



THE TERRITORY OF GUAM'S 2021 HIGHWAY SAFETY PLAN

Contents

Highway Safety Plan.....	10
Highway safety planning process.....	11
Data Sources and Processes	12
Processes Participants	13
Description of Highway Safety Problems	14
Methods for Project Selection.....	16
List of Information and Data Sources.....	16
Description of Outcomes	17
Performance report	18
Performance Measure: C-1) Number of traffic fatalities (Territory crash data files)	19
Program-Area-Level Report.....	19
Performance Measure: C-2) Number of serious injuries in traffic crashes (Territory crash data files).....	19
Program-Area-Level Report.....	19
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA).....	20
Program-Area-Level Report.....	20
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory crash data files)	20
Program-Area-Level Report.....	20
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory crash data files).....	20
Program-Area-Level Report.....	20
Performance Measure: C-6) Number of speeding-related fatalities (Territory crash data files)	21
Program-Area-Level Report.....	21
Performance Measure: C-7) Number of motorcyclist fatalities (Territory crash data files) ...	21
Program-Area-Level Report.....	21
Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (Territory crash data files).....	22
Program-Area-Level Report.....	22
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (Territory crash data files).....	22
Program-Area-Level Report.....	22
Performance Measure: C-10) Number of pedestrian fatalities (Territory crash data files)	23
Program-Area-Level Report.....	23
Performance Measure: C-11) Number of bicyclists fatalities (Territory crash data files).....	23

Program-Area-Level Report	23
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	23
Program-Area-Level Report	23
Performance Plan	25
Performance Measure: C-1) Number of traffic fatalities (Territory crash data files)	26
Performance Target Justification	26
Performance Measure: C-2) Number of serious injuries in traffic crashes (Territory crash data files)	27
Performance Target Justification	27
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)	27
Performance Target Justification	28
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory crash data files)	28
Performance Target Justification	28
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory crash data files)	29
Performance Target Justification	29
Performance Measure: C-6) Number of speeding-related fatalities (Territory crash data files)	30
Performance Target Justification	30
Performance Measure: C-7) Number of motorcyclist fatalities (Territory crash data files) ...	31
Performance Target Justification	31
Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (Territory crash data files)	32
Performance Target details	32
Performance Target Justification	32
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (Territory crash data files)	33
Performance Target Justification	33
Performance Measure: C-10) Number of pedestrian fatalities (Territory crash data files)	34
Performance Target Justification	34
Performance Measure: C-11) Number of bicyclists fatalities (Territory crash data files)	35
Performance Target Justification	35
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	36
Performance Target Justification	36
Program areas	38
Program Area: Communications (Media)	38

Description of Highway Safety Problems	38
Countermeasure Strategy: PM Highway Safety Office Program Management.....	39
Project Safety Impacts.....	39
Linkage between Program Area.....	39
Strategies:	39
Rationale	40
Planned Activity: PAID MEDIA	41
Planned Activity Description	41
Countermeasure strategies.....	41
Funding sources	41
Program Area: Distracted Driving.....	42
Description of Highway Safety Problems	42
Countermeasure Strategy: Highway Safety Office Program Management	43
Project Safety Impacts.....	43
Linkage Between Program Area	43
Rationale	43
Planned Activity: Distracted Driving Education	43
Planned Activity Description	43
Countermeasure strategies.....	44
Funding sources	44
Program Area: Emergency Medical Services.....	45
Description of Highway Safety Problems	45
Countermeasure Strategy: Highway Safety Office Program Management EM.....	46
Project Safety Impacts.....	46
Linkage Between Program Area	47
Rationale	47
Planned Activity: EMS EDUCATION.....	47
Planned Activity Description	47
Countermeasure strategies.....	48
Funding sources	48
Planned Activity: EMS IMMOBILIZATION AND EXTRICATION.....	48
Planned Activity Description	48
Intended Sub-recipients.....	49
Countermeasure strategies.....	49
Funding sources	49
Major purchases and dispositions	50
Program Area: Impaired Driving (Drug and Alcohol)	51

Description of Highway Safety Problems	51
Countermeasure Strategy: Drug Recognition Expert (DRE) Training	56
Project Safety Impacts.....	56
Linkage Between Program Area	56
Rationale	57
Planned Activity: DUID EDUCATION AND TRAINING	57
Planned Activity Description	57
Countermeasure strategies.....	58
Funding sources	58
Countermeasure Strategy: DWI Court Project	58
Project Safety Impacts.....	58
Linkage Between Program Area	59
Rationale	59
Planned Activity: DWI Alcohol Education Project	59
Planned Activity Description	59
Intended Subrecipients	60
Countermeasure strategies.....	60
Funding sources	60
Countermeasure Strategy: Highway Safety Office Program Management AL.....	61
Project Safety Impacts.....	61
Linkage Between Program Area	61
Rationale	61
Planned Activity: Alcohol and Other Drugs Countermeasures.....	62
Planned Activity Description	62
Countermeasure strategies.....	63
Funding sources	63
Major purchases and dispositions	63
Countermeasure Strategy: Highway Safety Prosecutor (DUI).....	63
Project Safety Impacts.....	63
Linkage Between Program Area	64
Rationale	64
Planned Activity: DUI PROSECUTOR.....	64
Planned Activity Description	64
Intended Subrecipients	66
Countermeasure strategies.....	66
Funding sources	66
Countermeasure Strategy: Impaired Driving Task Force	66

Project Safety Impacts.....	66
Linkage Between Program Area	67
Rationale	67
Planned Activity: DUI/Impaired Driving	67
Planned Activity Description	67
Intended Sub-recipients.....	68
Countermeasure strategies.....	68
Funding sources	68
Major purchases and dispositions	69
Program Area: Non-motorized (Pedestrians and Bicyclist).....	70
Description of Highway Safety Problems	70
Countermeasure Strategy: Pedestrian Safety Enforcement Strategy.....	74
Project Safety Impacts.....	74
Linkage Between Program Area	75
Rationale	75
Planned Activity: PEDESTRIAN AND BICYCLE SAFETY	75
Planned Activity Description	75
Countermeasure strategies.....	76
Funding sources	77
Planned Activity: 3BS Enforcement Campaign.....	77
Planned Activity Description	77
Intended Subrecipients	78
Countermeasure strategies.....	78
Funding sources	78
Program Area: Occupant Protection (Adult and Child Passenger Safety) (Sections 402 and 405b).....	79
Description of Highway Safety Problems	79
Countermeasure Strategy: Child Restraint System Inspection Station(s)	82
Project Safety Impacts.....	82
Linkage Between Program Area	82
Rationale	83
Planned Activity: CPS Inspection Stations.....	83
Planned Activity Description	83
Countermeasure strategies.....	85
Funding sources	85
Planned Activity: OP HIGH EDUCATION - PROGRAM MANAGEMENT	85
Planned Activity Description	85
Countermeasure strategies.....	86

Funding sources	86
Planned Activity: CPS TRAINING AND TRAVEL.....	86
Planned Activity Description	86
Countermeasure strategies.....	87
Funding sources	87
Countermeasure Strategy: Combined Seat Belt and Alcohol Enforcement, Nighttime.....	88
Project Safety Impacts.....	88
Linkage Between Program Area	89
Rationale	89
Planned Activity: OPERATION SCOPE	90
Planned Activity Description	90
Intended Sub-recipients.....	90
Countermeasure strategies.....	90
Funding sources	91
Planned Activity: Operation CIOT/Buckle Down	91
Planned Activity Description	91
Intended Sub-recipients.....	91
Countermeasure strategies.....	91
Funding sources	92
Countermeasure Strategy: Highway Safety Office Program Management	92
Project Safety Impacts.....	92
Linkage Between Program Area	93
Rationale	93
Planned Activity: Educational Outreach.....	93
Planned Activity Description	93
Countermeasure strategies.....	94
Funding sources	94
Program Area: Planning & Administration.....	95
Description of Highway Safety Problems	95
Planned Activities.....	95
Planned Activity: Program Management.....	95
Planned Activity Description	95
Countermeasure strategies.....	96
Funding sources	96
Program Area: Police Traffic Services	97
Description of Highway Safety Problems	97
Countermeasure Strategy: Highway Safety Office Program Management PT	100

Project Safety Impacts.....	100
Linkage Between Program Area	101
Rationale	101
Planned Activity: POLICE TRAFFIC EDUCATION	101
Planned Activity Description	101
Countermeasure strategies.....	103
Funding sources	103
Countermeasure Strategy: speed enforcement	103
Linkage Between Program Area	105
Rationale	106
Planned Activity: OPERATION HEAT	106
Planned Activity Description	106
Intended Subrecipients.....	108
Countermeasure strategies.....	108
Funding sources	109
Major purchases and dispositions	109
Planned Activity: Traffic Enforcement.....	109
Planned Activity Description	109
Intended Subrecipients	111
Countermeasure strategies.....	111
Funding sources	111
Planned Activity: Operation A' dai He Hao'.....	111
Planned Activity Description	111
Intended Subrecipients.....	113
Countermeasure strategies.....	114
Funding sources	114
Program Area: Traffic Records (Sections 402 and 405c).....	115
Description of Highway Safety Problems	115
Countermeasure Strategy: Highway Safety Office Program Management TR.....	115
Project Safety Impacts.....	115
Linkage Between Program Area	115
Rationale	116
Planned Activity: ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM.....	116
Planned Activity Description	116
Funding sources	117
Planned Activity: Traffic Records.....	117
Planned Activity Description	117

Countermeasure strategies	117
Funding sources	117
Evidence-based traffic safety enforcement program (TSEP)	118
Crash Analysis	118
Deployment of Resources	118
Effectiveness Monitoring	119
High-visibility enforcement (HVE) strategies	120
405(b) Occupant protection grant	121
Occupant protection plan	121
Participation in Click-it-or-Ticket (CIOT) national mobilization	121
Planned Participation in Click-it-or-Ticket	121
List of Task for Participants & Organizations	122
Child restraint inspection stations	122
Child passenger safety technicians	123
Maintenance of effort	123
Certifications, Assurances, and Highway Safety Plan PDFs	123

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: **No**
- S. 405(f) Motorcyclist Safety Grants: **No**
- S. 405(d) Impaired Driving Countermeasures: **No**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(h) Non-motorized Safety: **No**
- S. 405(d) 24-7 Sobriety Programs: **No**
- S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

2021 PLANNING CALENDAR

MONTHS	ACTIVITIES
January to March	1. Review progress and prior year programs with DPW-Office of Highway Safety staff as well as analyze data to identify upcoming fiscal year key program areas.
	2. Review spending and determine revenue estimates.
	3. Grant application process begins for FY2021.
	4. Obtain input from partner entities and stakeholders on program direction.
	5. Staff conducts grant oversight and monitoring visits as well as strategic planning session to create specific projects for each program areas.
April to June	1. Staff develops the kick-off events and activities to support the national Click It or Ticket (CIOT) and Distracted Driving Campaigns.
	2. Prepares Highway Safety Plans, Sections 402 and 405 grant applications.
	3. Review of project proposals.
	4. Submit fiscal year 2021 Highway Safety Plan to Region 9 and NHTSA Headquarters.
July to August	1. Observation of the national enforcement mobilization 4th of July - the Drive Sober or Get Pulled Over" crackdown.
	2. Hold meetings with potential grantees.
September	1. Observation of the Child Passenger Safety Week. 2. Close-out of FY2020 projects. 3. Implement grants and contracts.
October to December	1. Initiate work on the 2020 Annual Report.
	2. October 5-12, 2020 – Distracted Driving Month Campaign
	3. November 9-29, 2020 – National Click It or Ticket Mobilization.
	4. Observation of the Impaired Driving Crackdown - Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over.
	5. DPW-Office of Highway Safety closes out their prior fiscal year accounts.
	6. DPW-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, 9th Edition, 2017 (CTW) as their primary reference in the selection of evidence-based countermeasure strategies for their HSP program areas.

Data Sources and Processes

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

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

Processes Participants

Honorable Lourdes A. Leon Guerrero, Governor of Guam

Honorable Joshua F. Tenorio, Lt. Governor of Guam

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

Jesse G. Garcia, Deputy Director, Department of Public Works

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

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

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

Honorable Tina Muna Barnes, Speaker, 35th Guam Legislature

Honorable Jose "Pedro" 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 Philip Carbullido, Chief Justice of Guam, Judiciary of Guam

Jeanette Roberto, Traffic Violations Clerk, Judiciary of Guam

John Quinata, Executive Manager, Guam International Airport Authority

Rory Respicio, Executive Manager, Port Authority of Guam

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

DPW-Office of Highway Safety's top priorities for the FY2021 highway safety program include mitigating the increase in fatalities and serious injuries involved in traffic crashes. Speed and Pedestrian fatalities continue to be the primary factors of traffic fatalities on Guam.

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

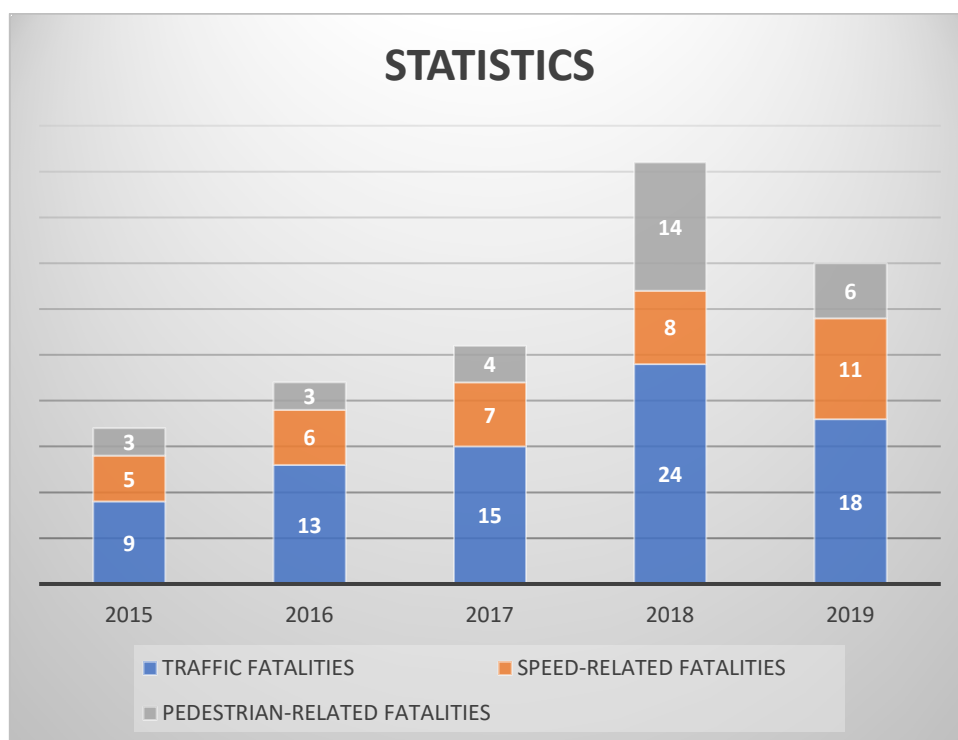
- Traffic fatalities decreased from 24 in Calendar Year (CY)2018 to 18 in CY2019
- Alcohol Impaired Driving traffic fatalities – decreased from 4 in CY2018 to two (2) in CY2019
- Speed-related traffic crashes increased from eight (8) in CY2018 to 11 in CY2019
- Motorcycle traffic fatalities increased from one (1) in CY2018 to four (4) in CY2019
- Pedestrian traffic fatalities decreased from 14 in CY2018 to six (6) in CY2019
- Driver Age 20 or Younger traffic fatalities increased from zero (0) in CY2018 to two (2) in CY2019
- Un-helmeted Motorcyclist traffic fatalities increased from one (1) in CY2018 to two (2) in CY2019.
- Non-program areas; there were four (4) Drug Impaired Fatalities in CY2019

The prior analysis serves to set performance measures and determine appropriate countermeasure strategies applying the Countermeasure That Works (CTW): A Highway Safety Countermeasure Guide for State Highway safety Offices, Ninth Edition, 2017. The

results of these analyses provide the basis for setting performance measures; selecting countermeasure strategies; and identifying planned activities that will be developed into projects. Likewise, sub-grantee projects are selected based on how well the applicant’s proposal addresses problem identification, program targets, countermeasure strategy, project evaluation, and the proposed budget.

In CY2018, Guam recorded 24 traffic fatalities of which eight (8) were speed-related and 14 were pedestrian fatalities. In CY2019, traffic fatalities decreased from 24 in CY2018 to 18 in CY2019. Out of the 18 traffic fatalities, an increase in speed-related fatalities occurred from 8 in CY2018 to 11 in CY2019. Pedestrian fatalities decreased from 14 in CY2018 to six (6) in CY2019.

The figure below, uses Territory 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 and the Guam Police Department will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Printed materials will be developed for pedestrians and drivers that will be distributed to businesses and community centers at high crash locations. Media efforts will concentrate on the top five community clusters with the highest speed and pedestrian fatality rates: Tamuning, Dededo, Maite, Hagatna, and Mangilao.

