017	2018
Total Fatalities	19	9	13	15	24
OP Related Fatalities	5	2	2	3	3

ENFORCEMENT:

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

In CY2014, there were 6,473 crashes and 19 were fatal, of which five (5) of those fatalities involved non-use of seatbelts. In CY2015, there were 7,206 crashes and 9 were fatal, of which two (2) of those fatalities involved non-use of seatbelts. In CY2016, there were 7,559 crashes and 13 were fatal, of which two (2) of those fatalities involved non-use of seatbelts. In CY2017, there were 7,538 crashes and 15 were fatal, of which three (3) of those fatalities involved non-use of seatbelts. In CY2018, there were 8141 crashes and 24 were fatal, of which three (3) of those fatalities involved non-use seatbelts.

According to statistical data from the GPD's Law Enforcement Records Management System (LERMS), from CY2016 to CY2018, traffic crashes involving injuries and fatalities occur on Route 1 Yigo to Asan, Routes 3, 9, 14, and 16. These crashes occur during 6 p.m. to 6 a.m. on the most populated areas as far as people and vehicular traffic is concerned. These areas are located within the busy villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

Contributing factors:

The improper use or non-use of restraint systems for drivers and passengers on Guam lags way behind the national average with regards to restraint system use. Past efforts include Seat belt use enforcement operations and Operation Buckle Down at schools. In addition, GPD Highway Patrol Division has done enforcement at traffic intersections and school zone districts using a spotter, a flagman and officers in a designated safety zone

area to issue traffic citations to violators. Although the number of crashes involving injuries overall remain below 10% annually, the number of injuries from unrestrained occupants remains high at an average of 30% annually from 2016 to 2018. Recent legislation have increased the monetary fines for non-compliance, which will increase compliance rate and decrease crashes with injuries. In addition to enforcement activities, awareness and outreach activities such as Operation Buckle Down, increases the proper use of vehicle restraint systems as well as increase compliance with seat belt laws. Past efforts, such as seat belt enforcement operations and roadside intersection enforcement activities, must be continued and sustained in order to achieve the desired result.

Grant funds will be used for overtime enforcement activities at high-crash areas by conducting highly visible and sustained enforcement activities to reduce serious injuries and fatalities during traffic crashes, 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 Guam Highway Patrol Division has traffic enforcement jurisdiction of the entire island, which covers 100% of the population and is more than the 70% as required by the grant criterion.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	1.60
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	92.80

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

Project Safety Impacts

Child Passenger Safety (CPS) efforts also form a key component of Guam’s Occupant Protection Program as the island continues to certify and support trained CPS technicians at fitting stations throughout Guam but

especially in jurisdiction within high risk groups. Child safety seats are distributed through CPS partners and local health departments. Outreach is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practice and Guam’s law) to care providers of children from birth to 11 years old for those children below 12 years of age and who are less than 4’9” tall.

One of the planned objectives for the new fiscal year is to produce brochures, posters and pamphlets in their ethnic language to better understand Guam’s traffic laws and proper usage of child restraints, and will be distributed at designated areas underserved in the community. Information will be given to all families regardless of their economic status, however, the safety seats will be provided to those families (low income) that are unable to afford the proper safety seat. DPW Office of Highway Safety will conduct at least two community car seat checkpoint/workshops in “Zero Down” during the project period. Zero Down is located in Gil Subdivision, in the village of Yigo, Guam and is specified as ”underserved” and ”at risk community”. There are other villages in Guam that are also considered underserved. Guam has villages which we considered underserved and/or at risk population. Guam does not have urban or rural areas.

Linkage Between Program Area

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

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

* Includes underserved/at-risk populations

Rationale

This is a countermeasure from NHTSA’s Countermeasure that Works, Eighth Edition 2015 document. 2-7 (Countermeasures that Works) 2-31 (Inspection Stations)

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1CSS20-25-01OHS	CPS Inspection Stations
M1PE20-22-01OHS	OP HIGH EDUCATION - PROGRAM MANAGEMENT
M1TR20-27-01OHS	CPS TRAINING AND TRAVEL

Planned Activity: CPS Inspection Stations

Planned activity number: M1CSS20-25-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

DPW Office of Highway Safety will:

Conduct Car Seat Inspection twice a year in FY2020 at various auto dealerships and/or Shopping Centers.

Continue to participate along with the DPHampSS–EMS for Children, the Guam District Nurses, and the Bureau of Family Health and Nursing Division that collaborates with the Primary Care Northern and Southern Community Health Centers providing free immunization to the underserved community who are unemployed and receiving federal/local assistance. DPW Office of Highway Safety’s role in this outreach is to provide awareness, prevention, education, and car seat inspection to those underserved community family on the importance of having their child(ren) who are less than 4’9” and below twelve (12) years of age to be restrained in an approved child restraint system. This outreach is done twice a year and is a joint effort conducted at underserved areas known as “Zero Down” (FKA: Ground Zero), which are heavily populated by the “less fortunate and needy” families, mostly

Micronesian descent from outer islands that do not have Seat Belt or Child Restraint laws. DPW Office of Highway Safety also is available five days a week for walk-ins. Educational materials are available to the public during business hours as well as to distribute those materials to local businesses and government agencies.

Increase the number of permanent fitting station from five to six in FY2020.

Procure various types of child restraints, i.e., infant-only, convertible, forward-facing, combination, and booster seats (high-back and backless). (Estimated cost: \$9,461.28)

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$9,461.28		

Planned Activity: OP HIGH EDUCATION - PROGRAM MANAGEMENT

Planned activity number: M1PE20-22-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

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

DPW Office of Highway Safety will continue 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 with the feature DPW Office of Highway Safety’s Mascots - Tomas d’ Turtle and Pedi-Ann, (Pedestrian Safety Mascot). The DPW Office of Highway Safety will establish one (1) permanent fitting stations with the Guam Fire Department in FY2020.

DPW Office of Highway Safety will:

Expand the Child Passenger Safety Technician Training to include the military enforcement and Emergency Medical Service personnel during FY2020.

Procure and produce educational materials in various ethnic languages, which will include bi-lingual

components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences, will be produced and distributed island-wide throughout FY2020. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers and the Micronesian islanders.

Increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage points from 91.05 (2014-2018 average) to 94.4 percent by December 31, 2020 by continuing to conduct educational outreach, island-wide, at various schools (private and local); village town meetings; non-profit organizations (Rotary Club and Lionaposs Club, etc.); Car rental agencies, to include taxiaposs; Guamaposs quotUberquot, the Guamaposs Visitor Bureau; and military installations.

Expand it's outreach audience to include parental organizations in Guam's school system and educational and wellness centers with adult audiences on seat belts and car seats scheduled up to two times .

Coordinate with school systems parental organizations and health care educational and wellness programs to help adults and parents enhance how children perceive seatbelts and cars eats in the present and future.

Fund personnel costs for one program coordinator to administer, implement, and enforce policy issues concerning Occupant Protection. (Estimated cost: \$48,334.30)

To fund contractual services for a statistician to review and prepare the annual observation surveys of occupant protection use. (Estimated cost: \$3,800.00)

To procure materials and supplies for operational costs for the M1PE Program Management project. (Estimated cost: \$2,500.00)

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	\$54,634.30		

Planned Activity: CPS TRAINING AND TRAVEL

Planned activity number: M1TR20-27-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

DPW Office of Highway Safety will:

Conduct two (2) Child Passenger Safety Technician Renewal classes in FY2020 with an average of fifteen (15) participants in each class.

Conduct CEU sessions for re-certifications – to be conducted by a CPS Instructor approved by SafeKids Worldwide.

Conduct one (1) Standardized Child Passenger Safety Training to expand the pool of CPS Technicians by focusing the inclusion interested professionals and persons in the private medical organizations - nurses and pediatrics department will be a main target group for this endeavor.

Cover the costs for the certification fees for the Standardized Child Passenger Safety Technician certification, renewal, and recertification.

Continue to sponsor the Standardized Child Passenger Safety Technician certification and re-certification training events to offer flexible certification opportunities for current and new technicians, as well as specific targeted training for law enforcement officers, first responders and health professionals.

Objectives:

DPW Office of Highway Safety will increase the number of CPS Technicians from 55 to 70 in FY2020.

DPW Office of Highway Safety will increase the CPS Instructor from three to four in FY2020.

Send the Program Coordination and sub-grantee(s) to off-island trainings, meetings, and/or conferences during FY2020. (Estimated cost: \$20,150.00)

To fund contractual services for CPS Training venue; and printing of training materials. (Estimated cost: \$15,000.00)

To procure one laptop and one multi-media projector to be used during the CPS Training. (Estimated cost: \$5,000.00)

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

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

Funding sources

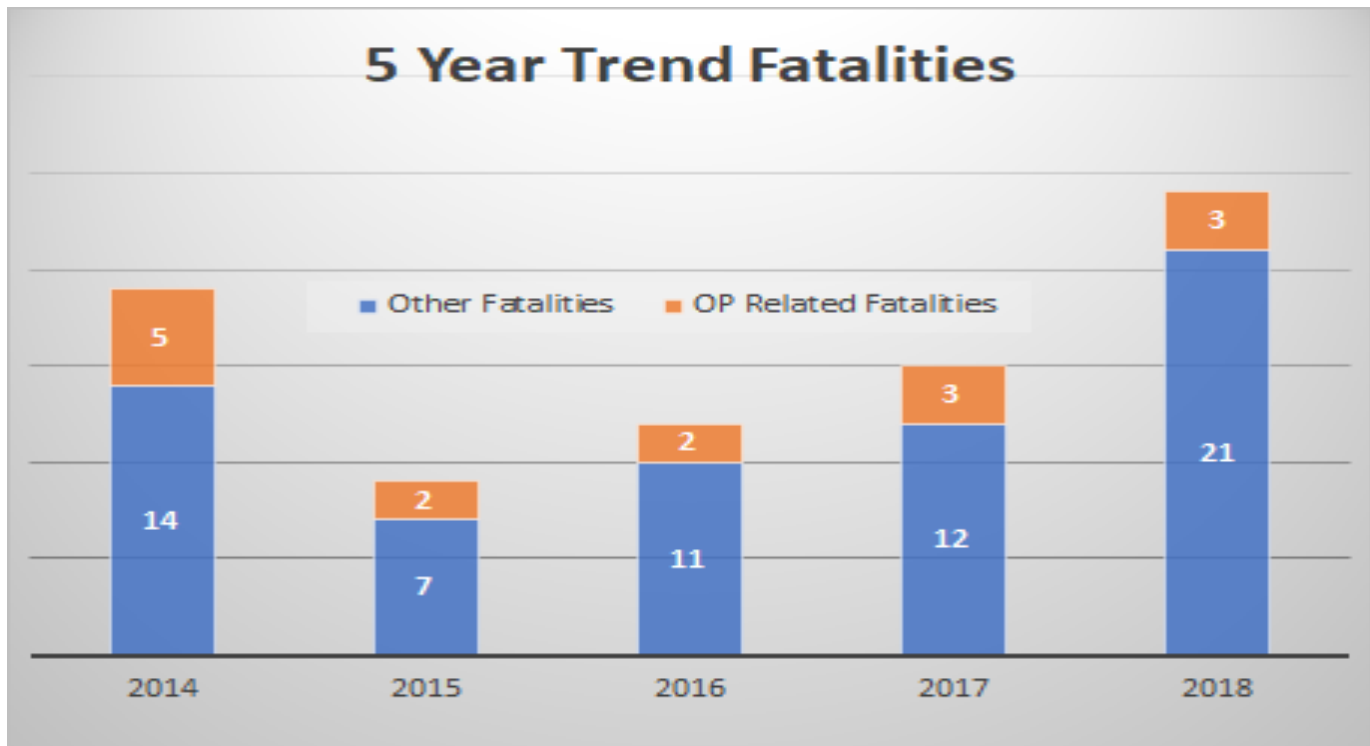
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Training (FAST)	\$40,150.00		

Countermeasure Strategy: Combined Seat Belt and Alcohol Enforcement,

Nighttime

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

Project Safety Impacts



	2014	2015	2016	2017	2018
Total Fatalities	19	9	13	15	24
OP Related Fatalities	5	2	2	3	3

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

In CY2014, there were 6,473 crashes and 19 were fatal, of which five (5) of those fatalities involved non-use of seatbelts. In CY2015, there were 7,206 crashes and 9 were fatal, of which two (2) of those fatalities involved non-use of seatbelts. In CY2016, there were 7,559 crashes and 13 were fatal, of which two (2) of those fatalities involved non-use of seatbelts. In CY2017, there were 7,538 crashes and 15 were fatal, of which three (3) of those fatalities involved non-use of seatbelts. In CY2018, there were 8141 crashes and 24 were fatal, of which three (3) of those fatalities involved non-use seatbelts.

