

2014 Guam Highway Safety Plan



* U.S. 2010 Census Bureau – Guam's population 159,389

GUAM'S 2014 HIGHWAY SAFETY PLAN

TERRITORY OF GUAM

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2014

Prepared for:

U.S. Department of Transportation

National Highway Traffic Safety Administration

Developed and presented by:

Government of Guam

Department of Public Works

Office of Highway Safety

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Acronym Guide

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

MOU	Memorandum of Understanding
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OBD	Operation Buckle Down
OHS	Office of Highway Safety
RFP	Request for Proposals
SAFETY-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
TRIMS	Traffic Records Information Management System
TTPC	Tamuning-Tumon Precinct Command



Part I: Introduction to the Guam Highway Safety Planning Process

■ 1.1 Executive Summary

This Guam Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2014 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the "Moving Ahead in Progress in the 21st Century (MAP-21)". The Government of Guam, Department of Public Works (DPW)-Office of Highway Safety (OHS) will continue to educate the public on highway safety issues and to facilitate the implementation of programs that reduces crashes, injuries and fatalities on Guam's roadways.

■ 1.2 Legislation Summary

The following Highway Safety Bills were acted upon and one (1) was passed and signed into law by the Honorable Edward B. Calvo, Governor of Guam in 2013:

- **Bill No. 118-32 (COR)** – "An act relative to Alcohol Beverage Control to be known as "The Responsible Alcohol sales and Service Act". **Bill was referred to the Committee on Aviation, Ground Transportation, Regulatory Concerns and Future Generations.**
- **Bill No. 87-32 (COR)** – "An act to amend §§3305.1 Chapter 3 of 16 GCA relative to implementing a Universal Helmet Law". **Bill was referred to the Committee on Aviation, Ground Transportation, Regulatory Concerns and Future Generations.**
- **Bill No. 13-32 (COR)** – "An act to add a new §3123 to Article 1 and to add a new §3436 and §3437 to Article 4 of Chapter 3 of Title 11, Guam Code Annotated relative to Intoxication of Persons Under Age Twenty-One." **Bill referred to the Committee on Aviation, Ground Transportation, Regulatory Concerns and Future Generations.**

Public Law Passed

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



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

■ 1.3 Mission Statement

The Guam Office of Highway Safety (OHS) is the focal point for highway safety issues in Guam. The Governor of Guam along with the Governor's Highway Safety Representative work closely with the Office of Highway Safety in providing leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety. By means of a well-planned public awareness and education campaign aimed at all roadway users, and through selective enforcement countermeasures developed during a problem identification process, and while networking closely with other public and private agencies, the Department of Public Works (DPW)-Office of Highway Safety (OHS) remains steadfast in its vital mission of saving lives.

As Guam moves forward with anticipation of growth in population, more traffic, more drivers, new challenges and increased exposure and risk, motor vehicle crashes will continue to threaten the safety of our citizens. It is because of these challenges that the DPW-Office of Highway Safety and its Partners for Highway Safety needs dedicated partners to combat traffic safety problems.

Federal funds will be used to reduce Guam's fatal and serious injury crash rates. Problem identification analysis reveals a wide variety of highway safety problems ranging from human factors to roadway environment. The funding supports projects and activities that contribute to the reduction of traffic crashes resulting in fewer deaths and injuries. Specific emphasis areas include alcohol, speed, occupant protection, and traffic records.

■ 1.4 Proposed Timeline and Process

In the interest of reducing the incidence and severity of vehicular collisions in the Territorial Highway & Local Street System, and in order to identify highway safety problems, remedial countermeasures, strategies, and project performance measurements for inclusion of the Fiscal Year 2014 Highway Safety Plan, the Guam Office of Highway Safety networked with, conferred with, and consulted with the Highway Safety Coalition, which comprises those government officials, public offices/agencies, and private organizations.

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

Table1: Guam Office of Highway Safety Annual Safety Planning Calendar

Month	Activities
January – March	Staff conducts grant oversight and monitoring visits. Review progress of prior year programs with OHS staff as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Obtain input from partner agencies and stakeholders on program direction.
April – May	Conduct strategic planning sessions with staff to create specific plans and projects within each program area. Staff develops the kick-off event and activities to support the national “Click It Or Ticket (CIOT)” campaign in May. Attend Pre-HSP meeting in Hawaii. Prepare sections 402 and MAP-21, 405 grant applications.
June – July	Conduct strategic planning with key stakeholders to review recent highway safety trends and issues to create project proposals for staff review. Draft the Performance Plan for review and approval. Submit the final Performance Plan to NHTSA.
August	Hold meetings with potential grantees.
September	Close-out of FY2013 Projects

October	Implement grants and contracts. Begin work on the FY 2013 Annual Report.
November-December	OHS closeout the prior fiscal year. OHS collects and reviews year-end reports from its grantees.