The focus of the media campaign will be to educate the walking and motoring public about speed and pedestrian hazards such as: cell phone and electronic device used by 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; and d) 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 will 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 Safety'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 are 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 DPW-Office of Highway Safety obtains data necessary for the problem identification process from various data sources:

1. Online State Crash Analysis Reporting (OSCAR) System – DPW-Office of Highway Safety (DPW-OHS).
2. Crash Reporting System (CRS) - Guam Police Department (GPD)
3. Just Ware System - Judiciary of Guam (JOG)

4. Seat Belt Observation Survey – DPW-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 (OSCAR) System Crash Reporting System (CRS)	DPW-Office of Highway Safety Guam Police Department	2015-2019
Violation	E-Citation	Judiciary of Guam-Traffic Court Division	2015-2019
Seat Belt Use	Observation Data	DPW-Office of Highway Safety and the Guam Police Department-Highway Patrol Division	2015-2019
Licensed Drivers, Registrations, and Commercial Vehicles	Division of Motor Vehicle (DMV)	Department of Revenue and Taxation	2015-2019
Operating Under the Influence (OUI)	Crash Reporting System (CRS)	Guam Police Department	2015-2019

Description of Outcomes

Guam does not have a Strategic Highway Safety Plan (SHSP), and we do not collect VMT data because we are not included in FARS. This section does not apply to Guam. Therefore, Guam does not have to coordinate its three Core Performance Measures (C-1 to C-3) with the Federal Highway Administration (FHWA).

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	In Progress
2	C-2) Number of serious injuries in traffic crashes	In Progress
3	C-3) Fatalities/VMT	N/A
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	In Progress
6	C-6) Number of speeding-related fatalities	In Progress
7	C-7) Number of motorcyclist fatalities	In Progress
8	C-8) Number of un-helmeted motorcyclist fatalities	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes	In Progress
10	C-10) Number of pedestrian fatalities	In Progress
11	C-11) Number of bicyclist fatalities	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-1	2015	2016	2017	2018	2019
Annual	9	13	15	24	18
2015-2019 baseline average	15.4	15	15	16	15.8

C-1: Guam will reduce total traffic fatalities by 5% from 14.1 (2016-2020 baseline average) to 13.4 by December 31, 2020.

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

Based on historical preliminary Territory data for CY2019, the trend has been moving steadily. Guam has a relatively high fatality count in comparison to other Region 9 territories is a marginal increase in fatalities can drastically impact the 5-year moving average of 15.8 from 2015-2019 baseline average. Based on statistical data, the Territory's actual traffic fatalities in CY2019 reflected a downward trend.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-2	2015	2016	2017	2018	2019
Annual	941	893	867	608	694
2015-2019 average	1001.2	996.6	934	831.4	800.6

C-2: Guam will reduce total serious injuries by 10% from 896.90 (2016-2020 baseline average) to 807.25 by December 31, 2020.

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

For the coordinated serious injury target, factors were considered that included overall fatalities and speed-related traffic fatalities have been rising recently during COVID 19 pandemic, which have forced law enforcement to reduce highway safety activities on Guam's roadways. Taking all of this into consideration, along with preliminary crash data for 2019, the safety stakeholders determined that the number of serious injuries will be trending upward.

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

Progress: N/A

Program-Area-Level Report

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

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-4	2015	2016	2017	2018	2019
Annual	2	2	3	3	5
2015-2019 average	3	3.2	3.4	3	3

C-4: Guam will reduce total unrestrained passenger vehicle occupant fatalities, all seat position, by 50% from 1.6 (2016-2020 baseline average) to 1 by December 31, 2020.

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

Based on historical data, the unrestrained fatalities have fluctuated year to year but have trended slightly upward over the last five years. Observed seat belt usage rates have increased the last two years. A fifty percent reduction to 1 over the five-year average of 3 was chosen as the most practical justification for determining the 2016-2020 target based on trends and current countermeasure programs enacted to address unrestrained fatalities.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-5	2015	2016	2017	2018	2019
Annual	6	4	3	4	2
2015-2019 average	5.8	6.4	5.6	4.6	1

C-5: Guam will reduce alcohol-impaired driving fatalities by 50% from 3.2 (2016-2020 baseline average) to 1.6 by December 31, 2020.

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

The number of fatalities involving an impaired driver have maintained a marginal trend in recent years. For the last three years, the DPW-Office of Highway Safety partnered with Guam's Law Enforcement agencies – Guam Police Department-Highway Patrol Division, GIAA-Airport Police Division, and PPD-Port Police Division to implement stringent DUI

enforcement, the results have been encouraging. Therefore, maintaining fatalities from the 2016-2020 average of 2 fatalities, was chosen as a reasonable target.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-6	2015	2016	2017	2018	2019
Annual	5	6	7	8	11
2015-2019 average	5.8	5.6	6	6.2	7.4

C-6: Guam will reduce speed-related fatalities by 10% from 5.04 (2016-2020 baseline average) to 4.5 by December 31, 2020.

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

The average number of speed-related fatalities per year between 2015--2019 was 7.4. Based on historical data, the speeding-related fatalities have shown an upward trend. However, programs to address unbelted occupants and impaired drivers may have a correlation in affecting speeding-related fatalities. Speed-related fatalities at 4.5 for the 2016-2020 baseline average appears to be attainable, although it reflected an increase from 8 in CY2018 to 11 in CY2019, based on recent data.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-7	2015	2016	2017	2018	2019
Annual	3	0	3	1	4
2015-2019 average	2.6	2	1.8	1.6	2.2

C-7: Guam will reduce motorcyclist fatalities by 50% from 3.2 (2015-2019 average) to 1.6 by December 31, 2020.

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

The 2015-2019 five-year baseline average of motorcyclist fatalities is 2.2. Motorcycle fatalities have increased relatively over the last five years.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-8	2015	2016	2017	2018	2019
Annual	3	0	2	1	2
2015-2019 average	1.8	1.8	1.6	1.4	1.6

C-8: Guam will reduce un-helmeted motorcyclist fatalities by 100% from 1 (2016-2020 average) to 0 by December 31, 2020.

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

With low numbers to begin with, it becomes increasingly difficult to account for fluctuations from one year to the next. Because of this, a five-year trend line was chosen as the most practical justification for determining the 2020 target. The 2015-2019 five-year baseline average of un-helmeted motorcyclist fatalities is 1.6, therefore, a target of zero (0) fatalities for the 2016-2020 average is reasonable.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-9	2015	2016	2017	2018	2019
Annual	1	0	1	0	2
2015-2019 average	0.8	0.6	0.8	0.6	0.8

C-9: Guam will reduce drivers age 20 and younger involved in fatal crashes by 100% from 1 (2016-2020 baseline average) to zero (0) by December 31, 2020.

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

The number of drivers 20 or under involved in fatal crashes averaged one (1) per year between 2015-2019, therefore, a goal of zero (0) in the 2016-2020 baseline average appears to be target that can be achieved based on the five-year moving average.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-10	2015	2016	2017	2018	2019
Annual	3	3	4	14	6
2015-2019 average	5	5	5.2	6.8	6

C-10: Guam will reduce pedestrian fatalities by 20% from 4.8 (2016-2020 average) to 3.84 by December 31, 2020.

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

Based on historical fluctuations in the data, this estimated target could be challenging since the numbers are have more recently been rising. While the number of pedestrian fatalities had averaged six (6) between 2015-2019, current trends should allow Guam to target at 3.84 pedestrian fatalities through the 2016-2020 baseline average, and keep Guam on pace with the goal of reducing fatalities.

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

Progress: **In Progress**

Program-Area-Level Report

Performance Measures

C-11	2015	2016	2017	2018	2019
Annual	0	2	0	0	0
2015-2019 average	0.2	0.6	0.6	0.4	0.4

C-11: Guam will reduce bicyclist fatalities by 100% from zero (0) (2016-2020 baseline average) to zero (0) by December 31, 2020.

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

It becomes increasingly difficult to account for fluctuation, with only one year that had two (2) fatalities. For example, in 2016, bicycle fatalities spiked up to two. Indications in reviewing those fatalities in 2016, point towards texting and impairment as contributing factors. Because of the DPW-Office of Highway Safety's work in several other program areas which may affect bicyclist safety, DPW-Office of Highway Safety believes this is a program area where one fatality per year 2016-2020 is achievable.

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	2015	2016	2017	2018	2019
Observed seatbelt use for passenger vehicles, front seat outboard occupants (State Survey)	91.56	90.06	90.56	92.24	96.95

Seat belt use has significantly increased in Guam over the past several years rising from under 3.7 percent from 92.84 to 96.28 percent. A goal of 96.28 percent is a reasonable target based on recent trends for 2020. However, it is understood reaching 100 percent compliance is unrealistic as a small percent of the population will likely choose not to wear their seat belt.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities	5 Year	2017	2021	14
2	C-2) Number of serious injuries in traffic crashes	5 Year	2017	2021	595.25
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2017	2021	N/A
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	5 Year	2017	2021	2.40
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	5 Year	2017	2021	2.12
6	C-6) Number of speeding-related fatalities	5 Year	2017	2021	6.10
7	C-7) Number of motorcyclist fatalities	5 Year	2017	2021	1.92
8	C-8) Number of un-helmeted motorcyclist fatalities	5 Year	2017	2021	1.0
9	C-9) Number of drivers age 20 or younger involved in fatal crashes	5 Year	2017	2021	0.60
10	C-10) Number of pedestrian fatalities	5 Year	2017	2021	5.57
11	C-11) Number of bicyclist fatalities	5 Year	2017	2021	0.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2017	2021	93.22

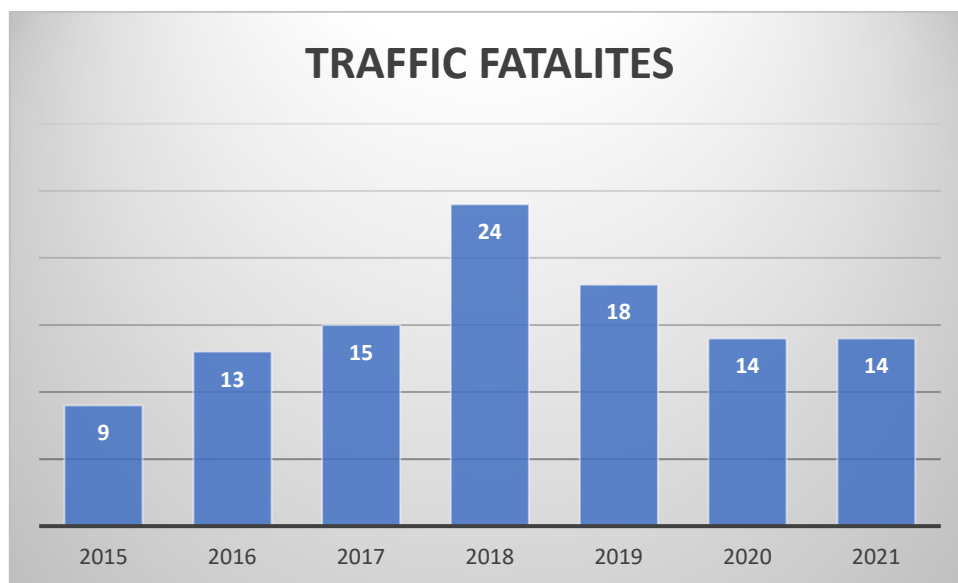
Performance Measure: C-1) Number of traffic fatalities (Territory crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (Territory Crash Data Files)-2021	Numeric	14	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 average for 2015-2019 is 15.8, more recent data suggest that maintaining this level in 2021 is unlikely. While Guam would like to decrease these numbers by 2021, 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 (2017-2021 average) to 13.30 by December 31, 2021.

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 throughout FY2021.

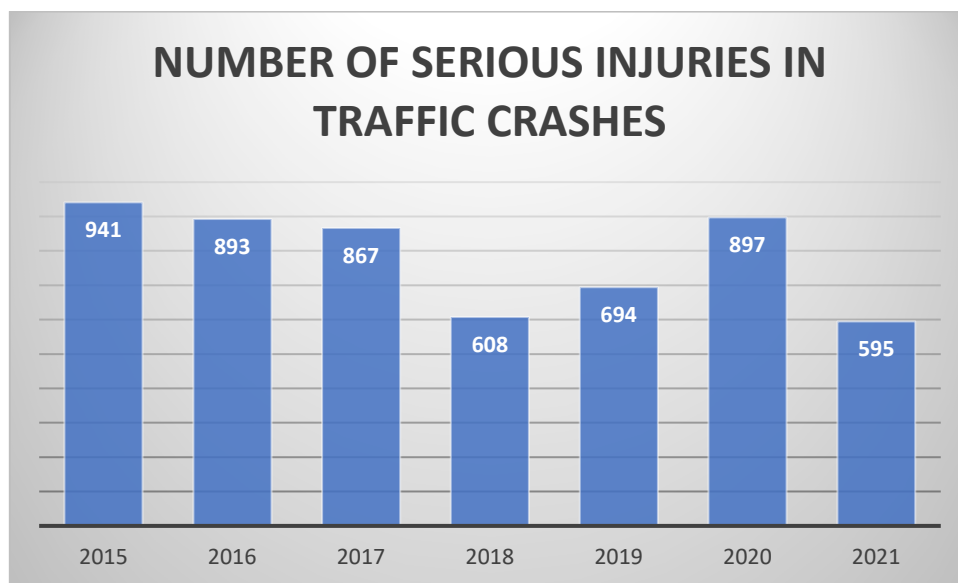
**Performance Measure: C-2) Number of serious injuries in traffic crashes
(Territory crash data files)**

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (Territory crash data files) 2021	Numeric	595.25	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 595.25 (2017-2021 average) to 535.73 by December 31, 2021.

The DPW-Office of Highway Safety will continue to fund programs in its 2021 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)-2021	Numeric	N/A	5 Year	2017

Performance Target Justification

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

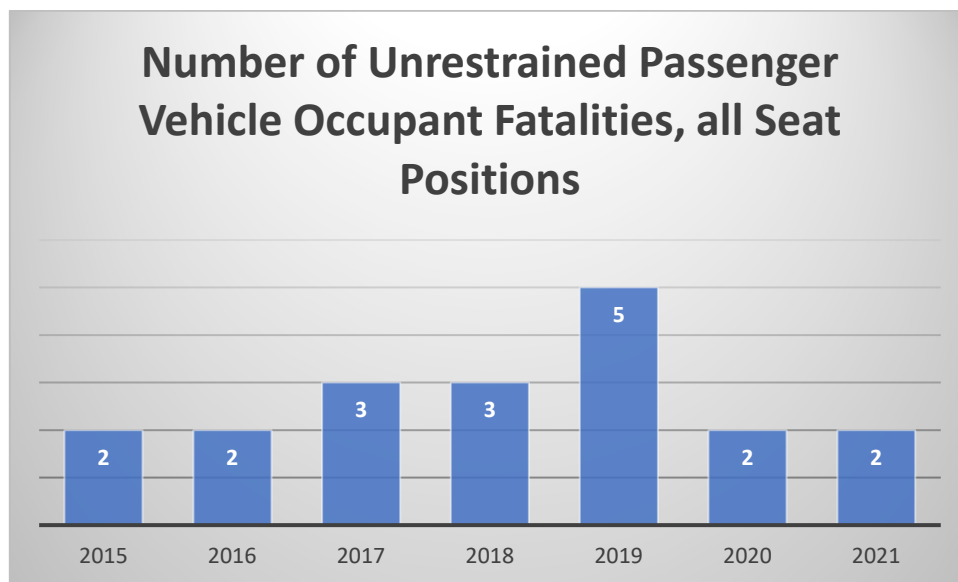
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory crash data files)

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 (Territory Crash Data Files) 2021	Numeric	2.40	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 2.40 (2017-2021 average) to 1.20 by December 31, 2021.

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.

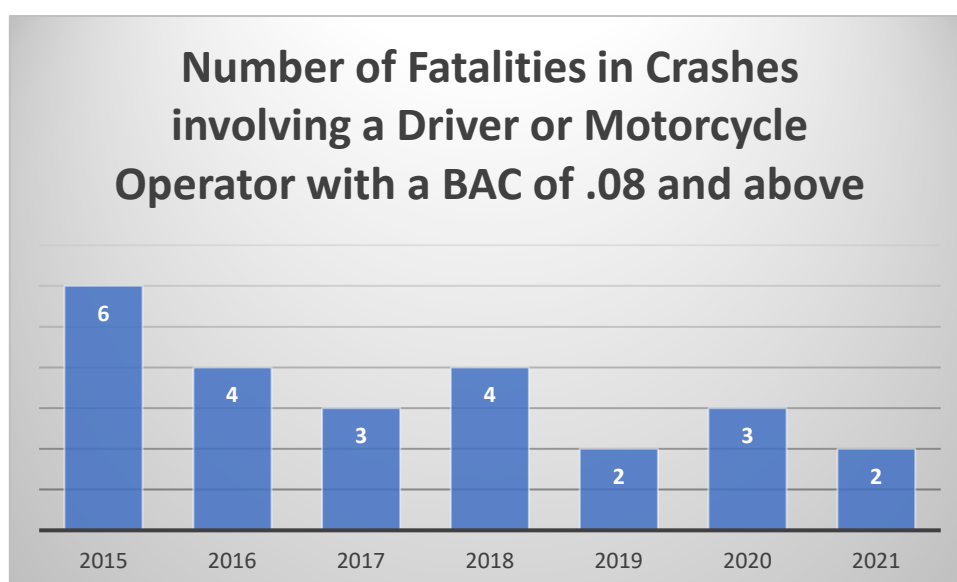
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory crash data files)

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 (Territory Crash Data Files) 2021	Numeric	2.12	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 2.12 (2017-2021 average) to 1.06 by December 31, 2021.