According to statistical data from the GPD's Law Enforcement Records Management System (LERMS), from CY2016 to CY2018, traffic crashes involving injuries and fatalities occur on Route 1 Yigo to Asan, Routes 3, 9, 14, and 16. These crashes occur during 6 p.m. to 6 a.m. on the most populated areas as far as people and vehicular traffic is concerned. These areas are located within the busy villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

Contributing factors:

The improper use or non-use of restraint systems for drivers and passengers on Guam lags way behind the national average with regards to restraint system use. Past efforts include Seat belt use enforcement operations and Operation Buckle Down at schools. In addition, GPD Highway Patrol Division has done enforcement at traffic intersections and school zone districts using a spotter, a flagman and officers in a designated safety zone area to issue traffic citations to violators. Although the number of crashes involving injuries overall remain below 10% annually, the number of injuries from unrestrained occupants remains high at an average of 30% annually from 2016 to 2018. Recent legislation have increased the monetary fines for non-compliance, which will increase compliance rate and decrease crashes with injuries. In addition to enforcement activities, awareness and outreach activities such as Operation Buckle Down, increases the proper use of vehicle restraint systems as well as increase compliance with seat belt laws. Past efforts, such as seat belt enforcement operations and roadside intersection enforcement activities, must be continued and sustained in order to achieve the desired result.

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

Guam Police Department-Guam Highway Patrol Division has traffic enforcement jurisdiction of the entire island, which covers 100% of the population and is more than the 70% as required by the grant criterion.

[Linkage Between Program Area](#)

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

GPD Highway Patrol Division will conduct federally funded 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.

GPD Highway Patrol Division personnel will conduct 11 enforcement operations at 4 hours per operation, totaling 44 hours. These operations will continue through September 30, 2020.

Operation CIOT will increase the compliance relating of seat belt and child restraint usage by continuing to conduct federally funded Operation CIOT overtime enforcement activities on the most populated area as far as people and vehicular traffic is concerned. 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 has traffic enforcement jurisdiction of the entire island, which covers 100% of the population and is more than the 70% as required by the grant criterion. This project involves project strategies that may include, officer training, and monitor the judicial disposition of occupant restraints citations.

GPD Highway Patrol Division will conduct Operation CIOT enforcement activities (Stationary and Saturation) throughout FY2020 to include enforcement activities during the national campaigns- "Click It Or Ticket" and Child Passenger Safety Week mobilization campaign. Grant funds will be used for overtime activities at high crash areas by conducting highly visible and sustained enforcement activities to reduce traffic crashes and fatalities.

[Rationale](#)

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

2-7 (Countermeasure that Works)

2-15 (Seat Belt Law Enforcement)

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1HVE20-23-01HPD	OPERATION SCOPE
OP20-02-02HPD	Operation CIOT/Buckle Down

Planned Activity: OPERATION SCOPE

Planned activity number: M1HVE20-23-01HPD

Primary Countermeasure Strategy ID:

Planned Activity Description

Grant funds will be used for overtime enforcement activities at high-crash areas (Routes 1 Yigo to Asan, Routes 3, 9 14 and 16) by conducting highly visible and sustained enforcement activities to reduce traffic crashes and fatalities.

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

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

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

GPD Highway Patrol Division Personnel will conduct eleven (11) enforcement operations at four (4) hours per operation, totaling 44 hours. These operations will continue through September 30, 2020.

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

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

Goals:

Increase seat belt and child restraint usage by funding overtime to HPD to conduct stationary and saturation enforcement activities during FY2020.

Reduce the number of unrestrained passenger fatalities by 50% from 3 (2014-2018 base average) 1.5 in FY2020.

Combine STEP and Seat belt enforcement events throughout FY2020.

Objectives:

Conduct eleven day and night enforcement operations at 4 hours per operation, totaling 44 hours. These operations will continue through September 30, 2020 by funding overtime to GPD Highway Patrol Division. Areas of concentration are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo. (Estimated cost: \$20,000.00)

Conduct seat belt enforcement throughout the year at various traffic intersections, school zone district and major roadways.

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 day and night.

Conduct educational presentations in 4 schools by September 30, 2020.

Intended Subrecipients

Guam Police Department - Highway Patrol Division

Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
OP Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High HVE (FAST)	\$20,000.00		

Planned Activity: Operation CIOT/Buckle Down

Planned activity number: OP20-02-02HPD

Primary Countermeasure Strategy ID:

Planned Activity Description

Goals:

Increase seat belt and child restraint usage by funding overtime to HPD to conduct stationary and saturation enforcement activities during FY2020.

Reduce the number of unrestrained passenger fatalities by 50% from 3 (2014-2018 base average) 1.5 in FY2020.

Combine STEP and Seat belt enforcement events throughout FY2020.

Objectives:

Conduct eleven day and night enforcement operations at 4 hours per operation, totaling 44 hours.

These operations will continue through September 30, 2020 by funding overtime to GPD Highway Patrol Division. Areas of concentration are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo. (Estimated cost: \$20,000.00)

Conduct seat belt enforcement throughout the year at various traffic intersections, school zone district and major roadways.

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 day and night.

Conduct educational presentations in 4 schools by September 30, 2020.

Intended Subrecipients

Guam Police Department-Guam Highway Patrol Division

Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Occupant Protection	\$20,000.00		

Countermeasure Strategy: Highway Safety Office Program Management

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

Project Safety Impacts

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Linkage Between Program Area

Click or tap here to enter text.

Rationale

Click or tap here to enter text.

Planned activities in countermeasure strategy

Countermeasure Strategy: OP Highway Safety Office Program Management

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

Project Safety Impacts

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

The DPW Office of Highway Safety continues to exert their educational outreach at high poverty, areas to

include less fortunate and needy families, which are mostly populated from the outer islands. DPW Office of Highway Safety and its Partners for Highway Safety will focus on establishing and enhancing the Occupant Protection and Child Passenger Safety programs by identifying locations where seat belt usage rates are lower than the statewide rate and increase its enforcement activities at those locations.

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

In FY2020, Guam's Occupant Protection Seatbelt and Car Seat Safety 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.) This approach and venue targets the adults who can understand and demonstrate with practice the importance of using the seatbelts and ensuring that their child is properly secured in the right car seat. The intent is help parents shape how children perceive seatbelts and car seats and to ultimately shape how children perceive seat belts later on in life.

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

[Linkage Between Program Area](#)

The DPW Office of Highway Safety strategies include:

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

To provide paid media to support the Click It or Ticket enforcement campaigns.

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

To coordinate with school systems parental organizations, health care education and wellness programs in an effort to captivate the adult audience and enhance how children perceive seatbelts and car seats in the present and future.

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

To enhance public education to population groups with lower than average restraint use.

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

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

To include the safety of children riding in motor vehicles as a major objective in FY 2020.

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

To fund shared personnel costs for three program coordinators under Section 402. (Estimated cost: \$74,532.80)

To procure materials and supplies for operational costs for the Occupant Protection projects. (Estimated cost: Section 402 - \$2,000.00)

To procure various types of child restraint systems for the DPW Office of Highway Safety's training and car seat inspection stations. (Estimated cost: Section 402 - \$5,000.00)

To fund contractual services for design, layout, and printing for educational materials on Occupant Protection in various languages to be distributed island-wide during outreaches and school presentation. (Estimated cost: Section 402 - \$2,000.00)

To send program managers and/or sub-grantees to off-island meetings, conferences, and training. Funding will include airfare, per diem, registration and rental car. (Estimated cost: Section 402 - \$29,150.00)

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1CSS20-25-01OHS	CPS Inspection Stations
M1HVE20-23-01HPD	OPERATION SCOPE
M1PE20-22-01OHS	OP HIGH EDUCATION - PROGRAM MANAGEMENT
M1TR20-27-01OHS	CPS TRAINING AND TRAVEL
OP20-02-01OHS	Educational Outreach

Planned Activity: CPS Inspection Stations

Planned activity number: M1CSS20-25-01OHS

Primary Countermeasure Strategy ID:

2-7 (Countermeasure that Works)

2-24 (Countermeasures Targeting Children and Youth)

Planned Activity Description

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

Seat Belt and Car seats are conducted by DPW Office of Highway Safety’s Child Passenger Safety Instructors and Certified Child Passenger Safety Technicians who are invited to participate at the outreaches. These outreaches are conducted island-wide.

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

DPW Office of Highway Safety will:

Conduct Car Seat Inspection twice a year in FY2020 at various auto dealerships and/or Shopping Centers.

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

Increase the number of permanent fitting station from five to six in FY2020.

Procure various types of child restraints, i.e., infant-only, convertible, forward-facing, combination, and booster seats (high-back and backless). (Estimated cost: \$9,461.28)

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$9,461.28		
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Planned Activity: OPERATION SCOPE

Planned activity number: M1HVE20-23-01HPD

Primary Countermeasure Strategy ID:

Planned Activity Description

Grant funds will be used for overtime enforcement activities at high-crash areas (Routes 1 Yigo to Asan, Routes 3, 9 14 and 16) by conducting highly visible and sustained enforcement activities to reduce traffic crashes and fatalities.

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

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

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

GPD Highway Patrol Division Personnel will conduct eleven (11) enforcement operations at four (4) hours per operation, totaling 44 hours. These operations will continue through September 30, 2020.

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

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

Goals:

Increase seat belt and child restraint usage by funding overtime to HPD to conduct stationary and saturation enforcement activities during FY2020.

Reduce the number of unrestrained passenger fatalities by 50% from 3 (2014-2018 base average) 1.5 in FY2020.

Combine STEP and Seat belt enforcement events throughout FY2020.

Objectives:

Conduct eleven day and night enforcement operations at 4 hours per operation, totaling 44 hours. These operations will continue through September 30, 2020 by funding overtime to GPD Highway Patrol Division. Areas of concentration are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo. (Estimated cost: \$20,000.00)

Conduct seat belt enforcement throughout the year at various traffic intersections, school zone district and major roadways.

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 day and night.

Conduct educational presentations in 4 schools by September 30, 2020.

Intended Subrecipients

Guam Police Department - Highway Patrol Division

Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
OP Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High HVE (FAST)	\$20,000.00		

Planned Activity: OP HIGH EDUCATION - PROGRAM MANAGEMENT

Planned activity number: M1PE20-22-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

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

DPW Office of Highway Safety will continue 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 with the feature DPW Office of Highway Safety’s Mascots - Tomas d’ Turtle and Pedi-Ann, (Pedestrian Safety Mascot). The DPW Office of Highway Safety will establish one (1) permanent fitting stations with the Guam Fire Department in FY2020.

DPW Office of Highway Safety will:

Expand the Child Passenger Safety Technician Training to include the military enforcement and Emergency Medical Service personnel during FY2020.

Procure and produce educational materials in various ethnic languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences, will be produced and distributed island-wide throughout FY2020. Initiatives will be

developed to promote awareness to the identified high risk groups, i.e. young teenagers and the Micronesian islanders.

Increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage points from 91.05 (2014-2018 average) to 94.4 percent by December 31, 2020 by continuing to conduct educational outreach, island-wide, at various schools (private and local); village town meetings; non-profit organizations (Rotary Club and Lionaposs Club, etc.); Car rental agencies, to include taxiaposs; Guamaposs quotUberquot, the Guamaposs Visitor Bureau; and military installations.

Expand it's outreach audience to include parental organizations in Guam's school system and educational and wellness centers with adult audiences on seat belts and car seats scheduled up to two times .

Coordinate with school systems parental organizations and health care educational and wellness programs to help adults and parents enhance how children perceive seatbelts and cars eats in the present and future.

Fund personnel costs for one program coordinator to administer, implement, and enforce policy issues concerning Occupant Protection. (Estimated cost: \$48,334.30)

To fund contractual services for a statistician to review and prepare the annual observation surveys of occupant protection use. (Estimated cost: \$3,800.00)

To procure materials and supplies for operational costs for the M1PE Program Management project. (Estimated cost: \$2,500.00)

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	\$54,634.30		

Planned Activity: CPS TRAINING AND TRAVEL

Planned activity number: M1TR20-27-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

DPW Office of Highway Safety will:

Conduct two (2) Child Passenger Safety Technician Renewal classes in FY2020 with an average of fifteen (15) participants in each class.

Conduct CEU sessions for re-certifications – to be conducted by a CPS Instructor approved by SafeKids Worldwide.

Conduct one (1) Standardized Child Passenger Safety Training to expand the pool of CPS Technicians by focusing the inclusion interested professionals and persons in the private medical organizations - nurses and pediatrics department will be a main target group for this endeavor. Cover the costs for the certification fees for the Standardized Child Passenger Safety Technician certification, renewal, and recertification.