1.5 Grant Funding Process

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

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

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

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

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

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

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

■ 1.6 Organization



From left to right: Ann Senato (Program Manager); Cil Javier (Highway Safety Coordinator); Pat Uncangco (Program Manager); Therese Matanane (Program Manager); Honorable Edward B. Calvo (Governor of Guam); Julie Myers (Program Staff); Jane Almandres (Program Manager); and Jackie Florig (Program Staff).

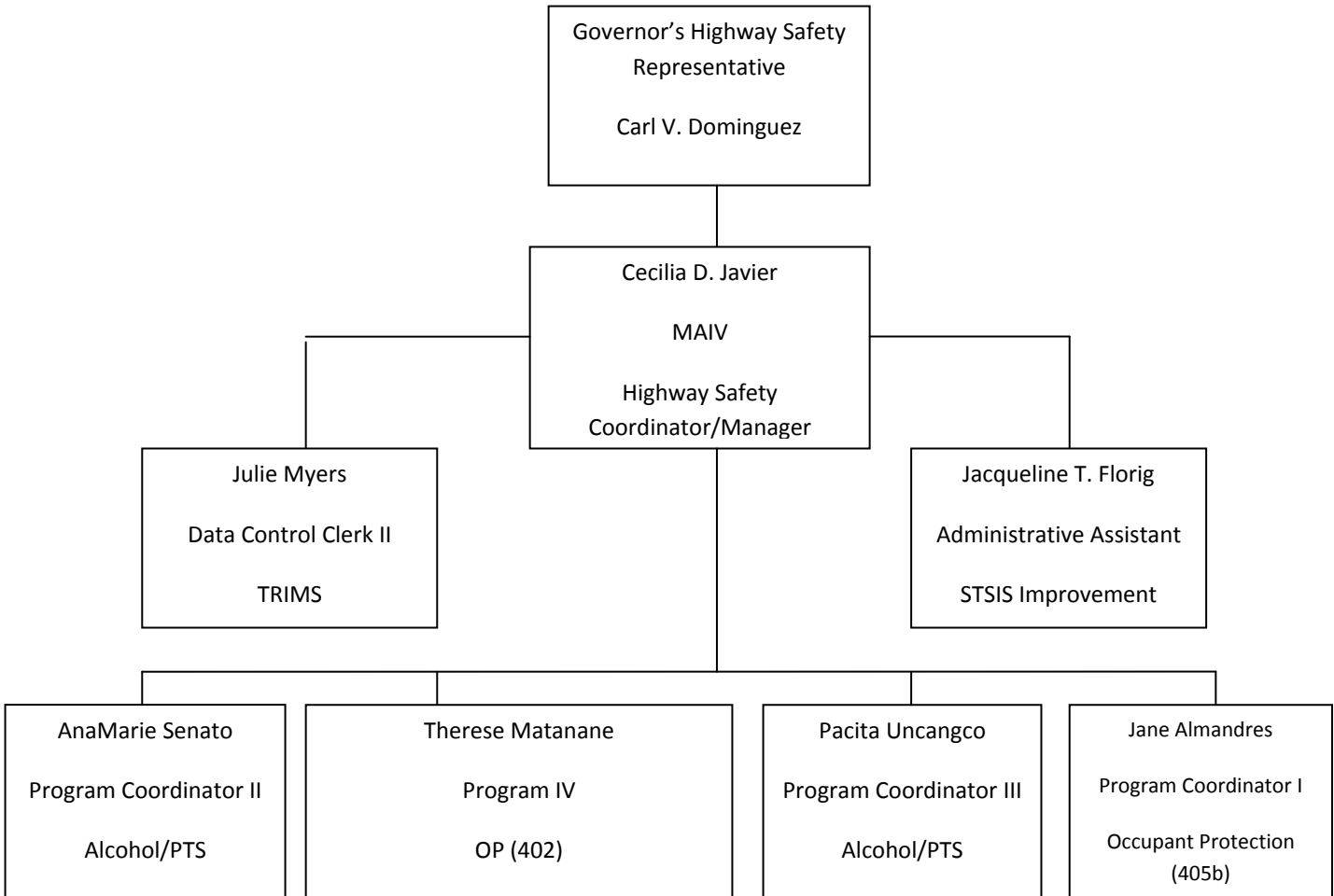


Figure 1: Department of Public Works, Office of Highway Safety Organization

1.7 Strategic Partners

In the interest of reducing the incidence and severity of vehicular collisions on the Island roadway, OHS networked with various stakeholders, conducted safety sessions to gather input on safety problems and effective countermeasures being implemented by other agencies. Partnerships and collaboration opportunities were identified with the Highway Safety Coalition, which comprises those government officials, public offices/agencies, and private organizations. The Highway Safety Coalition member is provided below:

Honorable Eddie Baza Calvo
Governor of Guam

Honorable Ray Tenorio
Lt. Governor of Guam

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

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

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

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

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

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

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

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

Captain Stephen Ignacio
Division Chief
Highway Patrol Division
Guam Police Department

Captain Kimberly Santos
District I Commander
District I – (DPC & TTPC)
Guam Police Department

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

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

Honorable Vern P. Perez
Honorable James L. Canto II
DWI Court Judges
Judiciary of Guam

John Wusstig
Acting Fire Chief
Guam Fire Department

Angel Sablan
Executive Director
Mayor's Council of Guam

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

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

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

Sergeant Raymond Manibusan
Officer-in-Charge
Planning Research &
Development
Guam Police Department

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

David Leddy