DPW-Office of Highway Safety will continue to fund Impaired Driving projects in FY2021 to reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above on Guam’s roadways.

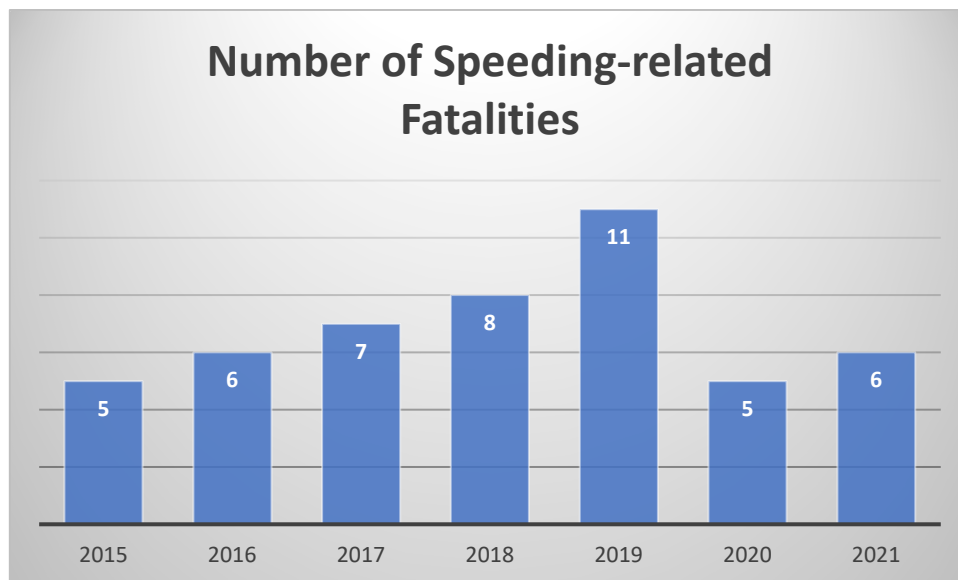
Performance Measure: C-6) Number of speeding-related fatalities (Territory crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (Territory Crash Data Files) 2021	Numeric	6.10	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 6.10 (2017-2021 average) to 5.49 by December 31, 2021.

The DPW-Office of Highway Safety will continue to fund the Police Traffic Services program/projects in FY2021 to decrease the number of speed-related fatalities on Guam’s roadways.

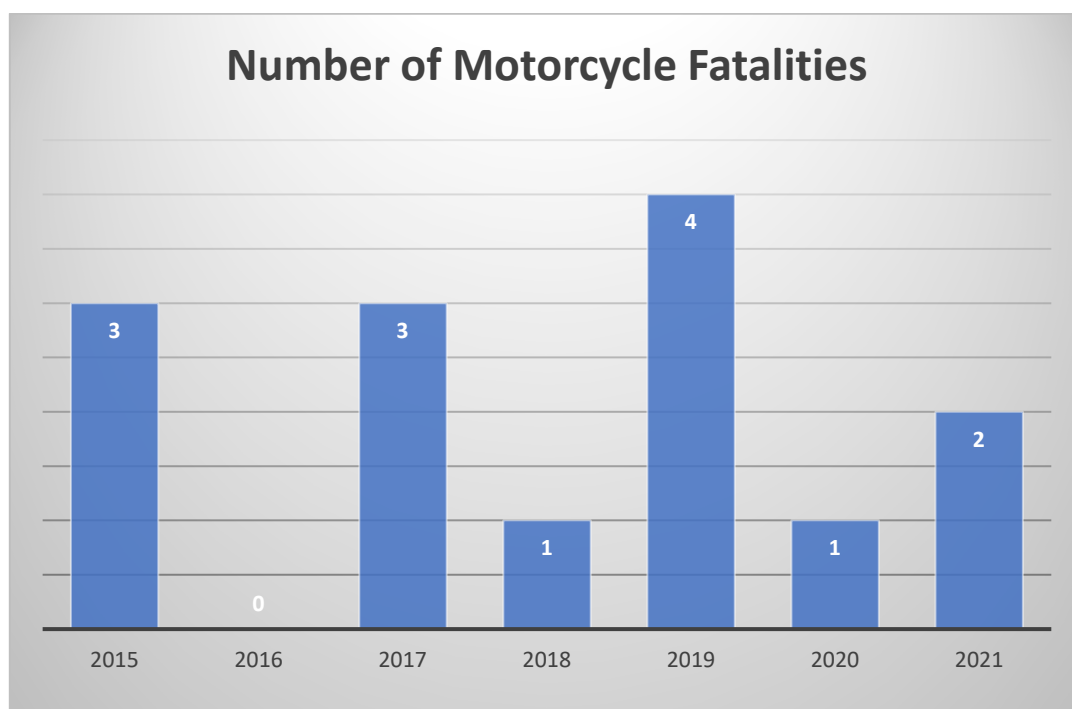
Performance Measure: C-7) Number of motorcyclist fatalities (Territory crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (Territory Crash Data Files) 2021	Numeric	1.92	5 Year	2017

Performance Target Justification

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



This target was set using the five-year moving average. This target was chosen because it reflects the historic data and recent data and allows Guam to set a target in keeping with those trends. Guam will reduce the number of motorcyclist fatalities by 50 percent from 3 (2017-2021 average) to 1.5 by December 31, 2021.

The DPW-Office of Highway Safety will continue to fund priority programs identified in Guam’s 2021 Highway Safety Plan to decrease the number of motorcyclist fatalities on Guam’s roadways.

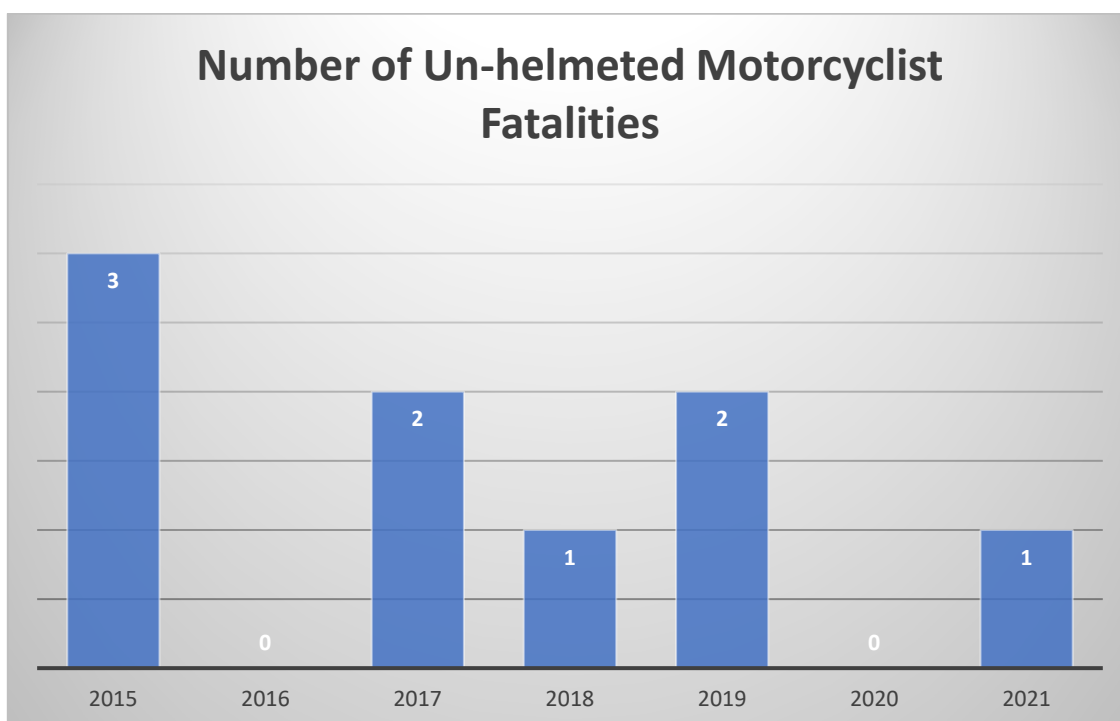
Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (Territory crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of un-helmeted motorcyclist fatalities (Territory Crash Data Files) 2021	Numeric	1.00	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 50 percent from one (1) (2017-2021 average) to zero (0) by December 31, 2021.

The DPW-Office of Highway Safety will continue to fund priority programs and projects identified in Guam’s 2021 Highway Safety Plan and decrease the number of un-helmeted motorcycle fatalities on Guam’s roadways.

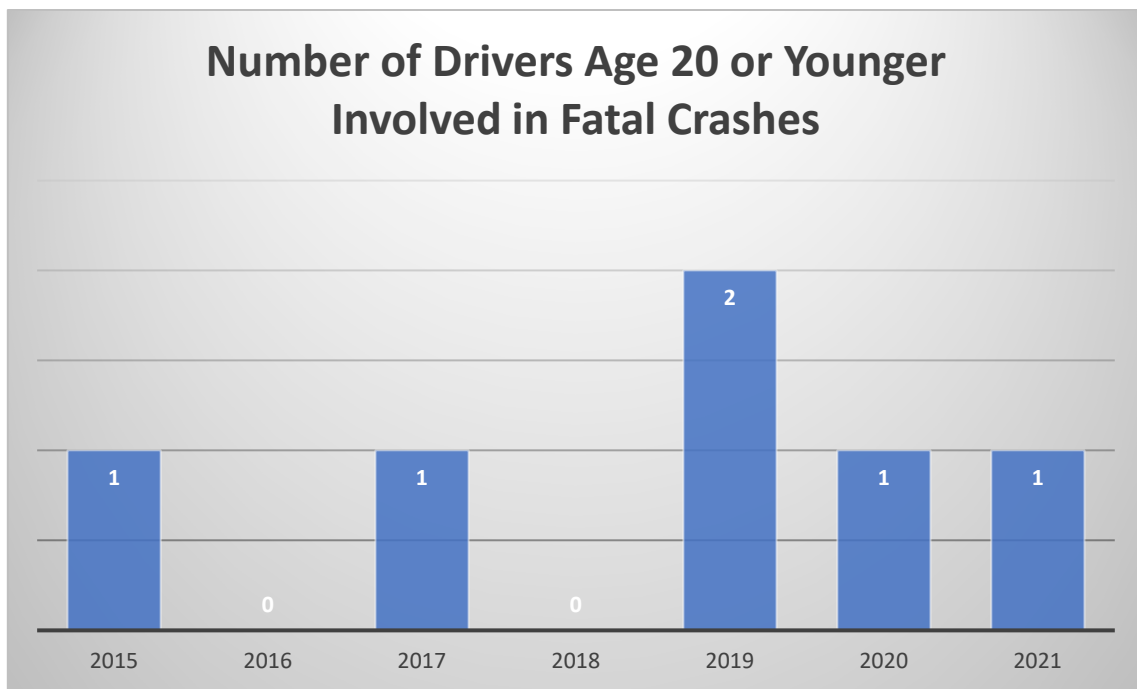
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (Territory crash data files)

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 (Territory Crash Data Files) 2021	Numeric	0.60	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 50 percent from 0.60 (2017-2021 average) to zero (0) by December 31, 2021.

The DPW-Office of Highway Safety will continue to fund priority programs and projects identified in Guam’s 2021 Highway Safety Plan and maintain the number of drivers age 20 or younger involved in fatal crashes on Guam’s roadways.

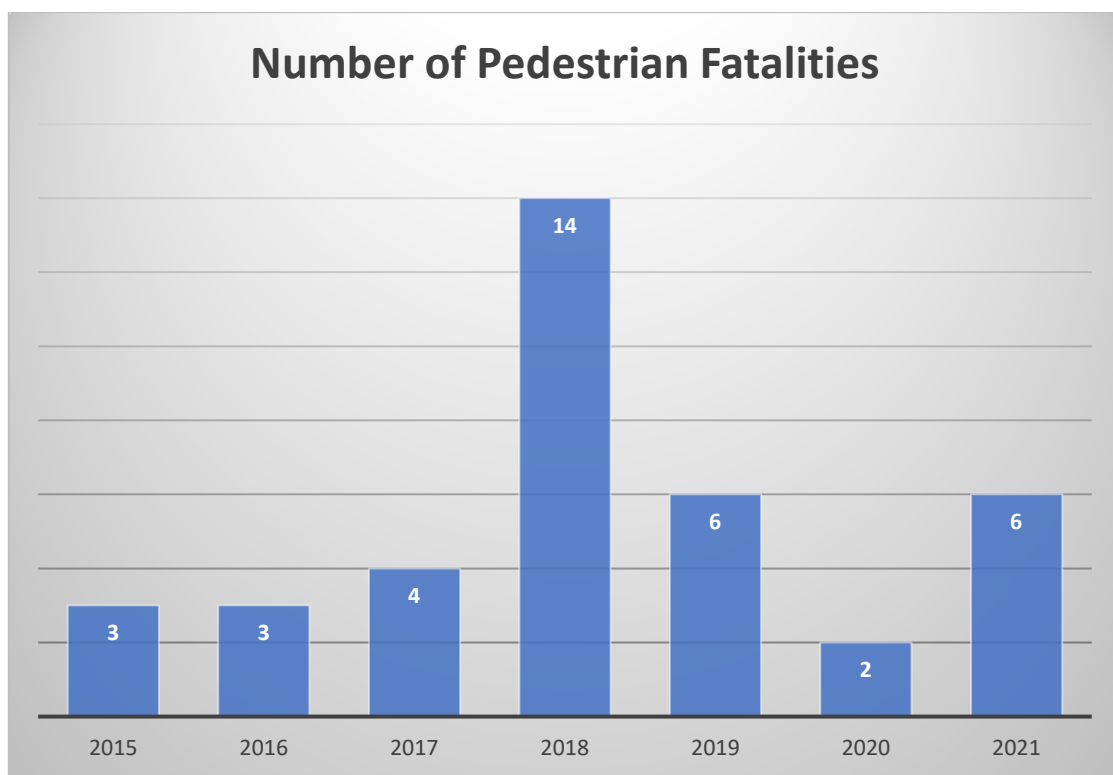
Performance Measure: C-10) Number of pedestrian fatalities (Territory crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (Territory Crash Data Files) 2021	Numeric	5.57	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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 5.57 (2017-2021 average) to 4.46 by December 31, 2021. The DPW-Office of Highway Safety will implement the “Be Safe, Be Smart, Be Seen” project in FY2021 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.

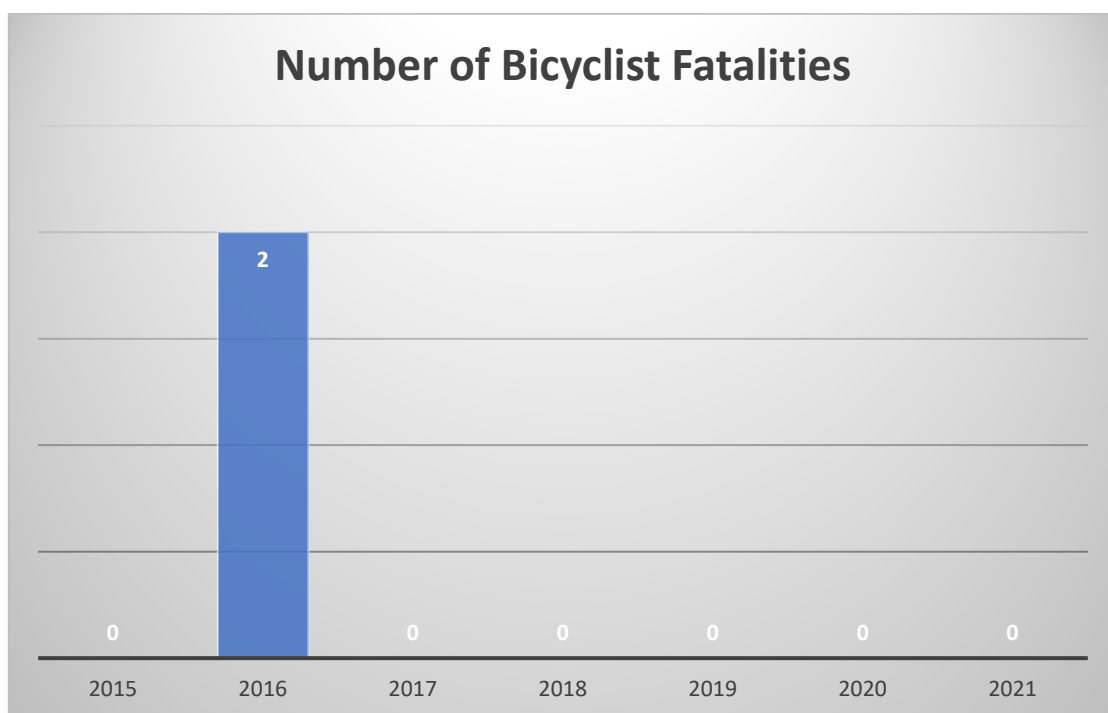
Performance Measure: C-11) Number of bicyclist fatalities (Territory crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (Territory Crash Data Files) 2021	Numeric	0.00	5 Year	2017

Performance Target Justification

No FARS data collected in the U.S. Territories. Guam is using Territory 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) (2017-2021 average) to zero (0) by December 31, 2021.