Continue to sponsor the Standardized Child Passenger Safety Technician certification and re-certification training events to offer flexible certification opportunities for current and new technicians, as well as specific targeted training for law enforcement officers, first responders and health professionals.

Objectives:

DPW Office of Highway Safety will increase the number of CPS Technicians from 55 to 70 in FY2020.

DPW Office of Highway Safety will increase the CPS Instructor from three to four in FY2020.

Send the Program Coordination and sub-grantee(s) to off-island trainings, meetings, and/or conferences during FY2020. (Estimated cost: \$20,150.00)

To fund contractual services for CPS Training venue; and printing of training materials. (Estimated cost: \$15,000.00)

To procure one laptop and one multi-media projector to be used during the CPS Training. (Estimated cost: \$5,000.00)

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Training (FAST)	\$40,150.00		

Planned Activity: Educational Outreach

Planned activity number: OP20-02-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Expand the Child Passenger Safety Technician Training to include the military enforcement and Emergency Medical Service personnel during FY2020.

Procure and produce educational materials in various ethnic languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences, will be produced and distributed island-wide throughout FY2020. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers and the Micronesian islanders.

Increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage points from 91.05 (2014-2018 average) to 94.4 percent by December 31, 2020 by continuing to conduct educational outreach, island-wide, at various schools (private and local); village town meetings; non-profit organizations (Rotary Club and Lionaposs Club, etc.); Car rental agencies, to include taxiaposs; Guamaposs quotUberquot, the Guamaposs Visitor Bureau; and military installations.

Expand it's outreach audience to include parental organizations in Guam's school system and educational and wellness centers with adult audiences on seat belts and car seats scheduled up to two times .

Coordinate with school systems parental organizations and health care educational and wellness programs to help adults and parents enhance how children perceive seatbelts and cars eats in the present and future.

Fund personnel costs for program coordinators to administer, implement, and enforce policy issues concerning Occupant Protection.

Send the Program Managers and sub-grantee(s) to off-island trainings, meetings, and/or conferences during FY2020.

Conduct the annual observation surveys of occupant protection use.

Procure various types of child restraints, i.e., infant-only, convertible, forward-facing, combination, and booster seats (high-back and backless).

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
OP Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Occupant Protection	\$112,682.80		

Program Area: Planning & Administration

Description of Highway Safety Problems

The DPW Office of Highway Safety serves as the primary department responsible for ensuring that highway safety concerns for Guam are identified and addressed through the development and implementation of appropriate countermeasures.

The process of planning and administrating the goals and objectives of the DPW Office of Highway Safety is continuous in the following manner:

Developing performance goals in a joint effort with coordinators and sub-grantees and selecting attainable measures;

Establishing clearly defined and articulated problems;

Collaborating with partners – local or regional; In a concerted effort, Identifying, prioritizing and selecting programs and projects;

Collaborating in the articulation of objectives related to goals upon request;

Evaluating results and adjusting problem statements;

The success of this project requires the commitment of the staff in its entirety as a dedicated team to ensure that the traffic safety programs run efficiently and an Administrator that empowers employees to conduct successful, traffic safety programs which are directed towards saving lives and preventing injuries via the reduction of the number and severity of motor vehicle crashes. Moreover, the DPW Office of Highway Safety will continue to coordinate with local law enforcement in the safety of Guam’s community. Therefore, the goal continues to increase safety and reduce highway crashes, injuries and fatalities across the Territory.

Administer the Highway Safety Program:

Implement the FY 2020 HSP;

Develop projects to support the current programs goals;

Provide sound fiscal management on all the traffic safety programs;

Coordinate plans with other local and federal agencies;

Assess program and projects outcomes; and

Share this vital information and relevant data with the public.

Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

Identify and prioritize highway safety programs and activities.

Implement program management, oversight, and monitoring for activities within this priority area.
Provide data required for Federal and local reports.

Provide program staff, professional development, travel costs for the Governor’s Highway Safety Representative, Highway Safety Coordinator, and other Government of Guam department heads, i.e., Directors, Chief of Police, etc., equipment, materials, and fiscal support for all programs.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA20-07-01OHS	Program Management	

Planned Activity: Program Management

Planned activity number: PA20-07-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

Administer the Highway Safety Program:

Implement the FY 2020 HSP;

Develop projects to support the current programs goals;

Provide sound fiscal management on all the traffic safety programs;

Coordinate plans with other local and federal agencies;

Assess program and projects outcomes; and

Share this vital information and relevant data with the public.

Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

Identify and prioritize highway safety programs and activities.

Implement program management, oversight, and monitoring for activities within this priority area.

Provide data required for Federal and local reports.

Travel: To fund travel costs (includes airfare, per diem, registration, and car rental costs) for the Governor’s Highway Safety Representative, Highway Safety Coordinator, Fiscal Manager and other Government of Guam department heads, i.e., Directors, Chief of Police, Fire Chief, etc., to the following: Lifesavers Conference, Region 9 Partners Meeting, ATSIP Traffic Records Forum, National Association of Women Highway Safety Leaders Conference, Governors Highway Safety Annual Conference and/or other meetings, trainings, and conferences relevant for professional growth and knowledge to ensure program efficiency continues to be at the forefront. (Estimated cost: \$55,000.00)

Office Supplies are needed to carry out the mission and vision of the Planning and Administration program. Supplies include printer ink, copy paper, cleaning supplies, and other necessary supplies. (Estimated cost: \$6,000.00)

Equipment – To procure one (1) computer desktop necessary to carry out day-to day activities by the

Fiscal Manager; procure six (6) telephone instruments; and one (1) Poly-Com instrument for teleconference calls/webinars. (Estimated cost: \$6,000.00)

Utilities – Monthly telephone services for the daily operation of the DPW Office of Highway Safety. (Estimated cost: \$3,800.00)

Contractual Services - To fund for Annual Dues (GHSA and NAWSHL), Xerox monthly lease; printing services; long distance telephone services; replace and install six (6) telephone instruments; and any other related contractual services required for DPW Office of Highway Safety’s daily operations. (Estimated cost: \$16,100.00)

To fund share costs one (1) Fiscal staff and Management Analyst (Highway Safety Coordinator) to administer and manage the project. Fiscal Manager serves as the accounting technical support for the DPW Office of Highway Safety, which handles all aspect of the Federal grant programs to include grant budgets, supervision of purchasing and accounting functions, and coordination with the Department of Administration for processing financial voucher reimbursement for the federal grant programs. (Estimated cost: \$34,392.15)

Intended Subrecipients

Department of Public Works-Office of Highway Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$121,292.15		
	NHTSA 402	Planning and Administration			

Program Area: Police Traffic Services

Description of Highway Safety Problems

Education and Program Management: The Program Coordinator will emphasize on speed, impaired driving and occupant protection. However, a comprehensive approach to traffic safety enforcement to prevent traffic violations that may trigger in injuries or fatalities is necessary to achieve injury and fatality reductions.

Therefore, education and enforcement efforts should focus on reducing driver’s behaviors such as speeding, aggressive driving and distracted driving. That’s why enforcement is critical to achieve compliance with speed limits by integrating speed enforcement into related highway safety and priority enforcement activities such as impaired driving prevention, seat belt use among others. According to the traffic police officers, speeding and aggressive driving behavior is the most probable cause for intervening with drivers.

With the HVE mobilizations integrating DPW Office of Highway Safety and GPD Highway Patrol Division will focus in those areas were the most fatalities and crashes occur, fatalities will be reduced. In addition, the Program Coordinator with DPW Office of Highway Safety will combine education pointed to the aggressive

drivers through law enforcement and enhanced by coordination and cooperation among the engineering and educational disciplines to reduce speeding related fatalities, injuries and crashes.

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

Police Traffic Services are highly effective in reducing traffic related injuries and fatalities through the use of selective enforcement countermeasures, prevention efforts, public information and education. Used together, law enforcement agencies can employ these strategies to successfully address their villages traffic safety problems. Through the years DPW Office of Highway Safety has maintained conjoined efforts with the GPD Highway Patrol Division to enforce traffic laws and prevent traffic violations.

SPEED STATISTICS

	2014	2015	2016	2017	2018
Total Traffic Fatalities	19	9	13	15	24
Total Speed-related Fatalities	5	5	6	7	8
Total Crashes	6473	7206	7559	7538	8141
Total Speed-related citations	4605	3596	3811	2836	1458

In 2014, there were 6473 traffic crashes resulting in 19 traffic fatalities. Of the 19 traffic fatalities, five (5) were speed related. In 2015, there were 7206 traffic crashes resulting in nine (9) traffic fatalities. Of the nine (9) fatalities, five (5) were speed related. In 2016 there were a total of 7559 traffic crashes resulting in 12 traffic fatalities. Of the 12 traffic fatalities, six (6) were speed related. In 2017, there were 7538 traffic crashes resulting in 15 traffic fatalities. Of the 15 traffic fatalities, seven (7) were speed related. In 2018, there were 8141 traffic crashes resulting in 24 traffic fatalities. Of the 24 traffic fatalities, eight (8) were speed related. Out dated and a lack of equipment to carry out traffic interventions is also a determining factor. Lately the police force has also suffered a reduction of personnel caused by the retirement of a considerable number of officers, and the difficulty the department has had to recruit new members due also to the high numbers of citizens migrating.

Enforcement-Guam International Airport Authority (GIAA) - Airport Police Division

In FY2017, there was a high volume in speed-related citations that were issued on Airport roadways. The influx

of citations issued were the result of high increase of motorist traveling through the Maga Haga Highway, Sunset Blvd, RT10A and the Airport's Arrival/Departure Service roads. With the increase of motorist traveling through the Airport Roadways, there was an increase of traffic crashes. A major causation of traffic crashes are the inattention to the roadway, speeding, and the use of electronics while operating a motor vehicle.

GIAA has provided Statistical charts below that show the results of Crash Data and Citation / Arrest Data for three previous years that has been collected which indicates an increase due to the aforementioned factors listed above

Citations	2015	2016	2017	2018
Speed	111	70	559	154
Seatbelt	71	27	87	51
Child Restraint	6	12	14	12
Reckless – Imprudent Driving	11	3	16	15
Cell Phone	19	7	14	9

Crash Statistics	2015	2016	2017
Traffic Crashes	180	285	315
Fatal Crashes	0	0	0
Alcohol-related crashes	0	0	0
Alcohol-related crashes w/injuries	0	0	0
Alcohol-related fatal crashes	0	0	0
Speed-related crashes	191	300	342
Speed-related crashes w/injuries	11	15	27

There is an increase in high volume of motorist traveling through the Airport roadways daily, and with the current expansion and construction to the Airport Facilities, more heavy equipment vehicles are utilizing the Airport roadways to and from job sites.

The increase of the traveling public, specifically new markets who have chosen Guam as their vacation destination, has increased the number of rent-a-cars, tourist buses, taxi's, various tour operators, hotel vans travelling the Airport Roadways. In addition to those, there's also an increase of businesses, such as the Social Security Office, FedEx, Cargo Services, JL Baker, etc. that operate within the Airport premises, to include Hotel Mai Ana, which has recently converted to condo units.

With all of these factors listed, we continue to see an increase 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 experience a high influx of motorist daily, traffic heavily increases starting in the early morning hours from 3:00 a.m. to 9:00 p.m.

Enforcement-Port Authority of Guam - Port Police Division

STATISTICS	2016	2017	2018
Total traffic crashes	9	27	11
Total traffic crashes w/injuries	2	0	0
Total speed citations	146	287	66
Total DUI Arrests	3	2	4
Total Seat Belt Citations	5	3	1
Total Child restraint citations	0	0	0

The PAG Port Police Division’s primary jurisdiction consists of Route 11, Route 18, and sections of Route 2. 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. Additionally, the PAG-PPD may be called upon to patrol a section of Guam’s main highway, Marine Corps Drive.

The NHTSA lists several factors as to why speeding occurs. Among the factors listed, “Disregard for Others and For the Law” was among them. When specifically addressing the “Law” portion of this factor, this can be attributed to the perception of risk, or in these cases the lack-thereof, in being apprehended for an offense. This also applies to driving under the influence.

In collaborating with the Guam Police Department (GPD), Guam International Airport Authority – Airport Police Division (GIAA-APD), and other local and federal strategic partners, this project will address the need to increase a vehicle operator’s perception of risk in apprehending for an offense, thereby deterring the offense. Since deterrence works largely through the perception of increased risk to the violator, there is a need to extend high-visibility enforcement beyond the conventional concept of routine patrols.