President
Guam Chamber of Commerce

PART II

EXECUTIVE SUMMARY (PERFORMANCE PLAN)



From left to right: Leonardo M. Rapada, (Attorney General of Guam); Carl V. Dominguez, (Governor's Highway Safety Representative); and Fred E. Bordallo, Jr. (Chief of Police)

PROCESS DESCRIPTION

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

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

All of the safety projects funded in 2014 are targeted to these key programs.

The Department of Public Works – Office of Highway Safety along with its Partners for Highway Safety studied both collision and enforcement data to identify the island-wide problem areas in highway safety. Data included in the FY2014 Highway Safety Plan was obtained and reviewed from the Crash Reporting System (CRS) and the On-line System for Crash Analysis and Reporting (OSCAR). These reports are information gathered from the Guam Police Department, Superior Court of Guam, Guam International Airport Authority – Airport Police Division, and the Department of Revenue and Taxation – Motor Vehicle Division.

Once the priorities were set, the DPW-Office of Highway Safety issued a Request for Proposal (RFP) in March 2013, which invited interested agencies and departments and traffic safety groups to submit their proposals. Applicants were requested to identify their specific problems using data, develop their solution and provide OHS with a quantifiable evaluation to show effectiveness of their programs. Copies of the proposals were delivered to all previous grantees and those who requested copies.

A total of nine (9) proposals were received by the Office of Highway Safety for their review based on the needs of the island. The program managers for each project

reviewed and provided recommendations to the Highway Safety Coordinator who made the final decision on which should be funded. The Governor's Highway Safety Representative reviewed the process and approved the recommendations made by the Office of Highway Safety.

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

SAFETEA-LU - FEDERAL FISCAL YEAR 2014 HIGHWAY SAFETY PLAN COST SUMMARY

PROJECT TITLE	TOTAL
Planning & Administration	
Alcohol & Other Drugs Countermeasures	
Occupant Protection	
Police Traffic Services	
Traffic Records	
Paid Advertising (402)	
Total Program Costs	

MAP-21 - FEDERAL FISCAL YEAR 2014 HIGHWAY SAFETY PLAN COST SUMMARY

PROJECT TITLE	TOTAL
Planning & Administration	
Alcohol & Other Drugs Countermeasures	
Occupant Protection	
Police Traffic Services	
Traffic Records	
Paid Advertising	
Total Program Costs	

TOTAL FY2014 COST SUMMARY BY GRANT NUMBERS	
SECTION 402 (SAFETEA-LU)	\$290,857.52
SECTION 402 (MAP-21)	\$649,188.00
TOTAL FY2014 GRANT FUNDING	\$940,045.52