The DPW-Office of Highway Safety will continue to fund Pedestrian and Bicycle Projects in FY2021 to educate pedestrian and bicyclists on the importance of utilizing crosswalks and the Guam Bicycle Law.

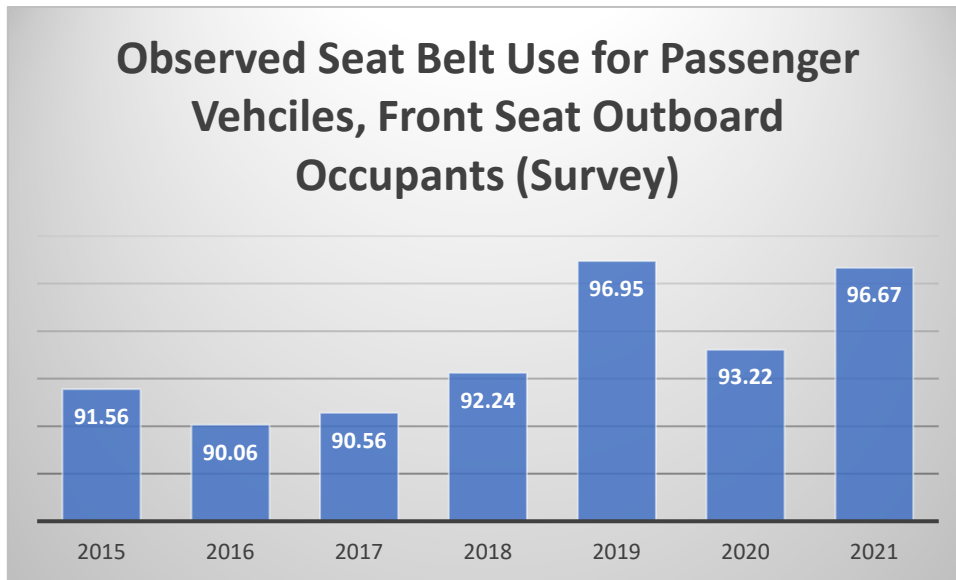
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2021	Percentage	93.22	5 Year	2017

Performance Target Justification

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



To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage point from 93.22 (2017-2021 average) to 96.67 percent by December 31, 2021. 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:

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

Seat belt citations: **262**

Fiscal Year A-1: **2019**

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

Impaired driving arrests: **168**

Fiscal Year A-2: **2019**

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

Speeding citations: **2605**

Fiscal Year A-3: **2019**

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

Guam 's situation is intensified by an influx of FSM community where alcohol consumption is a celebration affordable and cheaper versus their home island. This presents a unique challenge for Guam's DPW-Office of Highway Safety which aims to curtail residents' and visitors' safety/impaired driving culture through public outreach, enforcement of relevant laws, as well as publicizing the dangers associated with impaired driving and unrestrained passengers. The key objective of the DPW-Office of Highway Safety' fiscal year 2021 communication initiative is to introduce a high-visibility communication and outreach plan which complements an active sustained enforcement schedule island-wide. The DPW-Office of Highway Safety intends to implement a combination of high-visibility enforcement while maintaining traffic safety messages directed towards reducing dangerous driving behaviors throughout the island. The development of a mass media campaign which combines the promotion of speed, pedestrian, distracted driving, occupant protection and denounces impaired driving targeting various segments of the population simultaneously reflects the approach suggested for success by NHTSA's Ninth Edition (2017 CTW) of A Highway Safety Countermeasure Guide for Highway Safety Offices. During fiscal year 2019, Guam experienced a total of 16 fatalities, (4 fatalities in the northern area; 10 fatalities in the central and 2 fatalities in the southern area). Seven (7) were attributed to speed, 6 impaired driving, 6 pedestrians, four motorcyclist and 7 unrestrained. An ongoing area of concern in fiscal year 2019 regarding highway safety, reflects data of increases in occurrences of speed related crashes. DPW-Office of Highway Safety will continue to implement advertising campaign supported by targeted initiatives. The proposed outreach campaign will facilitate DPW-Office of Highway Safety's goal with the intent of decreasing/eliminating fatality and serious injury relevant to speed, impaired driving and pedestrian safety.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-6) Number of speeding-related fatalities (Territory\Crash Data Files)	2021	5 Year	6.10
2021	C-10) Number of pedestrian fatalities (Territory Crash Data Files)	2021	5 Year	5.57

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)**

Project Safety Impacts

Safety prevention messages will be conveyed through mediums such as radio, television advertisements, public service announcements, and social media (Facebook, Twitter and Instagram) 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. During calendar year 2019, Guam experienced a total of 694 serious injury crashes, and of those crashes, there were 16 traffic fatalities, with contributing factors involving speed, alcohol and drugs, seatbelts, and pedestrians as factors.

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

- 1) Media markets that serve areas where there are a high number of speed- and pedestrian-related crashes will be targeted. High crash points are identified on Guam's Routed roads – Routes 1, 3, 4, 8, 10, and 16. This strategy was taken from "NHTSA's Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW) - 5.2 Mass-Media Campaigns Countermeasure.
- 2) DPW-Office of Highway Safety will distribute various brochures, posters and printed materials with themes that include alcohol and drugs, speed, occupant protection, pedestrian safety, and distracted driving to the public at DUI and Occupant Protection checkpoints, sport venues, fairs, schools and other events island-wide.
- 3) 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.

Linkage between Program Area

C-6: To reduce speed-related fatalities by 10% from 6.10 (2017-2021 average) to 5.49 by December 31, 2021.

C-10: Reduce pedestrian fatalities by 20% from 5.57 (2017-2021 average) to 4.46 by December 31, 2021.

Strategies:

The main objective and goal of the DPW-Office of Highway Safety's in FY2021 is the communication initiative to introduce a high-visibility communication and outreach plan which will engage in an active sustained enforcement schedule on Guam. The DPW-Office of Highway Safety intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the island. Through various media networks, and key counterparts in the

communications media management, the DPW-Office of Highway Safety will manage the FY2021 media outreach plan by increasing the awareness of its mission and initiatives visibility through social media and paid advertising. Engage both speed and pedestrian enforcement efforts that will be 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 FY2021. The strategy is based on Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW).

The DPW-Office of Highway Safety will:

- 1) cover all media and statewide campaigns, including television, radio, and social media. 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 during the time between 6 a.m. to 9 a.m. and 4 p.m. to 6 p.m. for teen drivers, in conjunction with national mobilizations).
- 2) use all forms of media – paid, earned and social – to increase Guam’s roadway users’ awareness and knowledge of all aspects of traffic safety, while focusing specific messages on groups to whom particular messages apply. Messages will include drivers, passengers, bicyclists, pedestrians and motorcyclists – of all ages.
- 3) produce various highway safety commercials in different languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences.
- 4) 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.
- 5) 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.
- 6) create video content that is educational and informative.

Rationale

The focus of this project is to reduce speed-related and pedestrian fatalities, by producing and airing video commercials on the dangers of speed and the importance for pedestrians to cross safely on Guam’s roadways.

This is a countermeasure from NHTSA’s Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW) (5.2 Mass Media Campaign Countermeasure).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM21-08-01OHS	PAID MEDIA

Planned Activity: PAID MEDIA

Planned activity number: PM21-08-01OHS

Primary Countermeasure Strategy ID:

Planned Activity Description

The DPW-Office of Highway Safety will focus on effective, high-visibility communication and outreach campaigns, which remain as the key to the success of enforcement programs. The key objective of the DPW-Office of Highway Safety fiscal year 2021 communication initiative is to introduce a high-visibility communication and outreach plan which compliments an active sustained enforcement schedule island-wide. The DPW-Office of Highway Safety intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the island. Advertisement will be aired between the hours 6 a.m. to 10 a.m. and 3 p.m. to 6 p.m. for the duration of two (2) months. This would include utilizing various media/advertisement outlets, i.e. electronic billboards, and social media at different locations identified as high risks areas. i.e., Routes 1, 3, 4, 8, 10 and 16, and engage a targeted demographic. In addition, the DPW-Office of Highway Safety will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. The DPW-Office of Highway Safety will also incorporate the National Highway Traffic Safety Administration's (NHTSA) Communications Calendar into its media plan activities.

The funds allocated in this planned activity will be used to develop local media campaigns throughout FY2021, such as advertising, video production, and producing educational materials.

Countermeasure strategies

Countermeasure strategies in this planned activity

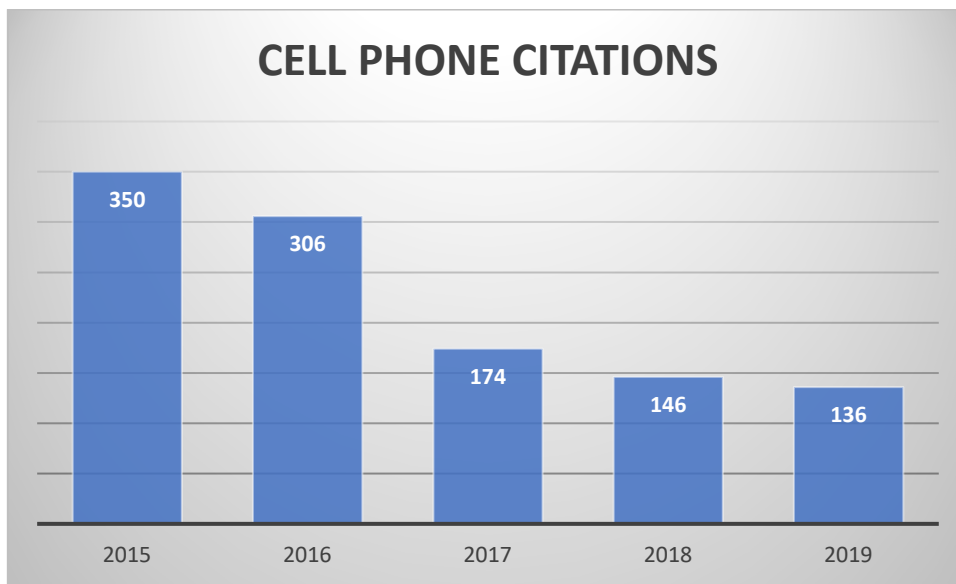
Countermeasure Strategy
PM Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Paid Advertising	\$30,000.00		

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 by Guam’s Judiciary of Guam-Traffic Violations Bureau, for the reason of inattention, which is believed to be grossly under reported for many reasons. Although distractions encompass many behaviors, electronic device is most often targeted.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-2) Number of serious injuries in traffic crashes (Territory crash data files)	2021	5 Year	595.25

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 FY2021.

Linkage Between Program Area

Reduce the number of distracted driving citations by 10% from 222.40 (2015-2019 five-year average) to 200.16 by December 31, 2021.

Rationale

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

- 4 – Distracted and Drowsy Driving Overview Strategies to reduce distracted and drowsy driving resources.
- 1.2 – Cell Phone and Text Messaging Laws
- 2.2 – Communications and Outreach on Distracted Driving

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FESX21-27-01	Distracted Driving Education

Planned Activity: Distracted Driving Education

Planned activity number: FESX21-27-01OHS

Planned Activity Description

DPW Office of Highway Safety will:

- Increase educational public service announcements by contracting with 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.
- 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.

- 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.

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$12,361.67		

Program Area: Emergency Medical Services

Description of Highway Safety Problems

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. The average response time for a GFD Unit equipped with battery operated extrication tools will take about seven to ten minutes, however even with the valuable time lapsed due to geographic location of the crash site the differential time will be made up with expediently deployable battery-operated extrication tools. The battery-operated tools are in action within two minutes or less once on scene.

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

Gas powered hydraulic tools dare not to be compared to the battery-operated tools. The battery-operated tools are in service within (2) two minutes or less of an apparatus arriving on scene, they immediately get into the extrication process. The battery-operated tools make an extrication process (with hydraulic driven tools may take up to 20 minutes to remove the victim) time cut in half. They are easily taken off the apparatus and instantly placed into service at the scene of a traffic crash that may occur on Guam's Highways thus, increasing the survivability of those involved in a traffic crash.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-2) Number of serious injuries in traffic crashes (Territory crash data files)	2021	5 Year	595.25

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

The trend in overall data shows yearly increases occurring. This only supports the need for Guam Fire Department to have functional equipment and training to provide better quality of life saving services to the public.

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-Pedestrian	Total Fatal Crash
2016	33	614	3	13
2017	38	708	4	14
2018	54	575	14	24
2019	37	657	6	18

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.

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: Reduce total serious injuries by ten percent from 595.25 (2017-2021 average) to 535.73 by December 31, 2021.

Both the EMS Education project and the Immobilization and Extrication project will focus on educational outreach on Emergency Medical Services and how it relates to vehicle crashes. Funding for these projects will include, but not limited to, training, producing educational materials, and procuring specialized equipment.

Rationale

The strategies below will focus on the awareness and education to the general public about the importance of wearing a seat belt, alcohol and drugs, and using a cell phone while operating a motor vehicle to prevent serious traffic injuries.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM21-04-00OHS	EMS EDUCATION
EM21-04-01GFD	EMS IMMOBILIZATION AND EXTRICATION

Planned Activity: EMS EDUCATION

Planned activity number: EM21-04-00OHS

Planned Activity Description

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. The DPW-Office of Highway Safety will provide educational outreaches targeted to all age groups to raise awareness of traffic safety laws - to focus in the area of the dangers of alcohol and drugs, not wearing seatbelts, speeding, pedestrian, and using cell phones.

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 printing of educational materials on Emergency Medical Services. Estimated costs: **\$2,000.00**

- To fund personnel costs for one (1) Program Coordinator to oversee and provide guidance to EMS projects to include reporting, monitoring, technical assistance and development of plans and application for EMS education. Estimated costs: **\$7,653.90**

Priority Strategies:

- 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

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Emergency Medical Services	\$9,653.90		

Planned Activity: EMS IMMOBILIZATION AND EXTRICATION

Planned activity number: **EM21-04-01GFD**

Planned Activity Description

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

- 1) Procure two (2) S788E2 eDraulic Cutter with 3 EXL Batteries and the 110-volt adapter package to be used at the Rescue #2 Fire Station located in Hagatna and

the other at Rescue #3 Fire Station located in Agat. Estimated costs @ 2 each is \$18,500.00 for a total of **\$37,000.00**.

- 2) Procure two (2) SP555E2 eDraulic Spreader 28” with 3 EXL Batteries and the 110-volt adapter package to be used at the Rescue #2 Fire Station located in Hagatna and the other at Rescue #3 Fire Station located in Agat. Estimated cost @ 2 each is \$18,000.00 for a total of **\$36,000.00**.
 - This unit/package is used for cutting high-strength steel of today and tomorrow’s vehicles. When severe traffic related crashes occur, the metals have a propensity to crush and distort in a manner where the occupants become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide emergency medical care and immediate transport to a medical facility.
- 3) Provide all ambulances, fire trucks and rescue unit with necessary equipment to aid victims of traffic crashes.
- 4) Reduce overall traffic related injuries and fatalities by September 30, 2021.
- 5) Conduct training for all personnel of the new battery powered extrication tools and any new extrication techniques.
- 6) Conduct training on any new equipment purchased for the ambulance, fire truck and rescue unit.
- 7) Cover the cost to send (1) GFD representative off-island to attend the 2021 Lifesavers Conference and Traffic Records Forum. Estimated costs: **\$10,000.00**.

Intended Sub-recipients

Guam Fire Department

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Emergency Medical Services	\$83,000.00		

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
S788E2 Cutter package	2	\$18,500.00	\$37,000.00	\$37,000.00	\$37,000.00
SP555E2 eDraulic Spreader	2	\$18,000.00	\$36,000.00	\$36,000.00	\$36,000.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Program Management

The Guam Highway Safety Plan focuses in 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.

For CY2019, Guam had a total of 9109 crashes (includes Property Damages), resulting in 694 serious injuries and 18 were reported as fatalities with eight (8) traffic fatalities due to alcohol and drugs. An ongoing area of concern regarding highway safety, the calendar year 2019 data displayed increases in occurrences of impaired driving, speed and pedestrians related crashes.

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. The DPW-Office of Highway Safety and GPD Highway Patrol Division have been working together to implement the development of programs to counter marijuana's potential impact on traffic safety and methods of tracking the data. Impairment caused by drugs are also affecting highway safety on Guam's roadways. Currently, Guam has 3 Drug Recognition Experts (DRE) that will conduct evaluations if the arrestee is suspected to be impaired by a substance other than alcohol. The program to be developed is the DWI Roving/Saturation Enforcement:

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

by a substance other than alcohol. (When authorized to conduct an evaluation and warrantless blood withdrawal pending AG approval.)

6. Suspects will then be turned over to transporting officers who will transport the arrestees to the Hagatna Detention facility for booking and confinement.