Contributing Factors:

The National Highway Traffic Safety Administration (NHTSA) also lists the following factors for speeding:

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	14.10
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	5.00
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	1.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	0.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management PT
speed enforcement

Countermeasure Strategy: Highway Safety Office Program Management PT

Program Area: Police Traffic Services

Traffic

Running Late

Anonymity – This describes how some drivers feel a sense of detachment when in a motor vehicle. This can be the result of either their belief they “cannot be seen by others” or they are “unlikely” to ever encounter those witnessing their behavior again.

Project Safety Impacts

The Program Coordinators will emphasize on speed, impaired driving and occupant protection. However, a comprehensive approach to traffic safety enforcement to prevent traffic violations that may trigger in injuries or fatalities is necessary to achieve injury and fatality reductions.

Therefore, education and enforcement efforts should focus on reducing driver’s behaviors such as speeding, aggressive driving and distracted driving. That’s why enforcement is critical to achieve compliance with speed limits by integrating speed enforcement into related highway safety and priority enforcement activities such as impaired driving prevention, seat belt use among others. According to the traffic police officers, speeding and aggressive driving behavior is the most probable cause for intervening with drivers.

With the HVE mobilizations integrating DPW Office of Highway Safety and GPD Highway Patrol Division will focus in those areas were the most fatalities and crashes occur, fatalities will be reduced. In addition, the Program Coordinator with DPW Office of Highway Safety will combine education pointed to the aggressive drivers through law enforcement and enhanced by coordination and cooperation among the engineering and educational disciplines to reduce speeding related fatalities, injuries and crashes.

Linkage Between Program Area

C-1: To reduce total traffic fatalities by six percent form 16 (2014-2018 average) to 15.2 by December 31, 2020.

The DPW Office of Highway Safety will use all forms of media – paid, earned and social – to increase Guam’s roadway users’ awareness and knowledge of all aspects of traffic safety, while focusing specific messages on groups to whom particular messages apply. Messages will include drivers, passengers, bicyclists, pedestrians and motorcyclists – of all ages.

Media coverage will be generated by DPW Office of Highway Safety and/or partner-related public outreach tactics (e.g., press releases/conference, mall displays, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency.

The DPW Office of Highway Safety will conduct educational presentations and outreaches to four (4) Middle and High Schools. and non-profit organizations.

Provide overtime funding to the law enforcements agencies (sub-grantees) to conduct speed/laser

enforcement activities.

To fund personnel costs for two (2) Program Managers and the Highway Safety Coordinator.

Rationale

The focus of this project is to reduce traffic fatalities by producing and airing video commercials on the dangers of speeding.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT20-03-00OHS	POLICE TRAFFIC EDUCATION

Planned Activity: POLICE TRAFFIC EDUCATION

Planned activity number: PT20-03-00OHS

Primary Countermeasure Strategy ID:

1-21

2-20

3-37

8-12

9-9

Planned Activity Description

DPW Office of Highway Safety plays a major role in the coordination of enforcement efforts among law enforcement agencies at all jurisdictional levels. Effective, high-visibility communications and outreach are an essential part of a successful speed and aggressive-driving enforcement program. The objective is to provide information about the program and persuade motorists that detection and punishment for violations is likely. Another key element is the High-Visibility Enforcement campaigns that have been used to deter aggressive driving and speeding through both specific and general deterrence.

Part of the multifaceted approach to this issue is paid media. The DPW Office of Highway Safety has increased its' level of paid media to support the annual speed enforcement campaign in Guam during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly. The combination of enforcement and education, during concentrated mobilizations, seeks to eliminate the dangers posed by aggressive and speeding drivers. Training and equipment purchases are provided as a component of many of these programs, along with various media and education campaigns to address specific characteristics of aggressive driving. The DPW Office of Highway safety will use all forms of media – paid, earned, and social to increase Guam's roadway users' awareness and knowledge of all aspects of traffic safety, while focusing specific messages on groups to whom particular messages apply. Messages will include drivers, passengers, bicyclists, pedestrians and motorcyclists – of all ages.

Media coverage will be generated by DPW Office of Highway Safety and/or partner-related public outreach tactics (e.g., press releases/conference, mall displays, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency.

Throughout the year, DPW Office of Highway Safety together with GPD Highway Patrol Division are called upon to conduct awareness presentations on best driving practices on the dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits, and the rules of the roadway. Presentations are conducted for all in-coming new personnel for the various military branches on island, as well as public and private high schools on island stressing on teen driving, dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits. Pamphlets and brochures, and flyers, are purchased and distributed to these individuals to reinforce the message and increase their awareness of the dangers associated with speeding, reckless driving, imprudent driving, and unsafe driving habits. The DPW Office of Highway Safety will conduct educational presentations and outreaches to four (4) Middle and High schools, and non-profit organizations.

The DPW Office of Highway Safety’s planned activity includes but not limited to the following:

To fund shared personnel costs for three (3) Program Coordinators and the Highway Safety Coordinator to oversee and provide guidance to speed-related projects to include reporting, monitoring, technical assistance and development of plans and application for speed-related countermeasures. (Estimated costs: \$79,120.05)

To fund contractual services to produce, layout, and develop educational materials on the dangers of speeding, i.e., brochures, pamphlets, posters, etc., that will be distributed island-wide on the dangers of speeding on Guam’s roadways. (Estimated costs: \$2,000.00)

To fund for materials and supplies for operational use for the Speed Educational Outreaches. (Estimated costs: \$2,000.00)

To send the DPW Office of Highway Safety’s staff and sub-grantees to conferences, meetings, and/or trainings. Travel expenses includes but not limited to airfare, per diem, registration and car rental. (Estimated costs: \$30,000.00)

DPW Office of Highway Safety will conduct program management and oversight for all activities within its priority area.

To cover travel costs to send two (2) officers from GPD Highway Patrol Division to the At-Scene Traffic Homicide Investigation. Travel expenses includes but not limited to airfare, per diem, and registration. (Estimated costs: \$8,816.00)

To cover travel costs to send two (2) officers from GPD Highway Patrol Division to the Advance Traffic Crash Investigation training. Travel expenses includes but not limited to airfare, per diem, and registration. (Estimated costs: \$8,816.00)

Intended Subrecipients

Department of Public Works - Office of Highway Safety

Guam Police Department - Highway Patrol Division

Guam International Airport Authority - Airport Police Division

Port Authority of Guam – Port Police Division

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management PT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Police Traffic Services	\$130,752.05		

Countermeasure Strategy: speed enforcement

Program Area: Police Traffic Services

Project Safety Impacts

SPEED STATISTICS	2014	2015	2016	2017	2018
Total Fatalities	19	9	13	15	24
Speed-related Fatalities	5	5	6	7	8
Total Crashes	6473	7206	7559	7538	8141
Total Speed-related citations	4605	3596	3811	2836	1458

The GPD Highway Patrol Division will continue its efforts to reduce fatal crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits. In CY2014 there were nineteen (19) traffic fatalities, five (5) were speed related; in CY2015, there were nine (9) traffic fatalities, five (5) were speed related; in CY2016, there were thirteen (13) fatalities, six (6) were speed related; in CY2017, there were 15 traffic fatalities, seven (7) were speed-related; and in CY2018, there were 24 traffic fatalities, eight (8) were speed-related.

The DPW Office of Highway Safety and GPD Highway Patrol Division will work to achieve performance targets by utilizing evidence-based countermeasure activities that mitigate identified problems and meet performance targets. The DPW Office of Highway Safety and GPD Highway Patrol Division will utilize Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (8th Edition, 2015) as guidance to identify strategies that have proven effective nationally and are appropriate given data relevant to problem identification and available resources. The DPW Office of Highway Safety also applies the Uniform Guidelines for State Highway Safety Programs.

GPD Highway Patrol Division will prioritize on speed, impaired driving and occupant protection. However, a comprehensive approach to traffic safety enforcement to prevent traffic violations that may trigger in injuries or fatalities is necessary to achieve injury and fatality reductions.

The GPD Highway Patrol Division continues to maintain speed enforcement activities to increase driver compliance within posted speed limits and at intersections posted with traffic light signals to assist in the reduction of speed-related crashes involving fatalities, injuries, and property damages. Speed contributes to an over-represented proportion of Guam's crashes, fatalities, and injuries, and is the largest contributor to aggressive driving violations. Speed is of great concern and represents at least 30 percent of causation for the past decade. It frequently leads to other driver errors and results in serious injury and fatal crashes. Speed

limits are designed to give drivers sufficient time to stop if there is an unexpected event. It is also known that as speed increases the risk of serious injury or death in a crash rises exponentially. Greater speeds require shorter stopping distances; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour over the speed limit.

Guam’s population is expected to increase due to the pending relocation of U.S. Marines from Okinawa, Japan. With this pending relocation, it is also expected that vehicular traffic will increase, thus, crash types such as multiple auto crashes, pedestrian/bicycle crashes, commercial vehicle crashes and motorcycle crashes will occur. GPD Highway Patrol Division will also need officers trained in the Investigation of Motorcycle Crash, Pedestrian/Bicycle Crash and Commercial Motor Vehicle Crash. These types of training are special in nature which requires competent interpretation of evidence left at the scene or on the vehicle and to be properly documented for effective prosecution of the violator.

The Guam Highway Patrol Division has deteriorating fleet of vehicles that need to be supplemented. The year of these vehicles range from 2004 – 2011. All of these vehicles have exceeded the Government Services Administration (GSA) vehicle replacement standards.

Enforcement-Guam International Airport Authority (GIAA) - Airport Police Division

In FY2017, there was a high volume in speed-related citations that were issued on Airport roadways. The influx of citations issued were the result of high increase of motorist traveling through the Maga Haga Highway, Sunset Blvd, RT10A and the Airport's Arrival/Departure Service roads. With the increase of motorist traveling through the Airport Roadways, there was an increase of traffic crashes. A major causation of traffic crashes are the inattention to the roadway, speeding, and the use of electronics while operating a motor vehicle.

GIAA has provided Statistical charts below that show the results of Crash Data and Citation / Arrest Data for three previous years that has been collected which indicates an increase due to the aforementioned factors listed above.

Citations	2015	2016	2017	2018
Speed	111	70	559	154
Seatbelt	71	27	87	51
Child Restraint	6	12	14	12
Reckless – Imprudent Driving	11	3	16	15
Cell Phone	19	7	14	9

Crash Statistics	2015	2016	2017
Traffic Crashes	180	285	315
Fatal Crashes	0	0	0
Alcohol-related crashes	0	0	0
Alcohol-related crashes w/injuries	0	0	0
Alcohol-related fatal crashes	0	0	0

Speed-related crashes	191	300	342
Speed-related crashes w/injuries	11	15	27

There is an increase in high volume of motorist traveling through the Airport roadways daily, and with the current expansion and construction to the Airport Facilities, more heavy equipment vehicles are utilizing the Airport roadways to and from job sites.

The increase of the traveling public, specifically new markets who have chosen Guam as their vacation destination, has increased the number of rent-a-cars, tourist buses, taxi's, various tour operators, hotel vans travelling the Airport Roadways. In addition to those, there's also an increase of businesses, such as the Social Security Office, FedEx, Cargo Services, JL Baker, etc. that operate within the Airport premises, to include Hotel Mai Ana, which has recently converted to condo units.

With all of these factors listed, we continue to see an increase 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 experience a high influx of motorist daily, traffic heavily increases starting in the early morning hours from 3:00 a.m. to 9:00 p.m.

Enforcement-Port Authority of Guam - Port Police Division

STATISTICS	2016	2017	2018
Total traffic crashes	9	27	11
Total traffic crashes w/injuries	2	0	0
Total speed citations	146	287	66
Total DUI Arrests	3	2	4
Total Seat Belt Citations	5	3	1
Total Child restraint citations	0	0	0

The PAG Port Police Division's primary jurisdiction consists of Route 11, Route 18, and sections of Route 2. 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. Additionally, the PAG-PPD may be called upon to patrol a section of Guam's main highway, Marine Corps Drive.

The NHTSA lists several factors as to why speeding occurs. Among the factors listed, "Disregard for Others and For the Law" was among them. When specifically addressing the "Law" portion of this factor, this can be attributed to the perception of risk, or in these cases the lack thereof, in being apprehended for an offense. This also applies to driving under the influence.

In collaborating with the Guam Police Department (GPD), Guam International Airport Authority – Airport Police Division (GIAA-APD), and other local and federal strategic partners, this project will address the need to increase a vehicle operator's perception of risk in apprehending for an offense, thereby deterring the offense. Since deterrence works largely through the perception of increased risk to the violator, there is a need to extend high-visibility enforcement beyond the conventional concept of routine patrols.