	Core Outcome Measures	2008	2009	2010	2011	2012
TOTAL PROGRAM						
C-1	Traffic Fatalities (Actual)	8	15	16	17	16
C-2	Serious Traffic Injuries	448	267	484	916	1180
C-3	Total Fatalities/VMT Rural/Urban	NC	NC	NC	NC	NC
OCCUPANT PROTECTION						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	0	2	0	8	1
B-1	Seat Belt Rate (Island-wide observational surveys)	85%	80%	85%	84%	81.4%
B-2	Child Passenger Restraints Use	71%	65%	75%	76%	76%
ALCOHOL						
C-5	# of Fatalities Involving Driver or Motorcycle Operator w/≥.08 BAC	5	9	0	1	1
	Alcohol or Drug Related Fatalities	4	7	5	6	7
SPEED CONTROL						
C-6	Speed Related Fatalities	1	6	8	7	5
MOTORCYCLISTS						
C-7	# of Motorcyclist Fatalities	0	4	2	4	3
C-8	# of Un-helmeted Motorcyclist Fatalities	0	2	0	3	2
DRIVERS 20 OR YOUNGER						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	1	1	0	3	0
PEDESTRIANS						
C-10	Pedestrian Fatalities	3	4	4	3	4

NC – Not collected

FFY2014 Performance Measures

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

C-1) To decrease traffic fatalities by 5% from the 2008-2012 calendar base year average of 14 to 13 by December 31, 2014.

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

C-2) To decrease serious traffic injuries by 5% from the 2008-2012 calendar base year average of 669 to 636 by December 31, 2014.

C-3) Total Fatalities/VMT Rural/Urban: None Reported

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

C-4) To decrease the number of unrestrained passenger vehicle occupant fatalities by 5% from the 2008-2012 calendar base year average of 2 to 1 by December 31, 2014.

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

C-5) To decrease the number of fatalities involving driver or motorcycle operator with greater than or equal to .08 BAC by 5% from the 2008-2012 calendar base year average of 3 to 2 by December 31, 2014.

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

C-6) To decrease the number of speed-related fatalities by 5% from the 2008-2012 calendar base year average of 5 to 4 by December 31, 2014.

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

C-7) To decrease the number of motorcyclist fatalities by 5% from the 2008-2012 calendar base year average of 3 to 2 by December 31, 2014.

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

C-8) To decrease the number of un-helmeted motorcyclist fatalities by 5% from the 2008-2012 calendar base year average of 1 to 0 by December 31, 2014.

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

C-9) To decrease the number of drivers age 20 or younger involved in fatal crashes by 5% from the 2008-2012 calendar base year average of 1 to 0 by December 31, 2014.

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

C-10) To decrease the number of pedestrian fatalities by 10% from the 2008-2012 calendar base year average of 4 to 3 by December 31, 2014.

5 YEAR STATISTICS

GUAM'S SUMMARY OF TRAFFIC DEMOGRAPHICS AND FATALITIES, 2008-2012

YEAR	POPULATION	REGISTERED VEHICLES	TRAFFIC FATALITIES	ALCHOL – RELATED FATALITIES
2008	154,805+	104,278	8	4
2009	154,805+	105,727	15	7
2010	159,358	108,218	16	5
2011	159,358	109,842	17	6
2012	159,914 (July 2012 est.)	111,091	16	7

C-1: Traffic Fatalities in Guam, 2008-2012

Actual Numbers:

2008	200	2010	2011	2012
8	15	16	17	16

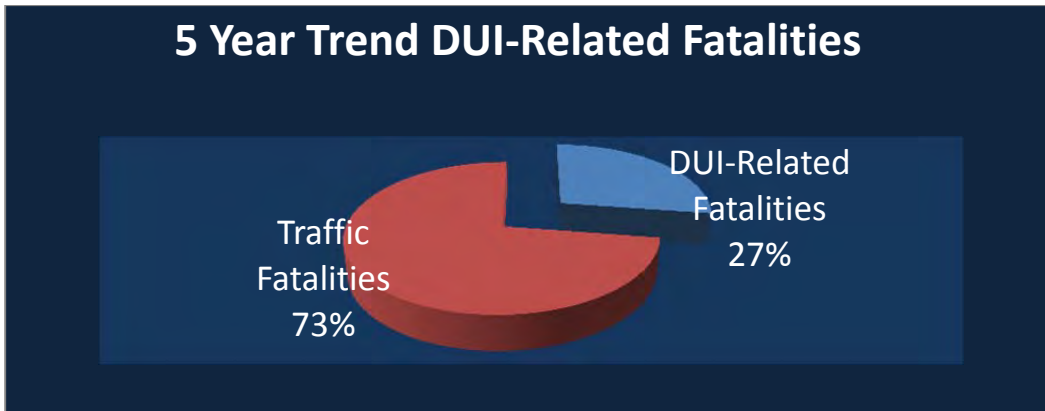


Figure 2: Traffic Fatalities in Guam 2008-2012

Fatal Crashes in Guam, 2008-2012

2008	2009	2010	2011	2012	TOTAL
8	13	15	15	16	67



Figure 3: Fatal Crashes in Guam 2008-2012

C-2: Serious Injuries in Traffic Crashes in Guam, 2008-2012

	2008	2009	2010	2011	2012
<u>Actual Numbers:</u>					
Serious Injuries	448	267	484	916	1180

C-9: Drivers Age 20 or Younger Involved in Fatal Crashes, 2008-2012

	2008	2009	2010	2011	2012
<u>Actual Number:</u>					
Number of Drivers 20 Or younger Involved in Fatal Crashes	1	1	0	3	0

PART III

PROGRAM AREAS

In the Guam 2014 Highway Safety Plan, all projects will be funded on the condition that the Guam Office of Highway Safety receives federal appropriations for federal fiscal year 2014.



PLANNING AND ADMINISTRATION



Project Title: Program Management

Project Numbers: PA14-07-01

MOPA14-07-01

Department of Public Works-Office of Highway Safety

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

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

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

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

Goal:

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

Performance Measures:

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

- To integrate recommendations from NHTSA's Management Review within the specific timeframe.
- To effectively administer the development, implementation, monitoring, and evaluation phases of Guam's Highway Safety Programs in accordance with federal and local procedural guidelines.
- To continue the funding the salary and fringe of the Highway Safety Coordinator/Management Analyst IV to effectively administer the development, coordination, implementation, monitoring, and evaluation phases of Guam's Highway Safety Programs in accordance with federal and local procedural guidelines. **\$50,391.00 (MAP-21) and \$16,499.74 (SAFETEA-LU)**
- To provide documentation of all funded programs.
- To submit the Annual Performance Report to NHTSA by December 31, 2013.
- To utilize all available resources to improve and promote the island traffic safety program.
- To administer a fiscally responsible, effective highway safety program that targets the Island's most significant safety problems in an effort to save lives and reduce serious injuries.
- To fund off-island travel for the Governor's Highway Safety Representative and the Highway Safety Coordinator to attend training, meetings, and conferences such as, the 2014 Lifesavers Conference, NHTSA-Region IX Leadership Meeting, Pre-HSP Meeting, Governor's Highway Safety Association Annual Meeting, National Association of Women's State Leaders Conference, and any other NHTSA sponsored training and/or other traffic related activities. **\$20,000.00 (MAP-21: 402) and \$11,367.52 (SAFETEA-LU)**
- To continue to cover the costs for operational expenses, i.e., monthly telephone services, and Annual Dues. **\$5,675.00 (MAP-21: 402) and \$4,151.25 (SAFETEA-LU)**
- To procure one (1) Cell Phone to include air-time services: **\$300.00 (SAFETEA-LU)**

Strategic Partners:

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

Strategies include these activities:

- Identifying the island's traffic safety problems.
- Use traffic safety data (crash, citation, roadway, injury, alcohol, speed, etc.) for the problem identifications.

- Work with the OHS Strategic Partners to develop countermeasures.
- Develop the Highways Safety Plan (HSP).
- Develop the Annual Highway Safety Report.
- Solicit and review grant applications submitted by potential sub-grantees for funding.
- Monitor all grants.
- Prepare program performance measures.
- Use performance measures to evaluate accomplishments.
- Conduct Sub-Grantee performance reviews.
- Propose traffic safety legislation.
- Increase public awareness of traffic safety laws and programs.
- Participate on various traffic safety and community programs.
- Promote and coordinate traffic safety in Guam.
- Create public awareness campaigns and provide support for all annual national campaigns (i.e., Click it or Ticket, Child Passenger Week, Impaired Driving National Enforcement Crackdown. Drive Sober or Get Pulled Over, Distracted Driving Month, etc.).