Law Enforcement

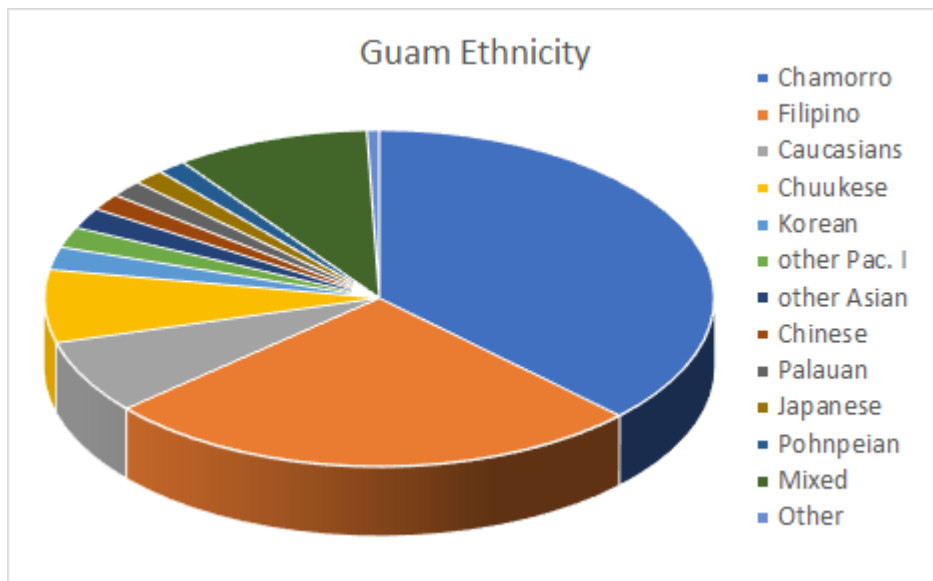
	2015	2016	2017	2018	2019
Total serious traffic injuries	941	893	867	973	694
Total traffic fatalities	9	13	15	24	18
Total fatal crashes	9	13	15	24	18
Total DUI-related fatalities	7	4	3	5	7
Total DUI crashes with injuries	13	16	26	13	15
Total DUI arrest (grant funded and non-grant funded)	169	482	129	438	369

Gender data analysis for impaired driving fatalities for the five-year period shows an average of 92% of male fatalities and 8% female fatalities. Analysis by age group for the five-year period shows that impaired driving fatalities were increased in between the ages of 30’s to 40’s. On the five-year period impaired driving fatalities occurred at nighttime from 6:01 PM to 6:00 AM. Medicinal Cannabis consumption is rising due to legalization. Every day is a new challenge since drivers continue to find creative ways to get out of trouble. Near future plans to address drug-impaired driving are the SFST/ARIDE Training Program to identify drivers under the influence of alcohol and/or drugs. For FY2021, a whole cycle of police, prosecutors and marshals SFST trainings will commence.

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]

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.

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.

TYPE	2015	2016	2017	2018	2019
DUI referred from Guam Police Department	397	351	333	353	341
DUI filed	391	373	356	365	248
DUI convictions	290	319	205	271	262
Number of deferred pleas	0	0	15	9	0

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 DWI Treatment Court Program has sustained a significant impact on recidivism compare to the alternative (probation, jail, and/or prison). Between 1991 and 2017, the rate of drunk driving fatalities per 1000 people decreased by nearly 50 percent. For drivers, 21 and younger, the rate decreased by 68 percent.

DWI COURT

In 2016, the Judiciary of Guam 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.

For the past several years, DWI cases has consistently ranked as one of the top offenses charged both for misdemeanors and overall cases. In 2019, there were 237 DWI charges filed making it the second top offense charged. A recent review of DWI-related cases filed with the Judiciary of Guam in 2019 identified 253 new cases assigned to the DWI court (204 misdemeanors and 49 felonies) Of those cases filed in 2019, 104 are still pending adjudication and the remaining 149 cases were disposed (the trial has come to an end and the court has given its final order), with 14 receiving deferred pleas, 24 were dismissed, and 111 were found or pled guilty.

TOP OFFENSES CHARGED OVERALL

	2015	2016	2017	2018	2019
Family Violence	472	457	372	287	377
Driving While Under the Influence of Alcohol	399	341	292	0	237
Assault-Recklessly Cause/Attempt to Cause Bodily Injury	232	181	182	168	169
Possession of Schedule II Controlled Substance	222	253	217	302	150
Driving While Impaired				198	237

Source: Judiciary of Guam Annual Report (2019)

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory Crash Data Files -2021)	2021	5 Year	2.12

Driving with Care Program	2016	2017	2018	2019
<i>English DWC Program</i>				
Total Referrals	393	349	285	204
Number of Participants- Completed	244	199	199	131
Number of Participants- Noncompliant	144	150	86	73
<i>Chuukese DWC Program</i>				
Total Referrals	111	59	54	38
Number of Participants- Completed	58	22	22	25
Number of Participants- Noncompliant	44	37	32	13
<i>Source: Probation Services Division</i>				

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

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

Law enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Training for the basic NHTSA 24-hour Standardized Field Sobriety Testing course and ARIDE course are needed annually for law enforcement agencies. Other law enforcement agencies have recognized the need for ARIDE training. It’s our goal to certify 50 additional officers in SFST/ARIDE in FY2021. The SFST program provides officers the necessary information to conduct the maneuvers in a manner that assists—rather than undermines—prosecution of DUI related cases and ARIDE is to train an officer to conduct an examination on a person to determine if the person is impaired and, if so, whether the impairment is caused by drug use or by a medical condition. Guam currently has 138 certified ARIDE officers and three (3) DRE certified officers.

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.

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 Countermeasure That Works: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017.

- A1. Alcohol and Drug Impaired Driving
 - 7.2 Drug-Impaired Driving Laws
 - 7.3 Education Regarding Medications

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL21-01-02OHS	DUID EDUCATION AND TRAINING

Planned Activity: DUID EDUCATION AND TRAINING

Planned activity number: **AL21-01-02OHS**

Primary Countermeasure Strategy ID:

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-Office of Highway Safety 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-Office of Highway Safety will use the cost-effective strategies documented within the National Highway Traffic Safety Administration’s Countermeasures That Work (2017, 9th 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 in 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:

- 1) 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: **\$20,000.00**

- 2) Contractual services to print and develop educational materials on Guam’s Cannabis Industry Act of 2019. Estimated cost: **\$2,000.00**
- 3) Materials and Supplies for operational costs for the DUID Education and Training project. Estimated cost: **\$2,000.00**
- 4) To procure three (3) Alco-sensor FST device designed to read blood/breath alcohol concentrations. Estimated costs: **\$1,680.00.**
- 5) To procure Drug Wipes 6S Saliva Detection Device to be used for the detection of cannabis, opiates, cocaine, amphetamines, methamphetamines, ecstasy, and benzodiazepines. Estimated costs: **\$1,800.00.**

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Alcohol	\$27,480.00		

Countermeasure Strategy: DWI Court Project

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The Judiciary of Guam proposes to provide resources to support defendants who are not eligible to receive services from the DWI Treatment Court. According to the Probation Services’ Division Pretrial Services Section, there are currently 319 DWI and traffic-related active pretrial cases that have yet to be adjudicated. This number (319) plus the 111 defendants who were found or pled guilty totals at least 430 defendants who may avail of DWI Court services. Based on the cases that were found to be legally ineligible for DWITC, the defendants were comprised of mostly males (93.7%) and of Chuukese (40.4%), Chamorro (12.7%), Filipino (9%), Palauan (6.1%), Pohnpeian (5.3%), Caucasian (4.6%), Unknown (4.1%) or Other Ethnicity (17.8%).

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.

Linkage Between Program Area

C-5) To reduce alcohol impaired driving fatalities by 50% from 2.12 (2017-2021 average) to 1.06 by December 31, 2021.

Rationale

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

- 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; and f) Drug-Impaired Driving]

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL21-01-05JOG	DWI Alcohol Education Project

Planned Activity: DWI Alcohol Education Project

Planned activity number: **AL21-01-05JOG**

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:

Driving With Care Books

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

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).

Driving with Care Program	2017	2018	2019
Total Referrals	349	285	204
Number of Participants Completed	199	199	131
Number of Participants Noncompliant	150	86	73

Chuukese DWC Program	2017	2018	2019
Total Referrals	59	54	54
Number of Participants Completed	22	22	25
Number of Participants Noncompliant	37	32	13

Training support for the DWI Court Judge

Funding to support the costs for travel (airfare, per diem, and registration) for the DWI judge 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.

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.

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

- Driving with Care Books – 25 ea. Estimated cost: **\$5,000.00**
- Training support for the DWI Court Judge. Estimated cost: **\$5,522.00** for air fare, per diem, and registration.

Intended Subrecipients

Judiciary of Guam - DWI Court

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DWI Court Project

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Alcohol	\$10,522.00		

Countermeasure Strategy: Highway Safety Office Program Management AL

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This augments DPW–Office of Highway Safety’s objective in reducing traffic related crashes, fatalities and serious injuries. The Impaired Driving Management Program supports a variety of strategies to target individuals driving under the influence of drugs and alcohol as well as fatigued and distracted drivers. Under this countermeasure strategy, the coordinators will work in conjunction with the sub-grantees to ensure the success of Impaired Driving Enforcements.

The efficient implementation of highway safety programs remains critical to the success of the DPW–Office of Highway Safety. Efforts to promote highway safety compliance through education, awareness, and the resulting reduction in incidences of impaired driving fatalities in FY 2021 by related collisions, resulting in serious injuries attributed to impaired driving; has been key factors of assessing the effectiveness of the DPW-Office of Highway Safety. The inclusion of Program Coordinators to develop and facilitate activities geared towards mitigating the risks associated with impairments among motorists on the Guam’s highways supports the overall objective of their mission. The coordinators 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. During the 2021 fiscal year, the program coordinators will incorporate quarterly reviews and monitoring of all alcohol projects to ensure that the sub-grantees are following through with their implementation plans. The Program Coordinators will inform the sub-grantees 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).

Linkage Between Program Area

C-5: To reduce alcohol impaired driving fatalities by 50 percent from 2.12 (2017-2021 average) to 1.06 by December 31, 2021.

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL21-01-01OHS	Alcohol and Other Drugs Countermeasures

Planned Activity: Alcohol and Other Drugs Countermeasures

Planned activity number: **AL21-01-01OHS**

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 training programs on SFST/ARIDE.
- 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 young driver education program.
- Continue to expand support to the judicial system and encourage the development of court and prosecutor training.
- To continue share funding for program coordinators, Highway Safety Coordinator and Financial Officer personnel costs to oversee and provide guidance to impaired driving-related projects to include reporting, monitoring, financial, technical assistance and development of plans and application for impaired driving related countermeasures. Estimated costs: **\$134,776.00.**
- 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: **\$30,000.00.**
- 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.**
- 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: **\$5,500.00.**

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Alcohol	\$174,276.00		

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
Pedal Kart	1	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00

Countermeasure Strategy: Highway Safety Prosecutor (DUI)

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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 1803 DUI cases referred from the Guam Police Department from 2015-2019. (Reference table below)

DUI PROSECUTION 2015-2019 (5-YEAR DATA SPAN)

	2015	2016	2017	2018	2019
DUI referred from Guam Police Department	397	351	333	353	341
DUI filed	391	373	356	365	350
DUI convictions	290	319	205	271	266
Number of deferred pleas	0	0	15	9	10

For CY2019, 369 traffic related cases were received from the Guam Police Department, this is a -3.4 percent decrease from the number of cases referred in CY2018 of 353. For CY2019, there were a total of 350 offender cases charged, a decrease of 1% percent from CY2018 of 365.

The Office of the Attorney General will continue to seek and increase successful prosecutorial efforts to DWI arrests and prosecutions in 2021 by a moderate rate between 3%-5% as reported from previous years.

Linkage Between Program Area

C-5) To reduce alcohol impaired driving fatalities by 50% from 2.12 (2017-2021 baseline average) to 1.06 by December 31, 2021.

Rationale

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

- 1-29 (Prosecution and Adjudication)
- 1-36 (DWI Offender treatment, Monitoring, and Control)

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL21-01-04OAG	DUI PROSECUTOR

Planned Activity: DUI PROSECUTOR

Planned activity number: **AL21-01-04OAG**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office of the Attorney General continues to support and assist law enforcement in making our roads and streets safe by prosecuting reckless and alcohol related driving offenses. Thus, the Office of the Attorney General seeks funding for a prosecutor 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.

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: **\$5,000.00.**
- 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: **\$60,000.00.**
- Laptop or desktop station. Estimated Cost: **\$3,500.00.**

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, 2021.

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, 2021.

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.

Intended Subrecipients

Office of the Attorney General - Prosecution Division

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Alcohol	\$68,500.00		

Countermeasure Strategy: Impaired Driving Task Force

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

An analysis of data gathered from 369 DUI arrest cases for CY2019 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 & 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 p.m. to 10 p.m. and 1 a.m. to 4 a.m.
- DUI incidents occur on Sundays, Fridays and Saturdays
- Drivers are majority between the ages of 21 to 40 years old, 84% are male and 16% 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.

Linkage Between Program Area

C-5 – To reduce alcohol impaired driving fatalities by 50% from 2.12 (2017-2021 baseline average) to 1.06 by December 31, 2021.

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL21-01-03HPD	DUI/Impaired Driving

Planned Activity: DUI/Impaired Driving

Planned activity number: **AL21-01-03HPD**

Primary Countermeasure Strategy ID:

Planned Activity Description

The incorporation of programs which supports the main objectives of the DPW-Office of Highway Safety are critical for the success of their programs. Expanding the knowledge base and resources of local laws professionals creates a unified process of addressing the impact of impaired driving in terms of highway safety. An effective countermeasure in deterring repeated behaviors and habitual offenders identifies the problem identification and serve as an effective approach of deterrence. A key to promoting reductions in crashes, fatalities and injuries resulting from unsafe driving behaviors. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies that would improve the performance of the law enforcement agencies and the DPW-Office of Highway Safety.

GPD-Highway Patrol Division will conduct seven (7) DUI checkpoints at seven (7) hours per checkpoint with nine (9) officers, to include two (2) sergeants, and if inclement weather arises, then DUI saturation enforcement will take its place at one of the selected areas. These areas are identified “hotspots” located within the villages of Hagatna, Tamuning, Tumon, Dededo and Yigo. In addition, 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 (Stationary and Saturation) throughout FY2021 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.

GOAL:

- Funding will cover overtime enforcement activities for the GPD Highway Patrol Division. Estimated cost: **\$40,000.00.**
- To reduce alcohol impaired driving fatalities by fifty percent from 2.12 (2017-2021 average) to 1.06 by December 31, 2021.
- Procure two (2) Intoximeter EC/IR Instrument for the GPD-Highway Patrol Division. Estimated costs: **\$18,500.00.**
- Procure four (4) dry gas @ \$620.00 is \$2,480.00. Shipping cost estimate: \$710.00. Total estimated costs: **\$3,190.00.**
- Procure one (1) 6' x 14' Cargo trailer with RD Salem Vents. The Cargo Trailer is to be used to transport safety equipment, i.e., safety cones, highway signs, table and chairs, etc., for their DUI checkpoint. Estimated cost: **\$14,995.00.**
- To procure two (2) light towers for the GPD-Highway Patrol Division's DUI enforcement activities. Estimated costs: **\$15,000.00 @ 2 = \$30,000.00.**

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

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

Guam Police Department-Guam Highway Patrol Division.

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Alcohol	\$106,685.00		

Major purchases and dispositions

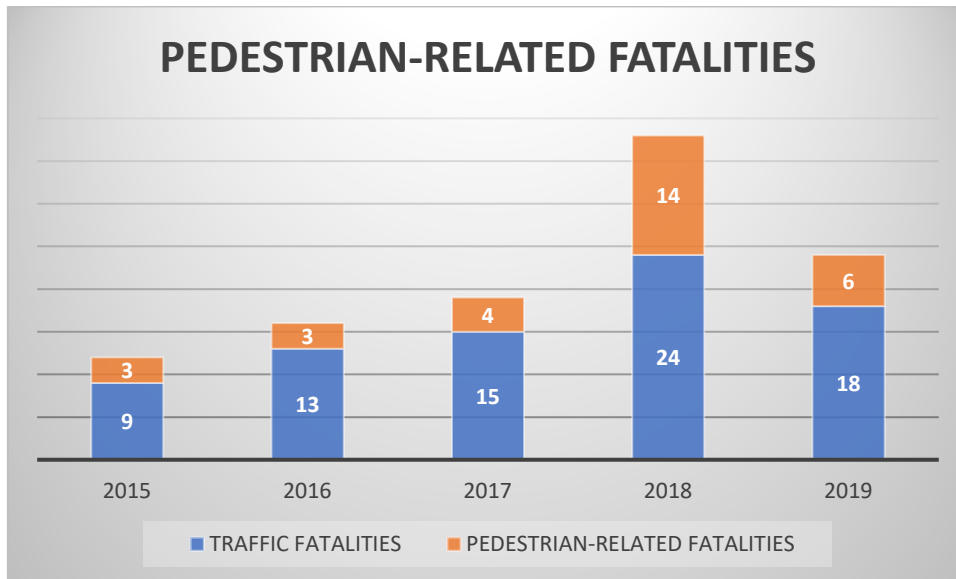
Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
6' x 14' cargo trailer	1	\$14,995.00	\$14,995.00	\$14,995.00	\$14,995.00
Breathalyzer	2	\$9,250.00	\$18,500.00	\$9,250.00	\$18,500.00
Light Towers	2	\$15,000.00	\$30,000.00	\$15,000.00	\$30,000.00

Program Area: Non-motorized (Pedestrians and Bicyclist)
 Description of Highway Safety Problems

Pedestrian Statistics

	2015	2016	2017	2018	2019
Total traffic fatalities	9	13	15	24	18
Total pedestrian fatalities	3	3	4	14	6



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. For CY2019, GPD recorded eighteen (18) fatalities with six (6) 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.