Linkage Between Program Area

Enforcement efforts focuses on reducing driver's behaviors such as speeding, aggressive driving and distracted driving. This is why enforcement is critical to achieve compliance with speed limits by integrating speed enforcement into related highway safety and priority enforcement activities such as impaired driving prevention, seat belt use among others. According traffic police officers, speeding and aggressive driving behavior is the most probable cause for intervening with drivers.

Reduce the number of speed related traffic fatalities by 10% from 6.2 (2014-2018 average) to 5.6 by December 31, 2019 by conducting (11) stationary enforcement over 7 months focusing on specific areas where high speed-related crashes, injuries, and fatalities occur - Route 1, Marine Corps Drive, Tamuning/Dededo, Route 4, Hagatna/Sinajana, Route 8, Maite/Barrigada, and Route 16, Harmon.

Fund overtime costs for GPD Highway Patrol Division to conduct saturation and stationary enforcement activities throughout FY2020. (Estimated cost: \$35,000.00)

Conduct night enforcement (roving and/or saturation) aimed at speeding, reckless driving, imprudent driving and unsafe driving offenders.

Conduct safety presentations to all new in-coming military personnel arriving on island, as well as public and private schools in regards to the danger of speeding and unsafe behavior on the roadways of Guam.

To procure one (1) "Police Packaged" vehicle that will assist in the reduction of speed related violations hence the reduction of traffic fatalities due to the hidden presence of the Guam Highway Patrol Division. (Estimated cost: \$50,000.00)

To increase speeding citations by 15% by December 31, 2020.

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT20-03-01HPD	OPERATION HEAT
PT20-03-02APD	Traffic Enforcement
PT20-03-03PPD	Operation A' dai He Hao'

Planned Activity: OPERATION HEAT

Planned activity number: PT20-03-01HPD

Primary Countermeasure Strategy ID:

3-11 (Countermeasures That Work)

3-13 (Laws)

3-19 (Enforcement)

3-31 (Penalties and Adjudication)

3-37 (Communications and Outreach)

Planned Activity Description

The GPD Highway Patrol Division will continue to implement and deploy a Selective Traffic Enforcement Program (STEP) and conduct Operation H.E.A.T. (Highway Enforcement Action Team) in order to address the deficiencies in existing enforcement efforts and services targeting fatal collisions and other hazardous events, inclusive of Operation Safe Street, Safe Guam and patrol level LASER/RADAR enforcement activities. It is the position of GPD Highway Patrol Division that some factors causing the problems are:

Lack enforcement due to shortage of personnel on the patrol level.

The depreciated fleet vehicles needs to be supplemented. The years of the vehicles range from 2004 – 2011. All these vehicles have exceeded the Government Services Administration (GSA) vehicle replacement standards.

The perception of drivers that there is a lack of sustained enforcement by the Guam Police Department.

Currently, GPD Highway Patrol Division is the only division in the Guam Police Department that regularly conducts speed enforcement activities on major routes - Route 1 by Naval Station Base Sumay to Route 1 by Anderson Air Force Base Yigo, Route 3, 4, 8, 9, 10, 14 and 16. (Dededo, Maite, Barrigada, Mangilao and Harmon).

If the current efforts continue then the problems of speeding, reckless driving, imprudent driving, and unsafe driving habits/behavior will continue to manifest itself and remain unchanged. To correct the deficiency, the GPD Highway Patrol Division proposes an expansion of STEP, Operation HEAT and Operation Safe Streets Safe Guam.

These enforcement programs can be conducted at all levels of the Guam Police Department if properly equipped and funded to do so. Primarily, enforcement occurs during the morning commute, afternoon and evening rush hours. A majority of the fatal crashes involving speed occur late to early morning hours. Majority of these crashes are outside the normal work hours of the Guam Highway Patrol Division. Although this is a proposal, further review and discussion will be implemented in FY2020.

Operation H.E.A.T. project addresses the need to increase a vehicle operator's perception of the risk of being apprehended for an offense, thereby, deterring the offense. Since deterrence works largely through the perception of increased risk to the violator, there is a need to extend "visibility" beyond the conventional concept of routine patrols engaged in traffic stops.

This project blends the concept of omnipresence and hidden presence. Omnipresence is employed by deploying personnel during the times where maximum visual and communicated (pseudo-visual, radio media, etc.) presence is expected, whereby creates heavy enforcement. Deploying marked enforcement patrol units utilizing the same methods as with omnipresence, with heavy media coverage, employs hidden presence.

Despite all GPD Highway Patrol Division efforts to deter irresponsible driving behavior, the reality is that there will be fatal crashes. GPD Highway Patrol Division will need to plan for the event of such occurrences by training personnel in traffic crash investigation related training.

Route 1 - Sumay, Hagatna, Tamuning, Dededo and Yigo; Route 16 – Barrigada;

Route 10 – Barrigada, Mangilao; Route 4 – Ordot/Chalan Pago;

Route 3 & 9 – Dededo; Route 14 – Tamuning, Tumon.

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

GPD Highway Patrol Division personnel will work approximately 44 hours of overtime within a 7 month period to conduct a combination of stationary and roving speeding enforcement (LASER/RADAR) on the major highways of Guam through September 30, 2020. These areas are identified “hotspots”.

To conduct LASER/RADAR training sessions for patrol personnel of the Guam Police Department.

To reduce traffic crashes and injuries and facilitate the safe and expeditious flow of vehicular, bicycle and pedestrian traffic through voluntary compliance within the traffic regulation.

To conduct educational outreaches with the DPW Office of Highway Safety at four (4) Middle and High Schools and non-profit organizations.

To conduct safety presentations to all new in-coming military personnel arriving on island, as well as public and private schools in regards to the danger of speeding and unsafe behavior on the roadways of Guam.

Intended Subrecipients

Guam Police Department - Guam Highway Patrol Division

Countermeasure strategies

Countermeasure Strategy
speed enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Police Traffic Services	\$85,000.00		

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police Sedan	1	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00

Planned Activity: Traffic Enforcement

Planned activity number: PT20-03-02APD

Primary Countermeasure Strategy ID:

Planned Activity Description

In FY2017 there was a high 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, RT10A and the Airport's Arrival / Departure Service roads. With the increase of motorist traveling through the Airport Roadways, GIAA Airport Police Division have had an increase of traffic

crashes. A major causation of traffic crashes are the inattention to the roadway, speeding, and the use of electronics while operating a motor vehicle.

The traveling general public, tenants and employees of the Airport Facilities, and Military personnel, tour operators, taxi operators, hotel buses, tour buses, and hotel concierge's who utilize the roadways to and from the Airport Facilities.

There is a high volume of motorist traveling through the Airport roadways daily, and with the current expansion and construction to the Airport Facilities, more heavy equipment vehicles are utilizing the Airport roadways to and from job sites.

The increase of the traveling public, specifically new markets who have chosen Guam as their vacation destination, has increased the number of rent-a-cars, tourist buses, taxi's, various tour operators, hotel vans travelling the Airport Roadways. In addition to those, there's also an increase of business's such as the Social Security, Fed Ex, Cargo Services, JL Baker etc, that operate within the Airport premises, to include Hotel Mai Ana, which has recently converted to condo units.

With all of these factors listed, we continue to see an increase 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.

GIAA Airport Police Division has provided a three-year statistical charts that indicates the increase of crashes and citations.

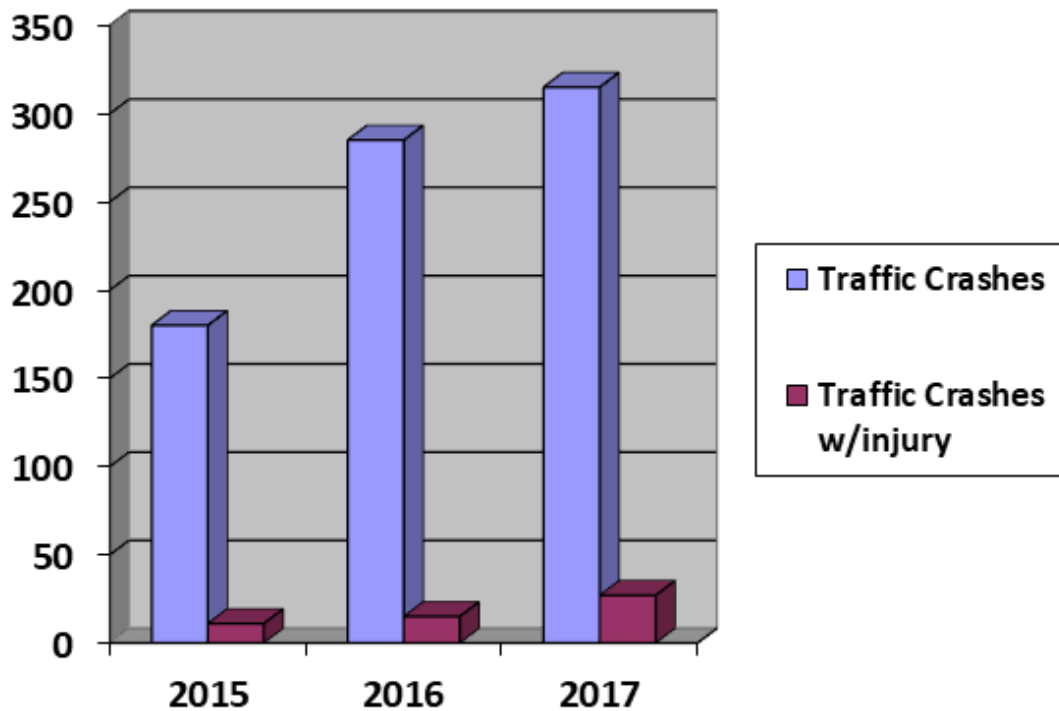
CRASH STATISTICS	2015	2016	2017
Speed-related Crashes	191	300	342
Injuries involving Speed	11	15	27

Citations	2015	2016	2017	2018
Speed	111	70	559	154
Seat Belt	71	27	87	51
Child Restraints	6	12	14	12
Imprudent and Reckless Driving	11	3	16	19
Cell Phone	19	7	14	9

GIAA Airport Police Division will conduct overtime Traffic Enforcement's approximately 20 to 40 hours a month on Airport roadways through September 30,2020, which will include roving patrols and stationary check points. Guam Airport Authorities' area of roadway jurisdiction includes:

Areas of Concentration:

1. Exits / Entrances from Rt.16 onto Rt.10A
2. Exits / Entrances from Rt.1 onto Rt.10A



3. Exits / Entrances from Rt. 8 onto Maga Haga Highway Sunset Blvd.

4. Roadway along Rt.10A to include the service roads leading to the Airport arrival and departure area.

GIAA Airport Police Division will conduct speed enforcement between the hours of 4:00 a.m. to 9:00 p.m., Saturday through Sunday, due to the influx of motorist travelling through GIAA's roadways. GIAA Airport Police Division anticipates conducting one (1) stationary laser/radar enforcement a week, and one (1) roving patrol.

GIAA Airport Police Division aims:

To reduce crashes by 10% from 342 (FY2017) to 308 by September 30,2020.

To reduce speed-related crash injuries by 10% from 27 (FY2017) to 25 by September 30, 2020.

GIAA Airport Police Division will:

Conduct eight (8) speed laser enforcement operations, on Rt.10A, exits and entrances from Rt.8 on to Maga Haga Highway / Sunset Blvd., exits and entrances from Rt. 16 onto Rt.10A, exits and entrances from Rt.1 onto Rt.10A, which are noted to be high speed areas.

Conduct eight (8) traffic speed enforcement roving operations, on Rt.10A, exits and entrances from Rt.8 on to Maga Haga Highway / Sunset Blvd., exits and entrances from Rt. 16 onto Rt.10A, exits and entrances from Rt.1 onto Rt.10A, which are noted to be high speed areas.

Conduct two (2) Educational presentations, during FY2020 at high schools, middle schools, and elementary schools targeting 100 attendees at each event.

Overtime Funds will be allocated to the GIAA Airport Police Division's speed enforcement activities during FY2020. (Estimated cost: \$15,000.00)

Funds will cover travel expenses for one (1) Airport Police officer to attend the FY2020 Lifesavers Conference. Travel expenses includes airfare, per diem, and registration. (Estimated cost: \$5,000.00)

Intended Subrecipients

Guam International Airport Authority – Airport Police Division

Countermeasure strategies

Countermeasure Strategy
speed enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$20,000.00		

Planned Activity: Operation A' dai He Hao'

Planned activity number: PT20-03-03PPD

Primary Countermeasure Strategy ID:

Planned Activity Description

PAG Port Police Division's primary jurisdiction consists of Route 11, Route 18, and sections of Route 2. 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. Additionally, the PAG Port Police Division may be called upon to patrol a section of Guam's main highway, Marine Corps Drive (see map below). This would have the PAG-PPD affect the People of Guam more broadly.