PROJECT COSTS:

Salary & Fringe: \$50,391.00 (MAP-21) and \$16,499.74 (SAFETEA-LU)

Travel: \$20,000.00 (MAP-21) and \$11,367.52 (SAFETEA-LU)

Contractual: \$3,275.00 (MAP-2) and \$3,005.00 (SAFETEA-LU)

Equipment: \$300 (SAFETEA-LU)

Utilities: \$2,400.00 (MAP-21) and \$1,146.25 (SAFETEA-LU)

TOTAL PROJECT COSTS:

Guam’s Project Summary Sheet Federal Fiscal Year 2014

	Planning & Administration Projects	Allocation
PA14-07-01OHS	Program Management (SAFETEA-LU)	\$32,318.51
M0PA14-07-01OHS	Program Management (MAP-21)	\$76,066.00
	TOTAL PROJECT COSTS:	\$108,384.51

ALCOHOL & OTHER DRUGS COUNTERMEASURES



Project Name: Program Management

Project Numbers: AL14-01-01OHS

MOAL14-01-01OHS

Department of Public Work-Office of Highway Safety

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

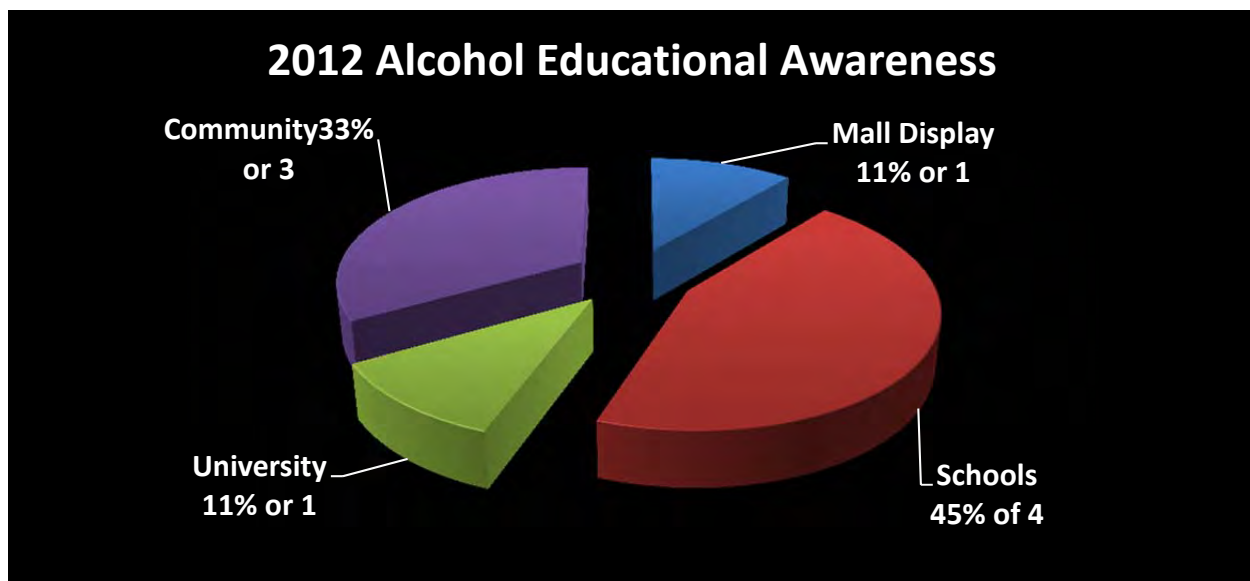
The primary goal of the Alcohol and Other Drugs Public Information & Education (PI&E) Project is to provide the management, supervision and support services for the activities necessary to operate the traffic safety program on Guam.

The Guam Office of Highway Safety (OHS) will continue strong emphasis on educational outreach and high-visibility enforcement with the Guam Police Department (GPD) and the Airport Police Division (APD). OHS will continue to utilize resources on paid media, public information and education and underage drinking prevention programs. The OHS will increase the awareness on the “Drive Sober or Get Pulled Over” campaign by conducting “before and after” survey. In addition, the OHS will procure items such as D.I.E.S. Mat with Fatal Vision Goggle, Drunk Busters Pedal Kart Package #1, brochures, pamphlets, and promotional items/giveaways to support the alcohol and other drugs message. These are interactive items which will be demonstrated and distributed at various middle and high school, colleges, public hearings, community presentations, and other traffic safety events during FY 2014. The law enforcement agencies (GPD & APD) will increase and improve their checkpoints and/or saturation patrols during the National impaired driving campaign. Additional sobriety checkpoints will be established during the major holiday periods. The OHS will increase the awareness of “Drive Sober or Get Pulled Over” campaign by conducting “before and after” attitudinal surveys.