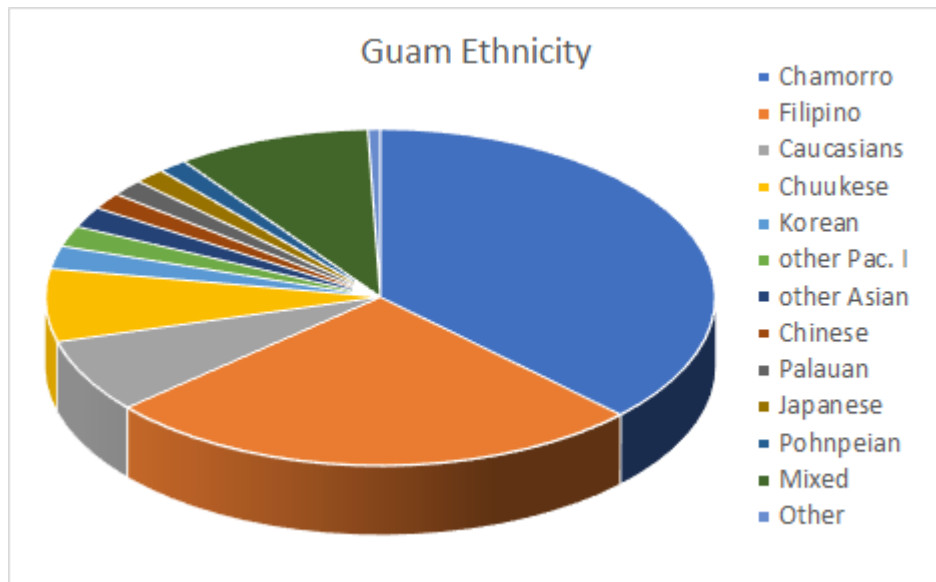
Auto-pedestrian crashes continue to be a growing problem on the island. Majority of the Pedestrian traffic fatalities come from the Federate State of Micronesia (FSM) that exists with minimal roadway improvement and no pedestrian crosswalks.

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/>



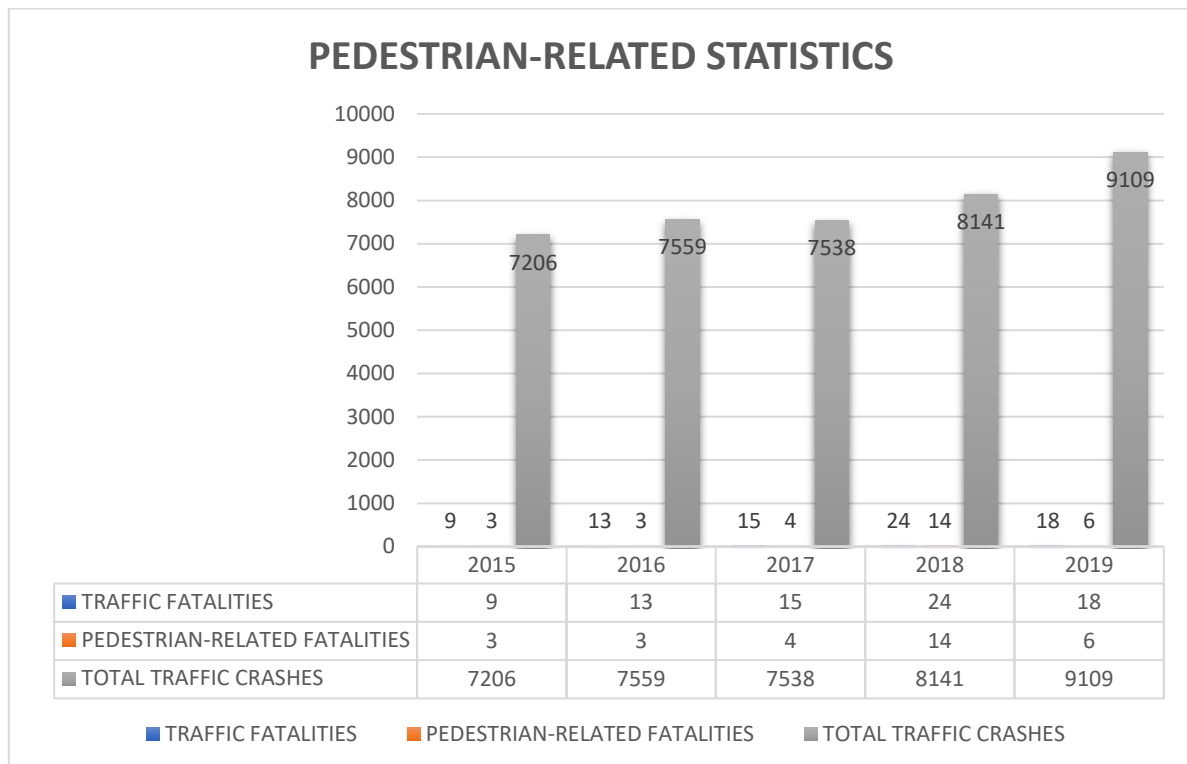
Chamorro	37.3%
Filipino	26.3%
Caucasian	7.1%
Chuukese	7%
Korean	2.2%
other Pac. Is.	2%
other Asian	2%
Chinese	1.6%
Palauan	1.6%
Japanese	1.5%
Pohnpeian	1.4%
Mixed	9.4%
other	.6% ^[1]

^[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



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).

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

1. Route 1 Anigua by Circle K Gas Station.
2. Route 1 Hagatna, by District Court.
3. Route 1 East Hagatna, by Hagatna Pavillion
4. Route 8 Maite, by Smile Market
5. Route 8 Barrigada, Palmridge Hotel
6. Route 10 Barrigada by Layang Rd.
7. Route 10 Mangilao by Payless Supermarket
8. Route 16 Harmon by Iglesia Ni Kristo Church

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-10) Number of pedestrian fatalities (Territory Crash Data Files)	2021	5 Year	4.64
2021	C-11) Number of bicyclist fatalities (Territory Crash Data Files)	2021	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)**

Project Safety Impacts

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.

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

C-10 – To reduce pedestrian fatalities by 20% from 5.57 (2017-2021 baseline average) to 4.46 by December 31, 2021.

C-11 – To reduce bicyclist fatalities by 100% from zero (0) (2017-2021 baseline average) to zero (0) by December 31, 2021.

Rationale

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

- A8-12 All Pedestrians
- A9-10 All Bicyclists

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
PS21-06-01OHS	Pedestrian and Bicycle Safety
PS21-06-02HPD	3BS Enforcement Campaign

Planned Activity: PEDESTRIAN AND BICYCLE SAFETY

Planned activity number: **PS21-06-01OHS**

Primary Countermeasure Strategy ID:

Planned Activity Description

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 FY2021.

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. 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.

Countermeasure strategies

Countermeasure strategies in this planned activity

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

The DPW-Office of Highway Safety will fund two projects in FFY 2021 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.

The DPW-Office of Highway Safety will continue to develop social media and Public Service Announcement spots, as well as printed materials 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. Printed materials for pedestrians and drivers will 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.

Strategies:

- 1) To identify those geographic problem areas and develop public awareness countermeasures to improve pedestrian and bicycle safety.
- 2) To develop and implement island-wide paid media plan for public awareness on pedestrian and bicycle safety. Pedestrian safety funding will be used to coordinate and coincide with media-centered awareness, education and enforcement efforts.
- 3) To promote bicycle helmet use for all bicyclist regardless of age.
- 4) To promote and improve education and awareness for children and parents on safe practices while walking, running especially for children and young adults walking to and from school.
- 5) To change the existing upward trend of pedestrian fatalities by enforcing pedestrian safety laws and providing education to distracted pedestrians talking on their cell phones while walking not paying attention, and/or wearing headphones that restrict the ability to hear oncoming traffic.

- 6) To increase the safety of pedestrians on Guam and educate both pedestrians and motorists about the danger of distractions while using public roadways.
- 7) To fund share personnel costs for program coordinators to manage the Pedestrian and Bicycle Safety Program. Estimated cost: **\$22,000.00.**
- 8) 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.**
- 9) 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.**
- 10) 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: **\$2,000.00.**

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Pedestrian/Bicycle Safety	\$41,000.00		

Planned Activity: 3BS Enforcement Campaign

Planned activity number: **PS21-06-02HPD**

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. The GPD-Highway Patrol Division will create an updated brochure for law enforcement officers, that will include various languages for the FSM community, and to be distributed island-wide.

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 GPD-Highway Patrol Division 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 12 personnel assigned; 1-Captain, 1-Lieutenant, 2-Sergeants, and 8 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 FY2021.

Intended Subrecipients

Guam Police Department - Highway Patrol Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian Safety Enforcement Strategy

Funding sources

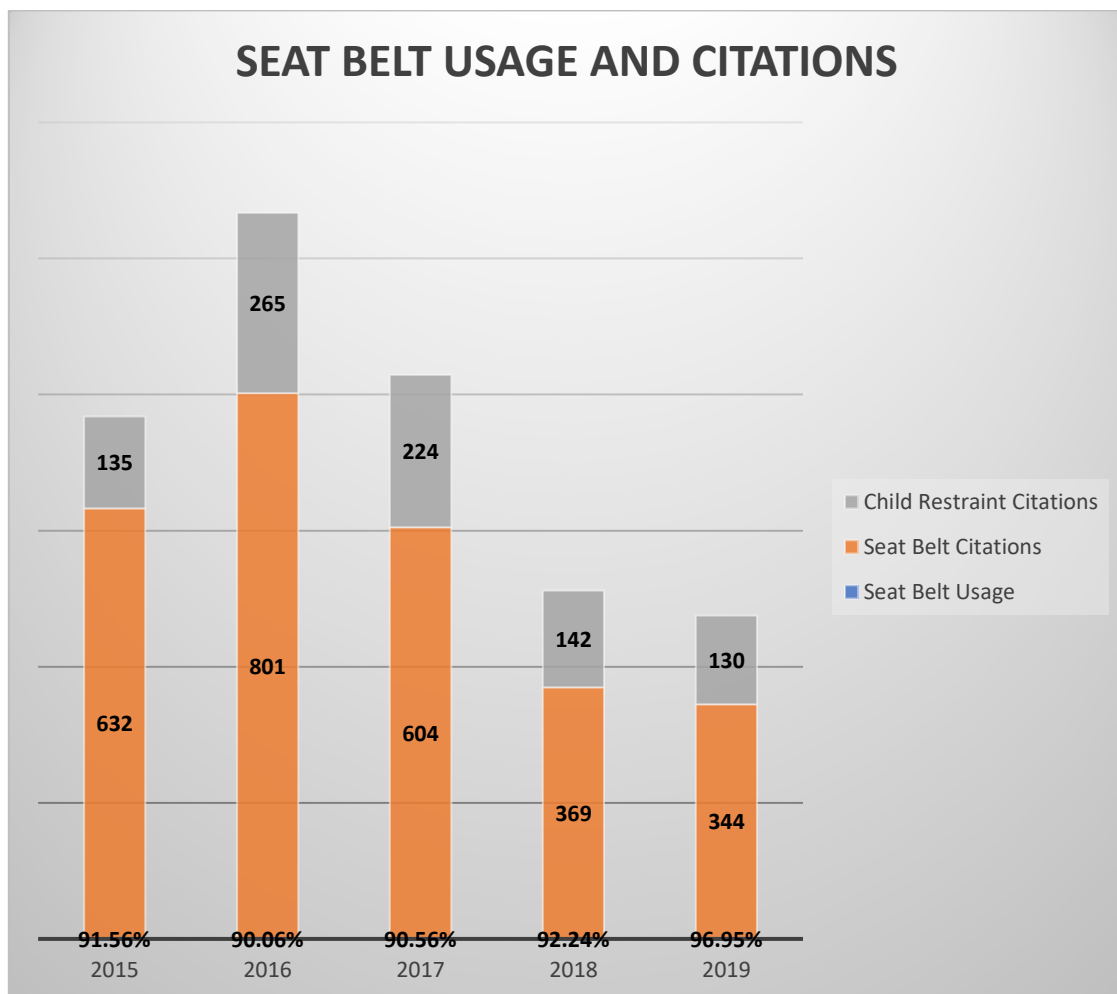
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Pedestrian Safety (FAST)	\$20,000.00		

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

Description of Highway Safety Problems

Seat Belt Usage and Citations (2015-2019)

	2015	2016	2017	2018	2019
Seat Belt Usage	91.56%	90.06%	90.56%	92.24%	96.95%
Seat Belt Citations	632	801	604	369	344
Child Restraint Citations	135	265	224	142	130



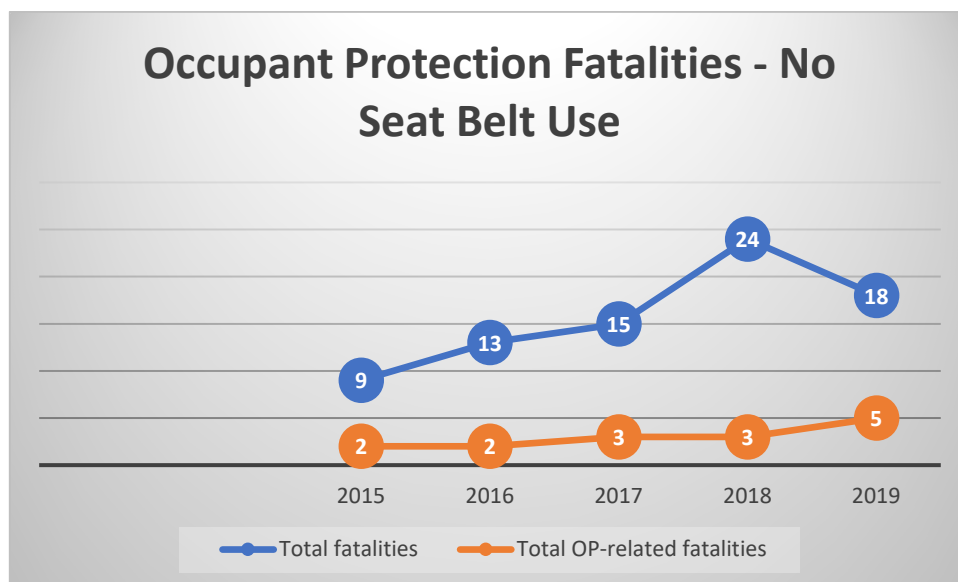
Increasing seat belt usage is a priority area. Problem exists with the outer islanders migrating to Guam and not familiar with Guam's traffic laws. For the most, English is a second language for them, though there are some who can speak and read English, it is often requested for their assistance to interpret Guam's traffic laws. The outer islanders have 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's 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. 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 program 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.



	2015	2016	2017	2018	2019
Total Traffic Fatalities	9	13	15	24	18
Total OP Fatalities	2	2	3	3	5

ENFORCEMENT:

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

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. In CY2019, there were 9,109 crashes with 18 fatalities and out of that 7 were non-use seatbelts.

According to statistical data from the GPD’s Law Enforcement Records Management System (LERMS), from CY2017 to CY2019, 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. Continued 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 percent annually, the number of serious injuries from unrestrained occupants remains high at an average of 30 percent annually from 2017 to 2018. 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.

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.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory Crash Data Files)	2021	5 Year	2.7
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2021	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.

The DPW-Office of Highway Safety will continue to produce brochures, posters and pamphlets in different ethnic languages catering to the outer island population (Federated State of Micronesia) that has infiltrated our island. This is 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 seats. 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

C-4) Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat position, by 50 percent from 2.40 (2017-2021 baseline average) to 1.20 by December 31, 2021.

B-1) To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage point from 93.22 percent (2017-2021 baseline average) to 96.67 percent by December 31, 2021.

Rationale

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

- 2-3 Strategies to Improve the Safety of Passenger Vehicle Occupants
- 2.23 Communications and Outreach
- 2-33 Strategies for Child Restraint and Booster Seat Use

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
M1CSS21-25-01OHS	CPS Inspection Stations
M1PE21-22-01OHS	Op High Education - Program Management
M1TR21-27-01OHS	CPS Training And Travel

Planned Activity: CPS Inspection Stations

Planned activity number: **M1CSS21-25-01OHS**

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.

Guam currently has five (5) permanent fitting stations located in the northern and central part of the island. Each Permanent Fitting Station is staffed by at least one current nationally certified child passenger technician. The DPW-Office of Highway Safety will establish one (1) permanent fitting station with the Guam Fire Department in FY2021.

They are:

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

*** Includes underserved/at-risk populations**

DPW-Office of Highway Safety will:

- a. Conduct Car Seat Inspection twice a year in FY2021 at various auto dealerships and/or Shopping Centers.
- b. Continue to participate along with the DPH&SS–EMS for Children, the Guam District Nurses, and the Bureau of Family Health and Nursing Division that collaborates with the Primary Care Northern and Southern Community Health Centers providing free immunization to the underserved community who are unemployed and receiving federal/local assistance. DPW-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 conducted 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.
- c. Increase the number of permanent fitting station from five to six in FY2021.
- d. Procure various types of child restraints, i.e., infant-only, convertible, forward-facing, combination, and booster seats (high-back and backless). Estimated cost: **\$10,000.00.**

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$10,000.00		

Planned Activity: OP HIGH EDUCATION - PROGRAM MANAGEMENT

Planned activity number: **M1PE21-22-01OHS**

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 (Occupant Protection Mascot) and Pedi-Ann, (Pedestrian Safety Mascot).