PAG-PPD Areas of Jurisdiction

Primary: Piti – Route 11 & 18 , Marinas Harbor of Refuge

Other Areas When Called Upon by Guam Police Department - Route 1, 2, and 2A

Statistics:

In CY 2017, there were 287 speeding citation, three (3) seatbelt citations, zero (0) child restraint citations, two (2) DUI Arrest (Drug and Alcohol), and zero (0) traffic and bicycle fatalities.

In CY 2016, there were 146 speeding citation, five (5) seatbelt citations, zero (0) child restraint citations, three (3) DUI Arrest (Drug and Alcohol), and zero (0) traffic and bicycle fatalities.

In CY 2015, there were 23 speeding citation, zero (0) seatbelt citations, eight (8) child restraint citations, zero (0) DUI Arrest (Drug and Alcohol), and zero (0) traffic and bicycle fatalities.

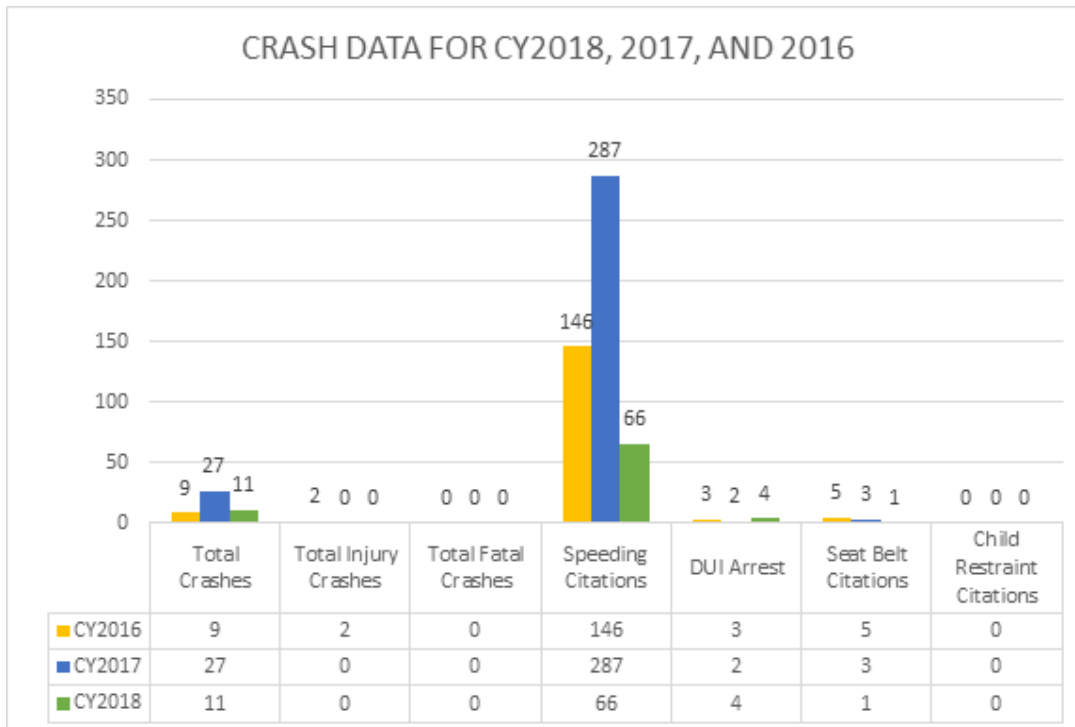
Speed contributes to an over-represented proportion of Guam's crashes, fatalities, and injuries, and is the largest contributor to aggressive driving violations. Speed is of great concern and represents at least 30 percent of causation for the past decade. It frequently leads to other driver errors and results in serious injury and fatal crashes. Speed limits are designed to give drivers sufficient time to stop if there is an unexpected event. It is also the most common traffic violation issued by Guam law enforcement agencies during grant-funded highly visible enforcement events conducted by joining forces with other law enforcement agencies. It is also known that as speed increases the risk of serious injury or death in a crash rises exponentially. Greater speeds require



shorter stopping distances; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour over the speed limit. Speed enforcement and improved awareness and education of the dangers of excessive speed while driving should remain major focus points for traffic safety professionals. In Calendar Year (CY) 2018, the PAG Port Police Division collected the following data regarding traffic related violations:

As can be seen, while fatal crashes have been avoided within the PAG Port Police Division's jurisdiction, speeding, although reduced through the efforts of the PAG Port Police Division's visibility, this continues to be a major area of concern.

The PAG Port Police Division will continue to be consistent with all traffic safety laws that will affect its operations, areas of jurisdictions, and safety activities, along with the protection of life and property. To that end, the PAG Port Police Division will implement Operation Adaihe Hão! (Watch Out!). Operation Adaihe Hão! (Watch Out!) objectives 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 2020. PAG Port Police Division will also train 30% of precinct patrol officers on the use of speed detection equipment to enhance their knowledge and skills to perform effective stationary enforcement



activities.

In addition to enforcement activities, the PAG Port Police Division are also tasked to participate in public outreach programs organized by DPW Office of Highway Safety.

Finally, in coordination with the DPW Office of Highway Safety’s initiatives the PAG-Port Police Division, will develop statistics that would include more comprehensive data, i.e., age, incidents with multiple offenders. Through these initiatives, PAG Port Police Division continues to seek resources to deter all highway safety issues through scheduled enforcement activities throughout FY2020.

The PAG Port Authority will maintain the low level of traffic related fatalities and injuries. The average over the last three years is less than one (1).

The PAG Port Police Division will continue to support enforcement projects designed to increase with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details. While enforcement high crash areas is encourage, routine day to day enforcement is also needed to increase the public’s perception on the risk of apprehension.

PAG Port Police Division plans:

To increase the number of speeding citations by 15% from 66 (citations in 2018) to 76.

To develop more comprehensive statistics in line with the goals of the Office of Highway Safety.

To participate in Click-It-Or-Ticket, Child Passenger Safety Week, Drive Sober or Get Pulled Over campaigns.

Maintain the low level of traffic related fatalities and injuries. The average over the last three years is less than one (1).

To develop more comprehensive statistics in line with the goals of DPW Office of Highway Safety.

To participate in Click-It-Or-Ticket, Child Passenger Safety Week, Drive Sober or Get Pulled Over campaigns.

To train 30% key personnel in Laser/Radar Operator Certification throughout CY2020.

The objective of this project is:

To fund overtime to PAG Port Police Division to continue Operation Adai he Hào! (Watch Out!) Enforcement project with the focus on targeting specific areas where high-speed related crashes occurs. Port Police Division will work a minimum of 10 hours per month or a maximum of 24 hours per month on targeted roadways throughout CY2020. (Estimated cost: \$10,000.00)

To complete the development in data gathering of statistics that would include more comprehensive data, i.e., age, incidents with multiple offenders.

To send one (1) Port Police Officer or PAG representative to the 2020 Lifesavers Conference on March 15 – 17, 2020, Tampa, FLorida. (Estimated cost: \$5,000.00)

To send one (1) Port Police Officer or PAG representative to Child Passenger Safety Technician Class hosted by DPW Office of Highway Safety in CY2020.

Intended Subrecipients

Port Authority of Guam Port Police Division

Countermeasure strategies

Countermeasure Strategy
speed enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Police Traffic Services	\$15,000.00		

Program Area: Traffic Records

Description of Highway Safety Problems

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

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

Currently Guam’s crash system provides real time access from the field to validate driver information from the Department of Revenue and Taxation - Driver and Vehicle systems. The data is used to auto populate the required data fields in the Crash system thereby improving data accuracy and the time to complete a crash report. The Crash system uses a roadway map for crash location and interface with E-Citation. The crash system has all the necessary interface links with other traffic records systems that reflects best practices as identified in the Traffic Records Program Assessment Advisory. Interface to EMS will be addressed in FY 2020.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	14.10

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management TR

Countermeasure Strategy: Highway Safety Office Program Management TR

Program Area: Traffic Records

Project Safety Impacts

Traffic records are the backbone for problem identification in all of the various traffic safety areas. Data is what drives the ability to identify trends, recognize emerging problem areas, and to measure the success of previous efforts. The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety on Guam.

Linkage Between Program Area

The DPW-OHS will review the development, coordination and availability of current traffic records as it is vital to the problem identification. This program will support the TRCC and provide an avenue to promote sharing of relevant traffic safety data.

This project will identify and rank high crash locations, crash causation and roadway characteristics.

Funding will be used to cover:

Personnel costs for one (1) Data Control Clerk II

Contractual services and material and supplies for the Traffic Records project such as operational expenses, i.e., printer ink cartridges, etc.

Send three (3) TRCC members to the ATSIP Traffic Records Forum

Rationale

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA20-28-01OHS	ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM
TR20-05-01OHS	Traffic Records

Planned Activity: ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM

Planned activity number: M3DA20-28-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

Roadway System

Roadway information is used to group all of the data generally used by engineers to plan, design, construct, operate, and maintain the roadways. Roadway improvements, pavement improvements, and pedestrian or bicyclist access are measures that can be introduced as part of highway safety improvements program. Other engineering activities for improving highway safety might include design of crash barriers and other roadside devices intended to reduce crash severity and damage. Information required for these activities may include the following:

Traffic information – number of vehicles per hour, day, week, or annual average, number of axles, weight, and speed.

Structures – inventory and characteristics of bridges.

Roadway Inventory – number of centerline miles and number of lane miles from pavement type, or number of total miles within any jurisdiction.

The Department of Public Works maintains the roadway system for Guam. The current system consists of limited road inventory data, physical features, and traffic volume. There is no crash information maintained in the roadway system. Location identification is primarily by intersection or street name and/or route number. Guam collects vehicle miles traveled (VMT) data on a limited number of its roadways. Guam does not participate in the Highway Performance Monitoring System reporting to the Federal Highway Administration (FHWA).

The Bridge Information file contains the bridge inventory, inspection, and appraisal data required for federal reporting. These data are maintained by Department of Public Works.

Traffic Records Assessment Plan of Action

Recommendation

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

TRCC will establish a plan to address the design and development of a Roadway Information Management System (RIMS). RIMS will adopt MIRE data elements definitions and attributes for coding and priority rating. RIMS reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendation

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The system to be design (RIMS) will have a well-documented data dictionary. The documentation will include a definition for each element for all pertinent roadway components and data collection guidelines that match the data definitions. The dictionary will be consistent and matches the roadway components in all applicable forms. RIMS data definition will be in compliance with MIRE definitions. RIMS roadway data elements will be sufficient to conduct high quality safety analysis. The data dictionary will be maintained and updated to keep pace with changes. Procedures for updating the dictionary will also documented.

RIMS data dictionary will reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendation

Improve the interface with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action

The roadway system will have all the necessary interface links with other traffic records systems that reflects best practices as identified in the Traffic Records Program Assessment Advisory.

Intended Subrecipients

- DEPARTMENT OF PUBLIC WORKS-OFFICE OF HIGHWAY SAFETY
- GUAM POLICE DEPARTMENT
- GUAM FIRE DEPARTMENT
- JUDICIARY OF GUAM
- OFFICE OF THE ATTORNEY GENERAL
- PORT AUTHORITY OF GUAM-PORT POLICE DIVISION
- A.B. WONPAT INTERNATIONAL AIRPORT AUTHORITY - AIRPORT POLICE DIVISION
- DEPARTMENT OF REVENUE AND TAXATION - DIVISION OF MOTOR VEHICLE

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management TR

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$220,000.00		

Planned Activity: Traffic Records

Planned activity number: TR20-05-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

To continue to fund one (1) Data Clerk II to assist generating data and crash report from the On-line System Crash Analysis and Reporting (OSCAR) system.

Access On-line System Crash Analysis and Reporting (OSCAR) interface to generate data report.

To procure materials and supplies for the crash data collection project.

To send three (3) Traffic Records Coordinating Committee members to the ATSIP Traffic Records Forum.

Intended Subrecipients

Department of Public Works Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management TR

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Traffic Records	\$64,379.00		

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
PS20-06-02HPD	3BS Enforcement Campaign
AL20-01-03HPD	DUI/Impaired Driving
PT20-03-03PPD	Operation A' dai He Hao'
OP20-02-02HPD	Operation CIOT/Buckle Down
PT20-03-01HPD	OPERATION HEAT
M1HVE20-23-01HPD	OPERATION SCOPE

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Guam's problem identification process used in the development of the Highway Safety Plan has been described in sections in this plan. The data analyses are designed to identify the high-risk population in crashes and who, what, when, where and why crashes are occurring. Problem Identification is summarized in the individual program area sections of this HSP.

Alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in Guam. A driver is considered legally impaired when their BAC is zero point zero eight (0.08) percent or higher. As the BAC increases, the effects are indicated by a decline in visual and multitasking functions, reduced concentration, impaired perception, and an inability to respond quickly to emergencies. Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized in Guam, and brings another potential component of impaired driving. To date, there hasn't been any real data collected on the effects of marijuana as it relates to the impairment of driving.

Deployment of Resources

All enforcement agencies receiving grant funding from DPW Office of Highway Safety 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 Office of Highway Safety, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem. DPW Office of Highway Safety uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's Countermeasures That Work: A Highway Safety

Countermeasure Guide for State Highway Safety Offices. The methodology will include enforcement of traffic laws pertaining to, but not limited to, adult and child occupant protection, speeding, distracted driving and impaired driving coupled with enforcement patrols that saturate an identified area and that the enforcement is advertised in the local media.

Effectiveness Monitoring

DPW Office of Highway Safety staff will use quarterly reports, and conduct desk and on-site monitoring to ensure grant funded law enforcement projects are effective. Quarterly progress reports will be required from each agency receiving grant funding to ensure both understanding achievement of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the times worked and the number of citations issued. DPW Office of Highway Safety uses the Crash Reporting System and the On-line State Crash Analysis Reporting System (OSCAR) to monitor crashes and fatalities and will advise law enforcement if there are increases or decreases that would require a change in strategy in a particular jurisdiction. This continuous follow-up will allow for subtle or major adjustments thereby ensuring the best use of resources to address the stated priority traffic safety problems. OHS has developed monitoring policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the Guam's highway safety program.

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
AL20-01-03HPD	DUI/Impaired Driving
M1HVE20-23-01HPD	OPERATION SCOPE
OP20-02-02HPD	Operation CIOT/Buckle Down
PS20-06-02HPD	3BS Enforcement Campaign
PT20-03-01HPD	OPERATION HEAT
PT20-03-03PPD	Operation A' dai He Hao'

405(b) Occupant protection grant

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 Name
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

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

National High-Visibility Enforcement (HVE) Mobilization Strategy

The DPW Office of Highway Safety participates in and requires from our funded law enforcement partners in the three national mobilizations: "Click It or Ticket", "Labor Day, Impaired Driving Crackdown" and "Holiday Impaired Driving" in May, September, and December. The DPW Office of Highway Safety will have media coverage during the two national mobilizations. Agencies that are grant funded for selective traffic enforcement projects are required to participate in the mobilizations as part of their year-long mobilization funding.

After each mobilization, the data including crash, citations, and others are analyzed and compared to address successes and decrease in crashes in addition to areas that might need additional assistance in order to be successful in the future.

The DPW Office of Highway Safety together with the GPD Highway Patrol Division, the Guam International Airport Authority Airport Police Division, and the Port Authority of Guam-Port Police Division will conduct high-visibility "publicized" enforcement activities of strong occupant restraint use laws throughout FY2020. Within the past five (5) years, traffic fatalities occurs in the central part of Guam and has been identified as high-crash areas. Locations identified are Route 1 and 14 (Tamuning, Tumon, and Harmon), Route 4 (Sinajana and Chalan Pago), 8 (Mongmong, Toto, and Maite), and 16 (Barrigada). DPW Office of Highway Safety uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Works (2015, 8th Edition).

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

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

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
-------------------	-----------------------

M1CSS20-25-01OHS	CPS Inspection Stations
M1TR20-27-01OHS	CPS TRAINING AND TRAVEL
OP20-02-01OHS	Educational Outreach
M1PE20-22-01OHS	OP HIGH EDUCATION - PROGRAM MANAGEMENT

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 events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 0

Populations served - rural: 0

Populations served - at risk: 5

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

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

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

Unique Identifier	Planned Activity Name
M1TR20-27-01OHS	CPS TRAINING AND TRAVEL
OP20-02-01OHS	Educational Outreach
M1PE20-22-01OHS	OP HIGH EDUCATION - PROGRAM MANAGEMENT

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

Estimated total number of classes: 3

Estimated total number of technicians: 35

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
11/7/2018
12/3/2018
3/27/2019

Name and title of the State’s Traffic Records Coordinator:

Name of State’s Traffic Records Coordinator: THERESE MATANANE

Title of State’s Traffic Records Coordinator: PROGRAM COORDINATOR IV

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

ITSIS System	Role	Name	Organization	Agency
C/A/Crash/Road way	User	Cil Javier and Therese Matanane Cil Javier and Therese Matanane	Department of Public Works-Office of Highway Safety	DPW
C/A/Crash/DL/VL	Collector/User	Ken Mantanona, Division Chief	Highway Patrol, Guam Police Department	GPD
C/A/Crash/DL/VL	Collector/User	Lt. Michael Arcangel	Guam Police Department Highway Patrol Division	GPD
C/A/Crash/DL/VL	Collector/User	Sgt. Robert J. Santos	Guam Police Department Highway Patrol Division	GPD
EMS/Injury Surveillance	Collector/User	Daren Burrier	Assistant Fire Chief, Guam Fire Department	GFD/EMS
Vehicle Registration	Collector/User	Steve Aguon Steve Aguon	Vehicle Registration Section Department of Revenue and Taxation	DRampT
Driver Licensing	Collector/User	Tony Ooka	Driver’s License Section Department of Revenue and Taxation Driver’s License Section Department of Revenue and Taxation	DRampT
FMCSA	Collector/User	Leonardo Ramirez	Motor Carrier	DRampT

Citation/Adjudication	User	Rachel Orsini Rachel Orsini Rachel Orsini	Traffic Violations Bureau (TVB) Judiciary of Guam Traffic Violations Bureau (TVB) Judiciary of Guam	Judiciary of Guam
Citation/Adjudication	Management	Lorie Perez	Management Information System Judiciary of Guam	Judiciary of Guam
EMS/Injury Surveillance	Collector	Kevin Reilly	NFIRS-E911, Guam Fire Department	GDF/EMS
Citation/Adjudication	User	Rachel Orsini	Traffic Violations Bureau Judiciary of Guam Traffic Violations Bureau Judiciary of Guam	Judiciary of Guam
C/A/Crash/DL/VL	Collector/User	Lt. Carl Cruz	Guam Airport Police Guam International Airport Authority (GIAA) Guam Airport Police Guam International Airport Authority (GIAA)	GIAA
C/A amp Crash	Management	Arleen Sanchez	Guam Airport Police MIS Guam Airport Police MIS	GIAA
C/A/Crash/DL/VL	Collector/User	Ciara Finona	Guam Airport Police Guam International Airport Authority Guam Airport Police Guam International Airport Authority	GIAA

C/A amp Crash	Management	Benny Babauta	Management Information System Guam Police Department (GPD) Management Information System Guam Police Department (GPD)	GPD
C/A/Crash/DL/VL	Collector/User	David Esplana Jr.	Guam Port Authority Police	GPA
C/A/Crash/DL/VL	Collector/User	Doris Aguero	Guam Port Authority Police	GPA
C/A/Crash/DL/VL	Collector/User	Doris Aguero	Guam Port Police Port Authority of Guam Guam Port Police Port Authority of Guam	GPA
C/A amp Crash	User	Fred Nishihira	Office of the Attorney General	AGO

Traffic Records System Assessment

Strategic Planning and Traffic Record System Recommendations

Crash Recommendations

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Program Assessment Advisory.

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interface with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interface with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS/Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interface with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendation

Improve the traffic records systems capacity to integrate data to reflect identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

The table below provides a summary for each of the projects that are being proposed for funding in FY 2020 under Section 405 (c) Grant”. A summary description of each project is provided in this section of application.

Project Title	Performance Area	Baseline	Goal 2017	Funding Requirement
System Maintenance, Support and Enhancement	Program Wide	N/A	100%	\$60,000.00
Wireless Connection for GIAA/GFD/MC SAP Wireless Connection for GIAA/GFD/MC SAP	Completeness/Completeness	80%/80%	100%/100%	\$5,000.00/\$5,000.00
GIAA Deployment and Training GIAA Deployment and Training	Timeliness/Timeliness	0%/0%	80%/80%	\$5,000.00/\$5,000.00

Motor Carrier ECitation Update Motor Carrier ECitation Update	Integration	85%85%	90%90%	\$40,000.00\$40,000.00
ECitation Web Viewer Program ECitation Web Viewer Program	Accessibility	0%0%	100%100%	\$40,000.00\$40,000.00
Equipment (Mobile Printers) for ECitation Equipment (Mobile Printers) for ECitation	Timeliness			\$12,562.80\$12,562.80
Traffic Records Coordinator (OHS 10%) Traffic Records Coordinator (OHS 10%)	Program wide			\$7,437.20\$7,437.20
FY2021 Grant Application/TRCC Support/TR Update FY2021 Grant Application/TRCC Support/TR Update	Program Wide			\$40,000.00\$40,000.00
Traffic Records Forum Traffic Records Forum	Program Wide			\$10,000.00\$10,000.00
Total FY 2109 Budget Total FY 2109 Budget				\$220,000.00\$220,000.00

Island-Wide Traffic Safety Information System Maintenance, Support and Enhancements
ONGOING

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) GU_CR_003

Deficiency Description: (This section contains a brief statement of the deficiency.)

Continue providing system support and maintenance to the Island-wide Traffic Safety Information Systems (Crash, ECitation, OSCAR, RAMP, JustWare API; Driver and Vehicle

Lookup Web Services; and Law Enforcement Mobile network.

This task also includes the maintenance and support of currently deployed systems as well provide OSCAR access to all agency involved in traffic safety programs.

Core System: (What core system is referred to by this deficiency? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) GU_CR_P_003

Core System: (What core system will be affected by this measure? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

Accuracy Completeness Integration Timeliness Uniformity Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one) Increase

Decrease

What Will Be measured: (This section contains a brief statement of what will be measured.)

Time required for collecting, processing and generating traffic Safety reports.

Completeness and accuracy of traffic data reports.

Time required for disseminating traffic safety reports to qualified requestors.

Time required for generating quality crash analysis.

Completeness and accuracy of crash analysis and locations

Level of accessibility to traffic safety data and reports.

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

% of missing data elements; time between occurrence and data available for use; system interfaces; # of traffic safety agency and personnel with access to the ITSIS

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:

Increase in Time Savings

June 2018	70%
June 2019	90%
June 2020	95%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June 2017	65%	Change from 2016	65%
June 2018	70%	Change from 2017	5%
June 2019	90%	Change from 2018	20%
June 2020	90%	Change from 2019	0%

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State.

This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters

– no spaces)

GU_CR_003

Project Title: (This section contains a working title for the Project.)

Highway Safety Systems Integration, Data Analysis Tools, Ad Hoc and Map-Based Reports, and Data Warehouse

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

Office of Highway Safety

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Therese Matanane

Title: TRCC Coordinator

Agency: Guam Office of Highway Safety

Address: 542 North Marine Corps Drive

City, ZIP: Tamuning, Guam 96913

Phone: 671-646-3229

Email: therese.matanane@dpw.guam.gov

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

DPW/OHS, GPD, AP, PAG, PP, Revenue & Tax, EMS, DPHSS, OAG and Superior Court Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project? Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

The Island-wide Traffic Safety Information System (ITSIS) comprise of the following systems:

- Electronic Citation System
- Electronic Crash Reporting System,
- Online System for Crash Analysis & Reporting (OSCAR),
- Report Amendment and Modification Program (RAMP), and
- Driver Licensing & Vehicle Data Lookup Services

· Law Enforcement Wireless Mobile Network

The project is to provide system maintenance, upgrades/enhancements and technical support of the ITSIS. This work is necessary to keep the ITSIS current, to provide improvements and repairs as needed, and to supply technical support to the Guam Office of Highway Safety and law enforcement personnel.

The technical support task is to ensure that the ITSIS is functioning properly and data is successfully transmitted and integrated properly into the ITSIS databases.

The Help Desk/System Maintenance tasks will involve periodic updates to all the installed programs, the upgrading of applications, and responding to requests for assistance with ITSIS database queries. Also includes general assistance with the OSCAR module.

Included under in this project as well is answering of system user’s emails, monitoring the systems support website, and providing additional on-site training as necessary.

Upgrade the ITSIS to new technology and the enhancements and modifications of all currently deployed applications to function with the new technology.

Basis for Project: (Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID’s that are being addressed.)

Data Integration, Sharing, and Usage

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID’s that are likely to be impacted by the Project.)

Improve data sharing and usage

Project Priority: (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019	2020
Section 405 (c)	\$40,000.00	\$40,000.00	\$60,000.00	\$60,000.00

Project Milestones: (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
System Enhancements amp Modifications	On-going	
System Support	On-going	
OSCAR Upgrade	On-Hold	

(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.

Project Status: (This section provides a basic category for the status of the project as of the submission date.)