The Department of Public Works – Office of Highway Safety and its Coalition members, consisting of the Guam Police Department (GPD), Guam International Airport Authority-Airport Police Division (GIAA-APD), the Office of the Attorney General (OAG), Justice of Guam (JOG), Department of Mental Health & Substance Abuse (DMH&SA), Guam Fire Department (GFD), Department of Revenue and Taxation, the Department of Public Health & Social Services (DPH&SS) and Mothers Against Drunk Driving (MADD), took an aggressive approach by changing the attitudes of the general public on the dangers of impaired driving.

Goals and Objectives – Program Management

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



It is the goal in the Public Information and Education project to decrease the number of drivers age 20 or younger involved in fatal crashes from the 2008-2012 calendar base year average of 1 to 0 by December 31, 2014 by conducting the following:

- To continue to emphasize on public education of Guam's DUI/DWI laws through enforcement and paid and earned media venues. Funding will be used for television and radio to support the high visibility enforcement campaigns, which will include messages in Japanese, Korean, Chinese, Filipino, Russian, and Micronesian speaking audiences. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers. Paid media and public outreach at health and safety fairs and civic organizations will be conducted. This activity will be supported by garnering corresponding earned media opportunities through the Office of Highway Safety, the Partners for Highway Safety, and various law enforcement agencies. Media effectiveness will be tracked and measured through required evaluation reports from media

agencies and attitudinal surveys conducted by the Office of Highway attitudinal surveys as well as the survey conducted by the University of Guam.

- Continue to conduct education outreach on impaired driving to (26) public elementary schools, (8) public middle schools, (6) public high schools, as well as all private schools, DODEA schools, and other military installations on Guam. This project is designed to reduce the number of Guam young drivers who had been drinking in fatal and injury collisions. The DPW-OHS along with the law enforcement agencies will promote programs, such as Sober Graduation events and other alcohol reduction education programs by conducting informational presentations to high schools, community based organizations, health clinics; and distributing promotional and educational items emphasizing the consequences of drinking and driving. The success of this project will be reflected in the number of fatalities involving drivers age 20 or younger involved in fatal crashes. **\$3,645.53 (SAFETEA-LU)**
- To procure from Fatal Vision vendor one (1) Danger in Every Step) D.I.E.S. Mat with Fatal Vision Goggles to be utilized during school presentations, exhibits, static display, community events about the consequences associated with underage and binge drinking which often occurs at night in remote or unfamiliar locations. **\$775.00 (MAP-21) and \$410.81 (SAFETEA-LU)**
- In addition, to procure Drunk Buster of America LLC, Drunk Busters Pedal Kart Package # 1, that allows the participant to safely drive a simulated course “sober”, then “impaired” while wearing a Drunk Busters Impairment Goggle, great hands on activity that helps students/individuals learn some of the possible dangers of drinking and driving without having to take the actual risks. **\$2,253.00 (MAP-21)**
- To procure two (2) computer desktops to be utilized by the Alcohol Program Managers. **\$3,028.00 (402) and \$45.96 (SAFETEA-LU)**
- To host quarterly meetings with the Alcohol and Other Drugs Coalition throughout the year to develop specific strategies to decrease injuries and fatalities relating to alcohol and drugs.
- To network with consulate offices in developing multi-language printed materials, as well as multi-language electronic messages on alcohol and other drugs. According to the 2010 Guam Census, it identifies the various Ethnic groups living on Guam and reflects that Guam has 37.1% Chamorro, 26.3% Filipino, 11.3% other Pacific Islanders, 6.9% Caucasian, 6.3% other Asian, 2.3% other ethnic origin or race and 9.8% mixed. Production of educational materials are needed

to reach the various ethnic groups and translated to their language. The importance of public information and educational materials are required to achieve the various ethnic groups relating to Guam's impaired driving laws as well as the newly implemented Guam Police Department's "Book and Confine" policy