DPW-Office of Highway Safety will:

- 1) Expand the Child Passenger Safety Technician Training to include the military enforcement and Emergency Medical Service personnel during FY2021.
- 2) 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 FY2021. Initiatives will be developed to promote awareness to the identified high-risk groups, i.e. young teenagers and the Micronesian islanders.
- 3) Increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage point from 93.22 percent (2017-2021 baseline average) to 96.67 percent by December 31, 2021 by continuing to conduct educational outreach,

island-wide, at various schools (private and local); village town meetings; non-profit organizations (Rotary Club and Lion's Club, etc.); Car rental agencies, to include taxi's; Guam's "Uber", the Guam's Visitor Bureau; and military installations.

- 4) Expand its 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.
- 5) 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.
- 6) Fund personnel costs for program coordinators to administer, implement, and enforce policy issues concerning Occupant Protection. Estimated cost: **\$21,527.70.**
- 7) To fund contractual services for a statistician to review and prepare the annual observation surveys of occupant protection use. Estimated cost: **\$3,900.00.**
- 8) To procure materials and supplies for operational costs for the M1PE Program Management project. Estimated cost: **\$2,500.00.**

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	FAST Act 405b OP High	405b High Public Education (FAST)	\$27,927.70		

Planned Activity: CPS TRAINING AND TRAVEL

Planned activity number: **M1TR21-27-01OHS**

Primary Countermeasure Strategy ID:

Planned Activity Description

DPW-Office of Highway Safety will:

- Conduct two (2) Child Passenger Safety Technician Renewal classes in FY2021 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 45 to 60 in FY2021.
- DPW-Office of Highway Safety will increase the CPS Instructor from three to four in FY2021.
- Send the Program Coordinator and sub-grantee(s) to off-island trainings, meetings, and/or conferences during FY2021. 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.**

Countermeasure strategies

Countermeasure strategies in this planned activity

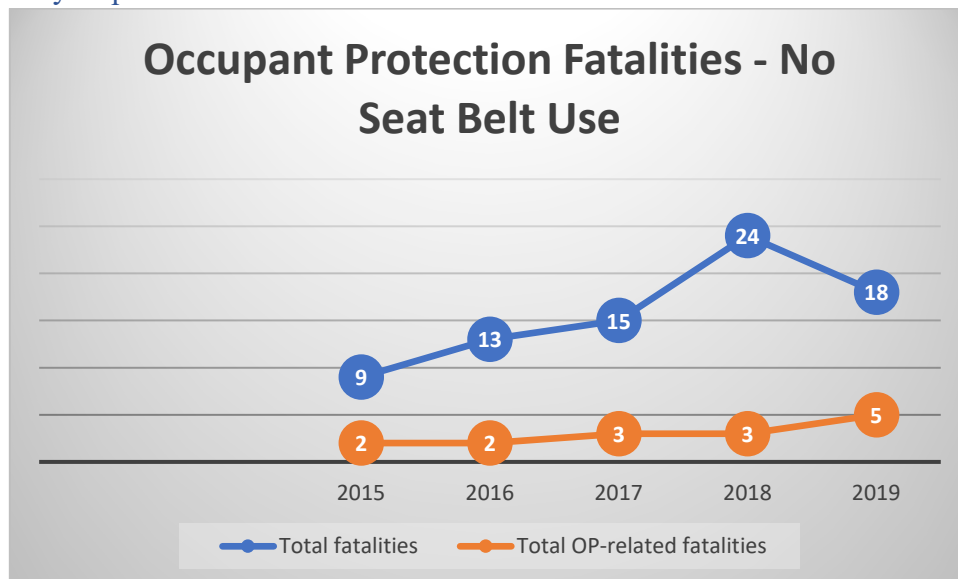
Countermeasure Strategy
Child Restraint System Inspection Station(s)
OP Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	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



	2015	2016	2017	2018	2019
Total Traffic Fatalities	9	13	15	24	18
Total OP Fatalities	2	2	3	3	5

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

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. In CY2019, there were 9,109 crashes with 18 fatalities and out of that 7 were non-use seatbelts.

According to statistical data from the GPD’s Law Enforcement Records Management System (LERMS), from CY2017 to CY2019, 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. Continued 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 percent annually, the number of injuries from unrestrained occupants remains high at an average of 30 percent annually from 2017 to 2018. 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.

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.

Linkage Between Program Area

C-1) Reduce the number of traffic fatalities by five percent from 14 (2017-2021 baseline average) to 13.30 by December 31, 2021.

C-4) Reduce the number unrestrained passenger vehicle occupant fatalities, all seat positions, by 50 percent from 2.40 (2017-2021 baseline average) to 1.20 by December 31, 2021.

Rationale

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

- 2-17 Seat Belt Law Enforcement
- 2-20 Integrated Nighttime Seat Belt Enforcement

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1HVE21-23-01HPD	OPERATION SCOPE
OP21-02-02HPD	Operation CIOT/Buckle Down

Planned Activity: OPERATION SCOPE

Planned activity number: **M1HVE21-23-01HPD**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will support dedicated overtime enforcement and costs associated with the state law enforcement participation in the NHTSA National Click It or Ticket Campaign (November 2020 and May 2021).

GPD-Highway Patrol Division will conduct 11 federally funded enforcement activities at 4 hours per operation, totaling 44 hours. These operations will continue through September 30, 2021. GPD-Highway Patrol Division's will conduct Operation CIOT overtime enforcement activities on the most populated area as far as people and vehicular traffic is concerned. These areas are located within the villages of Hagatna, Barrigada, Mangilao, Dededo, Tamuning, Tumon and Yigo.

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.

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 percent of the population and is more than the 70 percent as required by the grant criterion.

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

Intended Sub-recipients

Guam Police Department - Highway Patrol Division

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	FAST Act 405b OP High	405b High HVE (FAST)	\$20,000.00		

Planned Activity: Operation CIOT/Buckle Down

Planned activity number: **OP21-02-02HPD**

Primary Countermeasure Strategy ID:

Planned Activity Description

Goals:

- Increase seat belt and child restraint usage by funding overtime to GPD-Highway Patrol Division to conduct stationary and saturation enforcement activities during FY2021.
- Reduce the number of unrestrained passenger fatalities by 50% from 3 (2015-2019 average) 1.5 in FY2021.
- Combine STEP and Seat belt enforcement events throughout FY2021.

Objectives:

- Conduct eleven day and night enforcement operations at 4 hours per operation, totaling 44 hours. These operations will continue through September 30, 2021 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 at 4 schools by September 30, 2021.

Intended Sub-recipients

Guam Police Department-Guam Highway Patrol Division

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	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

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 FY2021, Guam's Occupant Protection Seatbelt and Car Seat Safety programs will endeavor educational outreaches where target audiences are adults, parents, to include expectant parents. Educational venue will be coordinated in the area of parental organizations, i.e. Guam's Public School System Parent Teacher's Organization, Mayor's Council for Village Towns meetings, and Health Care Wellness Centers, i.e. Wellness Center Programs for families (Take Care Educational & Wellness Programs, Guam Regional Medical Center Educational & Wellness Program, etc.)

DPW-Office of Highway Safety will place culturally relevant and linguistically appropriate advertising in a variety of multi-cultural/multi-ethnic media outlets. DPW-Office of Highway Safety 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

C-4) Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat position, by 50 percent from 2.40 (2017-2021 baseline average) to 1.20 by December 31, 2021.

B-1) To increase the observed seat belt use of front seat outboard occupants in passenger vehicles by 3.7 percentage point from 93.22 percent (2017-2021 baseline average) to 96.67 percent by December 31, 2021.

Rationale

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

- 2-3 Strategies to Improve the Safety of Passenger Vehicle Occupants
- 2.23 Communications and Outreach
- 2-33 Strategies for Child Restraint and Booster Seat Use

Planned Activity: Educational Outreach

Planned activity number: **OP21-02-01OHS**

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.

The DPW-Office of Highway Safety strategies include:

- 1) To continue to emphasize public education of Guam's Seat Belt Laws through enforcement and paid and earned media venues.
- 2) To provide paid media to support the Click It or Ticket enforcement campaigns.
- 3) 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.
- 4) 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.

- 5) 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.
- 6) To fund shared personnel costs for program coordinators under Section 402. Estimated cost: **\$72,572.30**.
- 7) To procure and produce educational materials in various ethnic languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences, which will be distributed island-wide throughout FY2021. Estimated cost: **\$2,000.00**.
- 8) To procure various types of child restraint systems for the DPW Office of Highway Safety's training and car seat inspection stations under Section 402. Estimated cost: **\$5,000.00**.
- 9) 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 under Section 402. Estimated cost: **\$2,000.00**.
- 10) 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 under Section 402. Estimated cost: **\$30,000.00**.

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Occupant Protection	\$111,572.30		

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:

- 1) Developing performance goals in a joint effort with coordinators and sub-grantees and selecting attainable measures
- 2) Establishing clearly defined and articulated problems
- 3) Collaborating with partners – local or regional; In a concerted effort, Identifying, prioritizing and selecting programs and projects
- 4) Collaborating in the articulation of objectives related to goals upon request
- 5) 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.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA21-07-01OHS	Program Management	

Planned Activity: Program Management

Planned activity number: **PA21-07-01OHS**

Primary Countermeasure Strategy ID:

Planned Activity Description

- Administer the Highway Safety Program:
 - a) Implement the FY2021 HSP;
 - b) Develop projects to support the current programs goals;
 - c) Provide sound fiscal management on all the traffic safety programs;
 - d) Coordinate plans with other local and federal agencies;
 - e) Assess program and projects outcomes; and
 - f) Share this vital information and relevant data with the public.

- 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 three (3) computer desk-top necessary to carry out day-to day activities for office staff; procure two (2) laptop stations; procure seven (7) telephone instruments; and one (1) Poly-Com instrument for teleconference calls/webinars. Estimated cost: **\$15,100.00**.
- Utilities – Monthly telephone services for the daily operation of the DPW Office of Highway Safety. Estimated cost: **\$4,000.00**.
- Contractual Services - To fund for Annual Dues (GHSA and NAWSHL), Xerox monthly lease; printing services; long distance telephone services; contractual services to replace and install seven (7) 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: **\$52,948.00**).

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	\$149,148.00		

Program Area: Police Traffic Services

Description of Highway Safety Problems

The key objective of Police Traffic Services is to prevent fatalities, injuries, crashes and traffic violations in high-risk areas through data-driven high-visibility enforcement. Enforcement effort areas focus on improving traffic safety by reducing unsafe behaviors such as speeding, failure to use seatbelts, distracted driving, along with the effective implementation of enforcement strategies related to impaired driving, occupant protection, distracted driving, pedestrian, and bicycle safety.

The DPW-Office of Highway Safety intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors. Additionally, funding initiatives which addresses specific types of behaviors will be used to maximize the effectiveness of the approach as well as efficient use of assigned resources.

In CY2019, fatalities– decreased by six (6) fatalities since 2018; Unrestrained Passenger Vehicle Occupant Fatalities – increased by two (2) fatalities in 2019; Pedestrian Fatalities – decreased by eight (8) fatalities in 2019; and Speeding Fatalities – were at eleven (11) in 2019. The DPW-Office of Highway Safety will continue to work at reducing crash fatalities in highway safety programs island-wide. Directed initiatives with an objective to maintain reductions in Traffic, Impaired Driving, Motorcycle, Pedestrian and Unrestrained Fatalities remains critical to promoting highway safety.

During CY2019, data reports revealed that a greater number of crashes transpired between the hours of 6:00 p.m. and 3:00 a.m. Further analyzations of the collected data identified high crash locations along the routes of 1, 4, 8, 10 and 16.

Education and Program Management: The Program Coordinators will emphasize on speed, impaired driving and occupant protection. 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.

In addition, the Program Coordinators 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:

This planned activity will consist of targeted efforts to enforce traffic laws. During fiscal year 2019, Guam reported a total of 9109 crashes (this statistic includes property damages). As a result, planned activities targeting the enforcement of laws and enforcement efforts would be applied for fiscal year 2021.

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 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. 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.

SPEED STATISTICS

	2015	2016	2017	2018	2019
Total traffic fatalities	9	13	15	24	18
Total speed-related fatalities	5	6	7	8	11
Total crashes	7206	7559	7538	8141	9109
Total speed-related citations	3596	3811	2836	1458	2605

In 2015, there were 7206 traffic crashes resulting in nine (9) traffic fatalities. Of the nine (9) fatalities, five (5) were speed-related fatalities. 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 fatalities. In 2017, there were 7538 traffic crashes resulting in 15 traffic fatalities. Of the 15 traffic fatalities, seven (7) were speed-related fatalities. In 2018, there were 8141 traffic crashes resulting in 24 traffic fatalities. Of the 24 traffic fatalities, eight (8) were speed-related fatalities. In 2019, there were a total of 9109 traffic crashes, resulting in 18 fatalities with eleven (11) due to speed.

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, Rt.10A 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 is the inattention to the roadway, speeding, and the use of electronics while operating a motor vehicle.

GIAA-Airport Police Division has provided Statistical charts below that show the results of Crash Data and Citation / Arrest Data for five (5) previous years that has been collected which indicates an increase due to the aforementioned factors listed above

CITATIONS	2015	2016	2017	2018	2019
Speed	111	70	559	154	51
Seat Belt	71	27	87	51	15
Child Restraints	6	12	14	12	4
Cell Phone	19	7	14	9	9

CRASH STATISTICS	2015	2016	2017	2018	2019
Traffic crashes	180	285	315	151	123
Fatal crashes	0	0	0	0	0
Speed-related crashes	191	300	342	123	112
Speed-related crashes w/injuries	11	15	27	28	11

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, taxis, 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

CRASH STATISTICS	2017	2018	2019
Traffic crashes	27	11	33
Traffic crashes w/injuries	0	0	2
Speed citations	287	66	75
DUI Arrests	2	4	5
Seat Belt Citations	3	1	1
Child restraint citations	0	0	1

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-Port Police Division may be called upon to patrol a section of Guam's main highway, Marine Corps Drive.

In CY2019, there were 75 speeding citations, one (1) seatbelt, one (1) child restraint, five (5) DUI Arrest (Drug and Alcohol), and zero traffic fatalities. In CY2018, there were 66 speeding citations, one (1) seat belt, four (4) DUI Arrest (Drug and Alcohol), and zero traffic fatalities along their jurisdiction roadways. In CY2017, there were a total of 287 speeding citations, three (3) seatbelt citations, zero child restraint citations, two (2) DUI Arrests (Drug and Alcohol) and zero traffic fatalities along routed jurisdictions.

It is evident that crashes have gone up by a factor of 3. While this is troubling, the PAG-Port Police Division has fortunately avoided fatal crashes within its jurisdiction and their visibility continues to be impactful through speed enforcements along their roadways.

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (Territory Crash Data Files)	2021	5 Year	13.49
2021	C-6) Number of speeding-related fatalities (Territory Crash Data Files)	2021	5 Year	5.76
2021	C-7) Number of motorcyclist fatalities (Territory Crash Data Files)	2021	5 Year	1.50
2021	C-8) Number of un-helmeted motorcyclist fatalities (Territory Crash Data Files)	2021	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**

Project Safety Impacts

The key objective of Police Traffic Services is to prevent fatalities, injuries, crashes and traffic violations in high-risk areas through data-driven high-visibility enforcement. Enforcement effort areas focus on improving traffic safety by reducing unsafe behaviors such as speeding, failure to use seatbelts, distracted driving, along with the effective implementation of enforcement strategies related to impaired driving, occupant protection, distracted driving, pedestrian, and bicycle safety.

The DPW-Office of Highway Safety intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing

dangerous driving behaviors. Additionally, funding initiatives which addresses specific types of behaviors will be used to maximize the effectiveness of the approach as well as efficient use of assigned resources. DPW-Office of Highway Safety’s top priorities for the FY2021 highway safety program include mitigating increases in Serious Injuries in Traffic Crashes.

Linkage Between Program Area

- C-1: To reduce total traffic fatalities by five percent form 14 (2017-2021 baseline average) to 13.30 by December 31, 2021.
- C-6: To reduce the number of speed-related fatalities by 10 percent from 6.10 (2017-2021 baseline average) to 5.49 by December 31, 2021.
- C-7: To reduce the number of motorcyclist fatalities by 50 percent from 3 (2017-2021 baseline average) to 1.5 by December 31, 2021.
- C-8: To reduce the number of un-helmeted motorcycle fatalities by 100 percent from three (3) (2017-2021 baseline average) to zero (0) by December 31, 2021.

Rationale

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

- 3-5 Strategies to reduce Speeding and Aggressive Driving
- 3-15 Laws
- 3-20 Enforcement
- 3-27 High Visibility Enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT21-03-00OHS	POLICE TRAFFIC EDUCATION

Planned Activity: POLICE TRAFFIC EDUCATION

Planned activity number: **PT21-03-00OHS**

Primary Countermeasure Strategy ID:

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 for speed and aggressive-driving will happen.