- Unknown (Status not currently assigned)
- Proposed (Project is proposed but has not been funded and / or approved)
- Planned (Project is approved, but has not yet started)
- Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- Active (Project is under way)
 - Completed (Project has been completed)
 - Cancelled (Project was cancelled)
 - On Hold (Project is temporarily on hold)
 - Postponed (Project has been postponed, or tabled at this time)

Mobile Wireless Connection

State: Guam	Plan Year: 2020		Revision Date: 06/27/19
Submitted By: ITSIS – Program Wide		Law Enforcement Agencies/EMS	

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) GU-CRS-03

Deficiency Description: (This section contains a brief statement of the deficiency.)

This is a continuation of existing projects (Mobile wireless connectivity for the ITSIS. This

project is to support the deployment and use of Crash, Citation and EMS in the field for transmission of data over wireless network to the ITSIS centralized database. The project also provide access to Driver and Vehicle information in the field for all Law Enforcement Agencies and EMS.

This project also is to create a new ITSIS network infrastructure in support of the program.

Core System: (What core system is referred to by this deficiency? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA

Data Quality Audit, TRCC Input)

Government of Guam Wide Area Network Infrastructure requirements.

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) (GU_CRS_005_P)

Core System: (What core system will be affected by this measure? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

Increase

Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

Accessibility to the Island Wide Traffic Safety Information System (ITSIS) How Will It Be

Measured: (This section contains a brief statement of how the measurement will be

determined?) Total number of access and interfaces between all the Traffic Records System

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.) GOAL: Value as of:

Increase in Time Savings

June 2018	90%
June 2019	95%
June 2020	95%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June 2018	90%	Change from 2017	10%
June 2019	95%	Change from 2018	5%
June 2020	95%	Change from 2019	0%

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State.

This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) (GU_CRS_005_D)

Project Title: (This section contains a working title for the Project.)

Mobile Wireless Network

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

ITSIS/GPD

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Program Wide Project under the TRCC

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

DPW/OHS, GPD, AP, PAG, PP, Revenue & Tax, EMS, DPHSS, OAG and Superior Court
Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project? Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

The Island-wide Traffic Safety Information System (ITSIS) comprise of the following systems:

- Electronic Citation System
- Electronic Crash Reporting System,
- Online System for Crash Analysis & Reporting (OSCAR),
- Report Amendment and Modification Program (RAMP), and
- Driver Licensing & Vehicle Data Lookup Services
- Law Enforcement Wireless Mobile Network

The project is to provide system maintenance, upgrades/enhancements and technical support of the ITSIS. This work is necessary to keep the ITSIS current, to provide improvements and repairs as needed, and to supply technical support to the Guam Office of Highway Safety and law enforcement personnel.

The technical support task is to ensure that the ITSIS is functioning properly and data is successfully transmitted and integrated properly into the ITSIS databases.

The Help Desk/System Maintenance tasks will involve periodic updates to all the installed

programs, the upgrading of applications, and responding to requests for assistance with ITSIS database queries. Also includes general assistance with the OSCAR module.

Included under in this project as well is answering of system user’s emails, monitoring the systems support website, and providing additional on-site training as necessary.

Upgrade the ITSIS to new technology and the enhancements and modifications of all currently deployed applications to function with the new technology.

Basis for Project: (Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID’s that are being addressed.)

Data Integration, Sharing, and Usage

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID’s that are likely to be impacted by the Project.)

Improve data sharing and usage

Project Priority: (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019	2020
Section 405 (c)	\$10,000.00	\$0.00	\$0.00	\$5,000.00

Project Milestones: (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Mobile Wireless	On-going	

(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.)

Project Status: (This section provides a basic category for the status of the project as of the

submission date.)

Unknown (Status not currently assigned)

Proposed (Project is proposed but has not been funded and / or approved)

Planned (Project is approved, but has not yet started)

Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)

Active (Project is under way)

Completed (Project has been completed)

Cancelled (Project was cancelled)

On Hold (Project is temporarily on hold)

Postponed (Project has been postponed, or tabled at this time)

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) (GU_CRS_007_D)

Deficiency Description: (This section contains a brief statement of the deficiency.)

Continue the development and enhancement of GIAA's (Airport Police Division's) Crash, E-Citation, and Oscar integration with DPW / Office of Highway Safety Traffic Safety Information System

Core System: (What core system is referred to by this deficiency? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data

Quality Audit, and TRCC Input): TRCC

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) (GU_CRS_005_P)

Core System: (What core system will be affected by this measure? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

Increase

Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

Data access and usage

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

Number of users and reports designed and developed for highway safety countermeasures

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of: Increase in Time Savings

June 2017	0%
June 2018	10%
June 2019	30%

June 2020	75%
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Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June 2018	30%	Change from 2017	0%
June 2019	75%	Change from 2018	0%

June 2020	80%	Change from 2019	20%
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Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) (GU_CRS_005_D)

Project Title: (This section contains a working title for the Project.)

Guam Int’l Airport Authority, Airport Police Division

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

GIAA Police Department

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Mark Calvo

Title: Officer

Agency: Guam Int’l Airport Authority

Address: P.O. Box 8770, Tamuning, Guam 96931

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the

implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project. DPW / OHS, Guam Police Department, Revenue and Taxation, and Superior Court of Guam

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project? Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

Continue Implementation of Traffic Crash Reporting System.

Continue Implementation of E-Citation System.

Continue Implementation of Oscar System

Continue training enhancement for Traffic Crash, E-Citation, and Oscar Systems.

Currently APD has (4) Tough Books with vehicle kits, (1) Desktop Computer, and (1) Internet Service.

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)

Improve both Crash and ECitation performance measures

Project Priority: (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019	2020
Section 405 (c)	\$0.00	\$0.00	\$0.00	\$,5000.00

Project Milestones: (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Crash Re-deployment	10/01/2019	
ECitation Re-deployment	12/01/2019	
Crash User Training	01/01/2020	
ECitation Training	02/01/2020	
Field Testing	03/30/2020	

(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.)

Project Status: (This section provides a basic category for the status of the project as of the submission date.)

Unknown (Status not currently assigned)

Proposed (Project is proposed but has not been funded and / or approved)

Planned (Project is approved, but has not yet started)

Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)

Active (Project is under way)

Completed (Project has been completed)

Cancelled (Project was cancelled)

On Hold (Project is temporarily on hold)

Postponed (Project has been postponed, or tabled at this time)

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) (GU_EC_001_D)

Deficiency Description: (This section contains a brief statement of the deficiency.)

Update the JustWare API to allow for Motor Carrier Safety Administration Program issued citations to be transmitted to JustWare.

Upgrade the Motor Carrier ECitation Program to separate violation table for the Carrier and the Driver

Core System: (What core system is referred to by this deficiency? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input): FMCSA

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) (GU_EC_004_P)

Core System: (What core system will be affected by this measure? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

i. Accuracy

ii. Completeness

iii. Integration

iv. Timeliness

v. Uniformity

vi. Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

Increase

Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.) % of MCSAP citation that is transmitted to JustWare How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?) Total number of motor carrier related citations Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.) GOAL: Value as of: Increase in Time Savings

June 2018	90%
June 2019	95%
June 2020	95%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June 2018	75%	Change from 2017	15%
June 2019	90%	Change from 2018	15%
June 2020	95%	Change from 2019	5%

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) (GU_EC_004_D)

Project Title: (This section contains a working title for the Project.)

Motor Carrier ECitation Update to JustWare

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

MCSAP

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project

Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

TRCC/MCSAP/Court

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project? Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

Update the current ECitation program for citation issuance specific to Motor Carrier violations. Develop and deploy the application (the Service) to transmit electronic citations created by the MCSAP to the Court JustWare system.

Update the JustWare's Application Program Interface (API), using the access information provided by the Court to transmit printed MCSAP citations from the Central Citation Repository to the JustWare system daily. The Service will provide email notifications containing the results of each transmission.

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)

Increase % of Motor Carrier Citations transmitted to the Court

Reduction in the time it takes to prosecute and fine motor carrier violators

Project Priority: (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2018	2019	2020
Section 405 (c)	\$0.00	\$0.00	\$40,000.00

Project Milestones: (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Update ECitation Program	10/01/2019	
Update JustWare Service	02/01/2020	
Test amp Deploy	03/01/2020	

(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.)

Project Status: (This section provides a basic category for the status of the project as of the submission date.)

Unknown (Status not currently assigned)

Proposed (Project is proposed but has not been funded and / or approved)

Planned (Project is approved, but has not yet started)

Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)

Active (Project is under way)

Completed (Project has been completed)

Cancelled (Project was cancelled)

On Hold (Project is temporarily on hold)

Postponed (Project has been postponed, or tabled at this time)

ECitation Web Viewer

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) (GU_EC_010_D)

Deficiency Description: (This section contains a brief statement of the deficiency.)

Current ECitation Program do not have a means for access the Citation after it is printed and transmitted to the Court system

Core System: (What core system is referred to by this deficiency? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, TRCC Input) Guam Highway Patrol/Court/AG

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces) (GU_EC_010_P)

Core System: (What core system will be affected by this measure? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

Increase

Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

Increase in the use of ECitation

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

Agency with access to ECitation file

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of: Increase in Time Savings

June 2017	70%
June 2018	80%
June 2019	90%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June 2018	70%	Change from 2016	0
June 2019	80%	Change from 2017	10%
June 2020	90%	Change from 2017	10%

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) (GU_EC_008_D)

Project Title: (This section contains a working title for the Project.)

ECitation Web Viewer Program

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

Guam Police Department (GPD)

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: TRCC
Title: TRCC Member.
Agency: Superior Court/AG/GPD/FMCSA/GIAA/Port Police
Address: Guam

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

Judiciary of Guam/Guam Police Department/Department of Revenue and Tax/Guam

International Airport Authority / Port Police and Attorney General Office Core System &

Performance Area: What Core System(s) and Performance Area(s) will be affected by this project? Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

The ECitation Web Viewer Program will provide access to the electronic citation for the law enforcement officers, Superior Court and the Attorney General's Office. This access will allow each agency to view, search, print and analyze electronic citation. The AG can obtain a copy for use in court cases; officer can get access to their field note to test in court cases and the court can get hard copy of the citation as needed.

Basis for Project: (Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)

Access to electronic citation after transmission to the Court system.

Improve completeness of ECitation data in the court system

Provide Timely access to citation for prosecution by AG

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)

Increase the use of ECitation systems and transmission to Court (Timeliness)

Project Priority: (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT

funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2018	2019	2020
Section 405 (c)	\$0.00	\$0.00	\$40,000.00

Project Milestones: (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
ECitation Web Viewer Requirements	10/01/2019	
ECitation Web Viewer Program	03/30/2020	

(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.)

Project Status: (This section provides a basic category for the status of the project as of the submission date.)

Unknown (Status not currently assigned)

Proposed (Project is proposed but has not been funded and / or approved)

Planned (Project is approved, but has not yet started)

Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)

Active (Project is under way)

Completed (Project has been completed)

Cancelled (Project was cancelled)

On Hold (Project is temporarily on hold)

Postponed (Project has been postponed, or tabled at this time)

Traffic Records Supporting Non-Implemented Recommendations

NONE

Traffic Records for Model Performance Measures

FY2019 Progress Report

Performance Measure

Performance Measure

The Guam Traffic Records Coordinating Committee (GTRCC), with the full support of the Guam Traffic Records Executive Committee (GTREC) continued to manage and supervised

projects funded under the Section 405(c) Grant. With the limited amount of funding received in FFY2019 the traffic records improvement initiatives focused on deploying crash and citation system to the Guam International Airport Authority Police Department as well as providing technical support to the Guam Fire Department, EMS Division.

Guam Fire/EMS procured and deployed an Electronic EMS Run Report System. The system is capable of collecting and transmitting EMS Run report to a centralized database over the internet. Training is completed in the use of the system and the department now has significant improvement in report timeliness which also improved reporting and analysis of the data. The average number of days to complete a report has decreased to hours. The Guam EMS report on a daily basis to NEMSIS.

EMS Timeliness – Number of days from the EMS Run date to the date when the EMS Report is entered into the database and available for analysis and reporting

Demonstrated Improvement

GU-E/I-001- EMS Timeliness

Performance Measure Based on I-T-1- Model (EMS Timeliness)

Guam EMS timeliness improved during this period as user become more versed in the use of the new EMS system

Performance Area: GU-E/I-001 Timeliness - I-T-1

Summary of Deficiency: There is a time delay from when an EMS run is completed to when the data is entered into the in-house system or available for use.

Measurement: Average Number of days from the EMS Run completion to when the data is entered into the centralized EMS database and available for analysis and reporting.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA20-28-01OHS	ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM
TR20-05-01OHS	Traffic Records

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 9/25/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

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.