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 to educate 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:

1. To fund shared personnel costs for Program Managers 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: **\$114,919.00.**
2. 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.**
3. To fund for materials and supplies for operational use for the Speed Educational Outreaches. Estimated costs: **\$2,000.00.**
4. 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.**

5. DPW-Office of Highway Safety will conduct program management and oversight for all activities within its priority area.
6. 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: **\$10,000.00**.
7. 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: **\$10,000.00**.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management PT

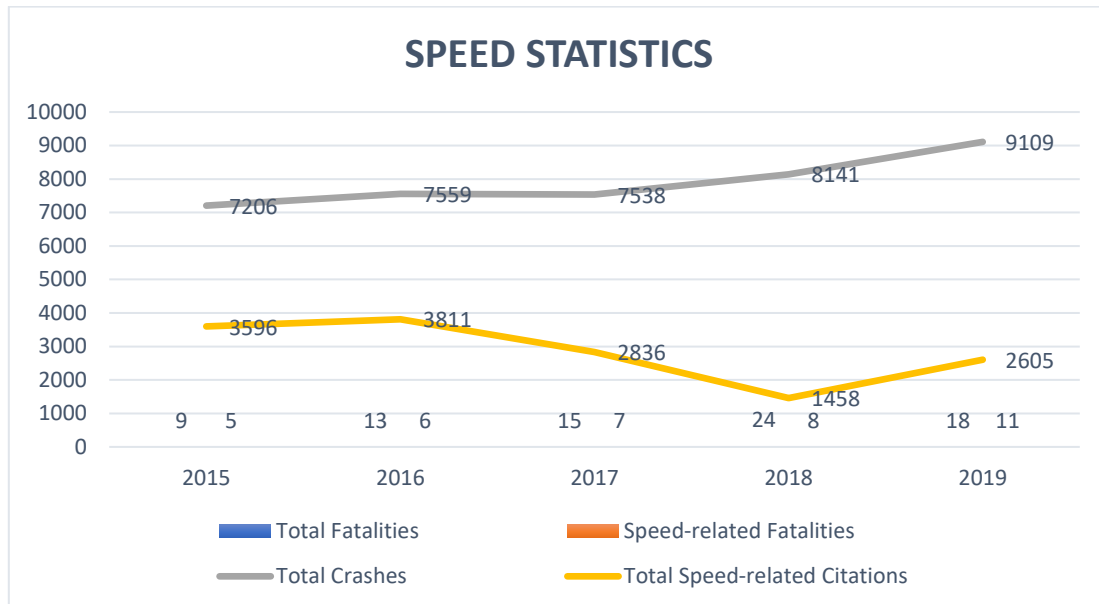
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Police Traffic Services	\$168,919.00		

Countermeasure Strategy: Speed Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts



STATISTICS	2015	2016	2017	2018	2019
Total Fatalities	9	13	15	24	18
Speed-related Fatalities	5	6	7	8	11
Total Crashes	7206	7559	7538	8141	9109
Total Speed-related Citations	3596	3811	2836	1458	2605

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 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; for CY2019 there were 18 fatalities out of which 11 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, 9th Edition, 2017 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.

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.

The GPD-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 (APD)

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, Rt.10A 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 is the inattention to the roadway, speeding, and the use of electronics while operating a motor vehicle.

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

CRASH STATISTICS	2017	2018	2019
Traffic crashes	27	11	33
Traffic crashes w/injuries	0	0	2
Speed citations	287	66	75
DUI Arrests	2	4	5
Seat Belt Citations	3	1	1
Child restraint citations	0	0	1

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.

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

- C-1: To reduce total traffic fatalities by five percent form 14 (2017-2021 baseline average) to 13.30 by December 31, 2021.
- C-6: To reduce the number of speed-related fatalities by 10 percent from 6.10 (2017-2021 baseline average) to 5.49 by December 31, 2021.
- C-7: To reduce the number of motorcyclist fatalities by 50 percent from 3 (2017-2021 baseline average) to 1.5 by December 31, 2021.

- C-8: To reduce the number of un-helmeted motorcycle fatalities by 100 percent from three (3) (2017-2021 baseline average) to zero (0) by December 31, 2021.

Rationale

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

- 3-5 Strategies to reduce Speeding and Aggressive Driving
- 3-15 Laws
- 3-20 Enforcement
- 3-27 High Visibility Enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT21-03-01HPD	OPERATION HEAT
PT21-03-02APD	Traffic Enforcement
PT21-03-03PPD	Operation A' dai He Hao'

Planned Activity: OPERATION HEAT

Planned activity number: **PT21-03-01HPD**

Primary Countermeasure Strategy ID:

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:

1. The depreciated fleet vehicles need 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.
2. 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 FY2021.

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.

GPD-Highway Patrol Division anticipate to conduct 11 speed enforcement activities during FY2021 and if necessary, they will be augmented by other officers from within the Guam Police Department with targeted high risk spot areas such at:

- 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.

Goals:

1. To conduct LASER/RADAR training sessions for patrol personnel of the Guam Police Department.
2. 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.
3. To conduct educational outreaches with the DPW Office of Highway Safety at four (4) Middle and High Schools and non-profit organizations.
4. To conduct safety presentations to all new in-coming military personnel arriving on island, as well as to five (5) at the most, of public and private schools in regards to the danger of speeding and unsafe behavior on the roadways of Guam.
5. 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.
6. Reduce the number of speed-related traffic fatalities by 10% from 6.10 (2017-2021 baseline average) to 5.49 by December 31, 2021, 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.

7. Fund overtime costs for GPD-Highway Patrol Division to conduct saturation and stationary enforcement activities aimed at speeding, reckless driving, imprudent driving and unsafe driving offenders throughout FY2021. Estimated cost: **\$35,000.00**.
8. Conduct safety presentations to all new in-coming military personnel arriving on island, as well as to five (5) public and private schools in regards to the danger of speeding and unsafe behavior on the roadways of Guam.
9. To procure three (3) “Police Packaged” vehicles that will be used as part of the GPD-Highway Patrol Division’s enforcement operation activities in the reduction of traffic fatalities on the island’s roadways. Highway Patrol Division procured their last set of vehicles from their grants back in FY2011. Current vehicles have exceeded their life span capacity averaging at 154,000 miles usage, and are deteriorating from rust due to the salt air on our island. Estimated cost: $\$50,000.00 \times 3 =$ **\$150,000.00**.
10. To increase speeding citations by 15% from 2,605 citations to 2998 citations, by December 31, 2021.
11. 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.
12. To procure two (2) laser equipment with tripods that will be utilized as part of their speed laser enforcements. Estimated cost: $\$2,500 \times 2 \text{ ea.} =$ **\$5,000.00**.
13. To procure four (4) Basic Speed Monitor IV Radar Speed Sign package to be used and placed at designated high-risk areas identified on Routes 1, 4, 8, 10, and 16. Estimated costs: $\$1,999.00 \times 4 \text{ ea.} =$ **\$7,996.00**.
14. To procure one (1) VERICOM VC4000 DAQ NTSB package to include shipping and handling costs. This equipment is designed to meet the technical needs of the Traffic Crash Reconstructionist and will be used for traffic crash investigations. The VC4000 VERICOM is known worldwide for its accuracy in calculating vehicle speed and distance from acceleration and time. Estimated costs: **\$9,945.00**.
15. To procure five (5) MPH Python III FS KA Band Single-antenna radars to be used by the Guam Police Department – Highway Patrol Division (GPD-HPD) during their speed enforcement activities. Estimated costs: $\$1,335.00 \times 5 \text{ ea.} =$ **\$6,675.00**.
16. To procure one (1) Bosch Crash Retrieval Deluxe Kit, to include shipping and handling costs, to be used by the Guam Police Department-Highway Patrol Division (GPD-HPD). This kit is the entry-level and may be called the “DLC” kit. It contains all of the hardware required to perform a DLC retrieval of the EDR data. Estimated costs: **\$9,947.50**.

Intended Subrecipients

Guam Police Department - Guam Highway Patrol Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SPEED ENFORCEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Police Traffic Services	\$224,563.50		

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
Police Package Vehicle	3	\$50,000.00	\$150,000.00	\$50,000.00	\$150,000.00
VERICOM VC4000	1	\$9,945.00	\$9,945.00	\$9,945.00	\$9,945.00
Bosch Crash Data Retrieval Deluxe Kit	1	\$9,947.50	\$9,947.50	\$9,947.50	\$9,947.50

Planned Activity: Traffic Enforcement

Planned activity number: **PT21-03-02APD**

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, Rt. 0A 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 is 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.

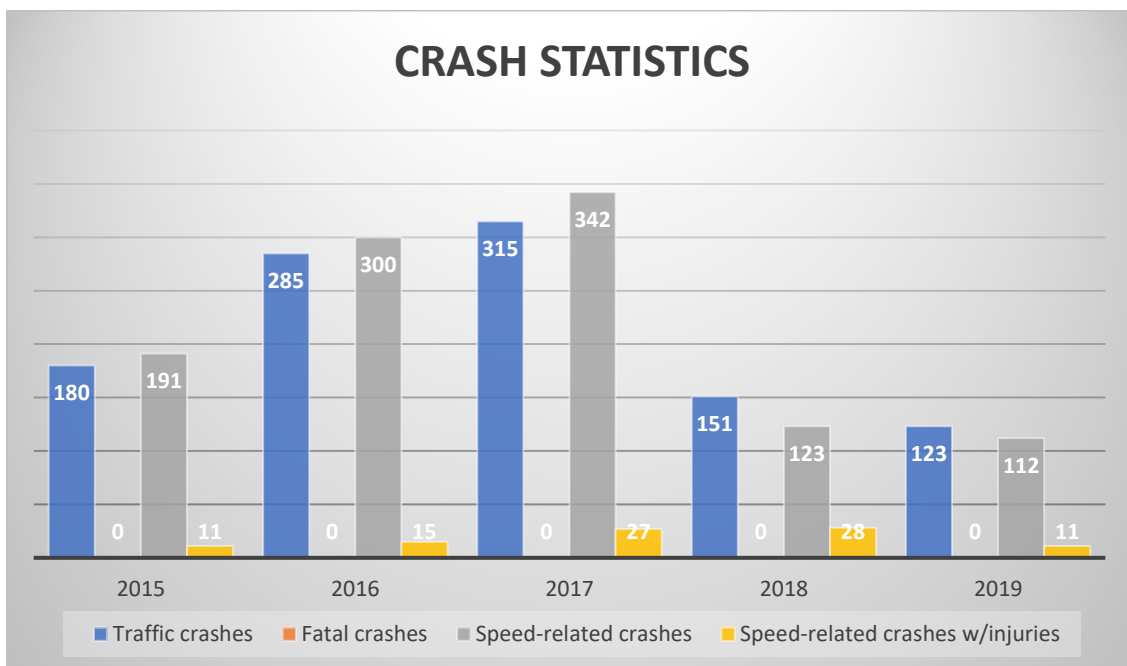
The increase of the traveling public, specifically new markets who have chosen Guam as their vacation destination, has increased the number of rent-a-cars, tourist buses, taxi's, various tour operators, hotel vans travelling the Airport Roadways. In addition to those, there's also an increase of businesses such as the Social Security, 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. Traffic heavily increases starting in the early morning hours 3:00 a.m. to 9:00 p.m.

GIAA-Airport Police Division has provided Crash Data and Citation chart below:

CITATIONS	2015	2016	2017	2018	2019
Speed	111	70	559	154	51
Seat Belt	71	27	87	51	15
Child Restraints	6	12	14	12	4
Cell Phone	19	7	14	9	9

CRASH STATISTICS	2015	2016	2017	2018	2019
Traffic crashes	180	285	315	151	123
Fatal crashes	0	0	0	0	0
Speed-related crashes	191	300	342	123	112
Speed-related crashes w/injuries	11	15	27	28	11



GIAA Airport Police Division will conduct overtime Traffic Enforcement's approximately 20 to 40 hours a month on Airport roadways through September 30, 2021, which will include roving patrols and stationary enforcement. GIAA 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 aims:

- To reduce crashes by 10% from 112 in FY2020 to 111 by September 30, 2021.
- To reduce speed-related crash injuries by 10% from 11 in FY2020 to 10 by September 30, 2021.
- GIAA Airport Police Division will conduct two (2) Educational presentations, during FY2021 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 FY2021. Estimated cost: **\$15,000.00**.
- Funds will cover travel expenses for one (1) Airport Police officer to attend the FY2021 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 strategies in this planned activity

Countermeasure Strategy
SPEED ENFORCEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$20,000.00		

Planned Activity: Operation A' dai He Hao'

Planned activity number: **PT21-03-03PPD**

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-Port Police Division 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 CY2019, there were 97 speeding citation, one (1) seatbelt citations, one (1) child restraint citations, five (5) DUI Arrest (Drug and Alcohol), and zero (0) traffic and bicycle fatalities. In CY2018, there were 66 speeding citations, one (1) seatbelt citation, zero (0) child restraint citations, four (4) DUI Arrest (Drug and Alcohol), and zero (0) traffic and bicycle fatalities. In CY2017, 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.

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.

To that end, the PAG-Port Police Division will implement Operation A' dai He Hào! (Watch Out!). Operation A' dai He Hào! (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 FY2021. 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 FY2021.

PAG Port Police Division plans:

- To increase the number of speeding citations by 15% from 75 (citations in 2019) to 86.
- 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 CY2021.

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 CY2021. Estimated costs: **\$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 2021 Lifesavers Conference. Estimated costs: **\$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 CY2021.

[Intended Subrecipients](#)

Port Authority of Guam Port Police Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SPEED ENFORCEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Police Traffic Services	\$15,000.00		

Program Area: Traffic Records (Sections 402 and 405c)

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 FY2021.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (Territory Crash Data Files)	2021	5 Year	14.0

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

- Improve the interfaces with the Crash data system, Vehicle data system, Driver data system, Roadway data system, Citation and Adjudication system, Injury Surveillance System and Traffic Records System that reflect best practices.

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
M3DA21-28-01OHS	Island-Wide Traffic Safety Information System
TR21-05-01OHS	Traffic Records

Planned Activity: ISLAND-WIDE TRAFFIC SAFETY INFORMATION SYSTEM

Planned activity number: **M3DA21-28-01OHS**

Primary Countermeasure Strategy ID:

Planned Activity Description

Name and title of the State's Traffic Records Coordinator:

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

Title of State's Traffic Records Coordinator: **PROGRAM COORDINATOR** (To partially fund personnel costs. Estimated cost: **\$13,500.00**).

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

1. Redeployment of Electronic Crash Reporting System/E-Citation/Report Amendment Program/Data Transmission Services/Driver and Vehicle Lookup Programs
2. ITSIS Maintenance & Support
3. Traffic Records Strategic Plan Update/FY 2021 Grant Application
4. E-Citation Web Viewer Application

The Contract term is for fiscal year 2021 and will be completed within the fiscal year.

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

ITSIS Project

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

1. On-going ITSIS Maintenance & Support. Estimated costs: **\$41,978.20**.
2. Redeployment of Electronic Crash Reporting System/E-Citation/Report Amendment Program/Data Transmission Services/Driver and Vehicle Lookup Programs. Estimated costs: **\$21,520.61**.
3. E-Citation Web Viewer Application. Estimated cost: **\$15,332.96**.
4. Traffic Records Strategic Plan Update. Estimated cost: **\$30,370.18**.

Countermeasure strategies in this planned activity

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
2021	FAST Act 405c Data Program	405c Data Program (FAST)	\$122,701.95		

Planned Activity: Traffic Records

Planned activity number: **TR21-05-01OHS**

Primary Countermeasure Strategy ID:

Planned Activity Description

- To continue to fund one (1) Program Manager to oversee the project and provide generating data and crash report from the On-line System Crash Analysis and Reporting (OSCAR) system. Estimated Cost: **\$31,500.00**.
- 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. Estimated Cost: **\$2,000.00**.
- To send three (3) Traffic Records Coordinating Committee members to the ATSIP Traffic Records Forum. Estimated Cost: **\$15,000.00** to include air fare, per diem, registration, and car rental.
- Contractual services for the Section 405c Grant Application. Estimated costs: **\$25,000.00**.

Countermeasure strategies

Countermeasure strategies in this planned activity

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
2021	NHTSA 402	Traffic Records	\$73,500.00		

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
PS21-06-02HPD	3BS Enforcement Campaign
AL21-01-03HPD	DUI/Impaired Driving
PT21-03-03PPD	Operation A' dai He Hao'
OP21-02-02HPD	Operation CIOT/Buckle Down
PT21-03-01HPD	Operation HEAT
M1HVE21-23-01HPD	Operation SCOPE
PT21-03-02APD	Traffic Enforcement

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, Ninth Edition, 2017. 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
AL21-01-03HPD	DUI/Impaired Driving
M1HVE21-23-01HPD	Operation SCOPE
OP21-02-02HPD	Operation CIOT/Buckle Down
PS21-06-02HPD	3BS Enforcement Campaign
PT21-03-01HPD	Operation HEAT
PT21-03-02APD	Traffic Enforcement
PT21-03-03PPD	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 the fiscal year. Within the past five (5) years, traffic fatalities have occurred 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 (2017, 9th Edition).

List of Task for Participants & Organizations

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

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
M1CSS21-25-01OHS	CPS Inspection Stations
M1TR21-27-01OHS	CPS Training and Travel
OP21-02-01OHS	Educational Outreach
M1PE21-22-01OHS	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
M1TR2127-01OHS	CPS Training and Travel
OP21-02-01OHS	Educational Outreach
M1PE21-22-01OHS	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: 2

Estimated total number of technicians: 30

Maintenance of effort

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

Certifications, Assurances, and Highway Safety Plan PDFs

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