- To continue to fund for salary and fringe for two (2) Program Coordinators to administer and enforce the policy issues concerning Alcohol & Other Drugs Countermeasures. **\$129,040.00 (MAP-21) and \$77,658.00 (SAFETEA-LU)**
- To send the Office of Highway Safety Alcohol Program Managers to training, conferences, and meetings relating to alcohol and drugs, such as the 2014 Lifesavers Conference, NHTSA-Region IX Leadership Meeting, Pre-HSP meeting, Impaired Driving Course, to enhance the administration, awareness, implementation and effectiveness of the program when dealing with impaired driving. **\$30,000.00 (MAP-21) and \$15,575.69 (SAFETEA-LU)**

Project Costs:

- Salary and Fringe: \$129,040.00 (MAP-21) and \$77,658 (SAFETEA-LU)
- Travel: \$30,000.00 (MAP-21) and \$15,575.69 (SAFETEA-LU)
- Contractual: \$3,645.53 (SAFETEA-LU)
- Materials and Supplies: \$410.81 (SAFETEA-LU)
- Equipment: \$3,028.00 (MAP-21) and \$45.96 (SAFETEA-LU)

Total Project Costs for Program Management: \$261,403.99

Project Title: Counter Drugs & DUI Enforcement
Project Numbers: AL14-01-02HPD
M0AL14-01-02HPD
Guam Police Department-Highway Patrol Division

The Department of Public Works – Office of Highway Safety will continue a strong emphasis on high-visibility enforcement with the Guam Police Department-Highway Patrol Division.

The Guam Police Department-Highway Patrol Division (GPD-HPD) will increase and improve their sobriety checkpoints and/or saturation patrols during the High Visibility Enforcement Campaigns (Impaired Driving National Enforcement Crackdown, Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving, and Click it or Ticket).

Alcohol Abuse on Guam

- Heavy drinking among Guam males is almost double that of US males (10.7% vs. 5.6%)
- Binge drinking among Guam males is 65% higher (34.5% vs. 20.9%).
- About 25% of heavy drinkers and 20% of binge drinkers are aged 18-24.
- Half of all heavy drinkers and 40% of binge drinkers are under the age of 35.
- Alcohol-related motor vehicle crashes are the most visible social consequence of alcohol abuse.
- There has been a sharp decline in the number of drunk drivers on Guam's roadways. This is attributed to the Guam Police Department's book and confines policy for persons arrested on DUI related offenses.
- GPD must continue to do more to combat drunk/drugged drivers. Although the number of arrests has decreased significantly, the number DUI related fatal car crashes has risen over the past 3 years.
- There was also a slight increase in DUI related injury crashes from 28 in 2007 to 33 in 2012.

Guam continues to register high number of traffic crashes and a high percentage of traffic fatalities involving DUI. In 2010, there were 7165 traffic crashes resulting in 484 serious traffic injuries. Of the 16 traffic fatalities, five (5) were alcohol and/or drug related. In 2011, there were 6699 traffic crashes resulting in 916 injuries. Of the 17 traffic fatalities, six (6) were alcohol and/or drug related. In 2012, there 7031 traffic crashes resulting in 114 injuries. Of the 16 fatalities, seven (7) were alcohol and/or drug related.

Guam currently has a population of 159,389 with an anticipated increase in the next few years and is already seeing signs of large groups of H2 workers to assist in the military buildup of the island. The estimated workers are between 12,000 and 20,000, off island workers, which will add more vehicles and drivers to our roadways.

The Guam Police Highway Patrol will take the lead in ensuring that proper training and information are provided to educate the new and young drivers. Currently the Highway Patrol has 20 personnel assigned, 1 captain, 1 lieutenant, 2 sergeants, and 14 officers. This allows the Highway Patrol to have day and night shifts crew. The GPD-HPD continues to solicit for more personnel and hope to have 30 personnel to staff three shifts that will allow twenty-four hour coverage, and support of D.U.I. checkpoints.

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

Highway related fatal crashes trend over the three (3) year period from 2008 to 2010, signified the sporadic changes in the number of injuries/fatalities incurred on traffic crashes. Factors attributed to this increase may be: 1) the increase of foreign visitors, alien labor/residing aliens who provide little than careful driving and not familiar with Guam's roadways and driving conditions; 2) the increase of motor vehicles and equipments from both the government and private sectors; and 3) reconstruction of all island roadways from three to five lanes.

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

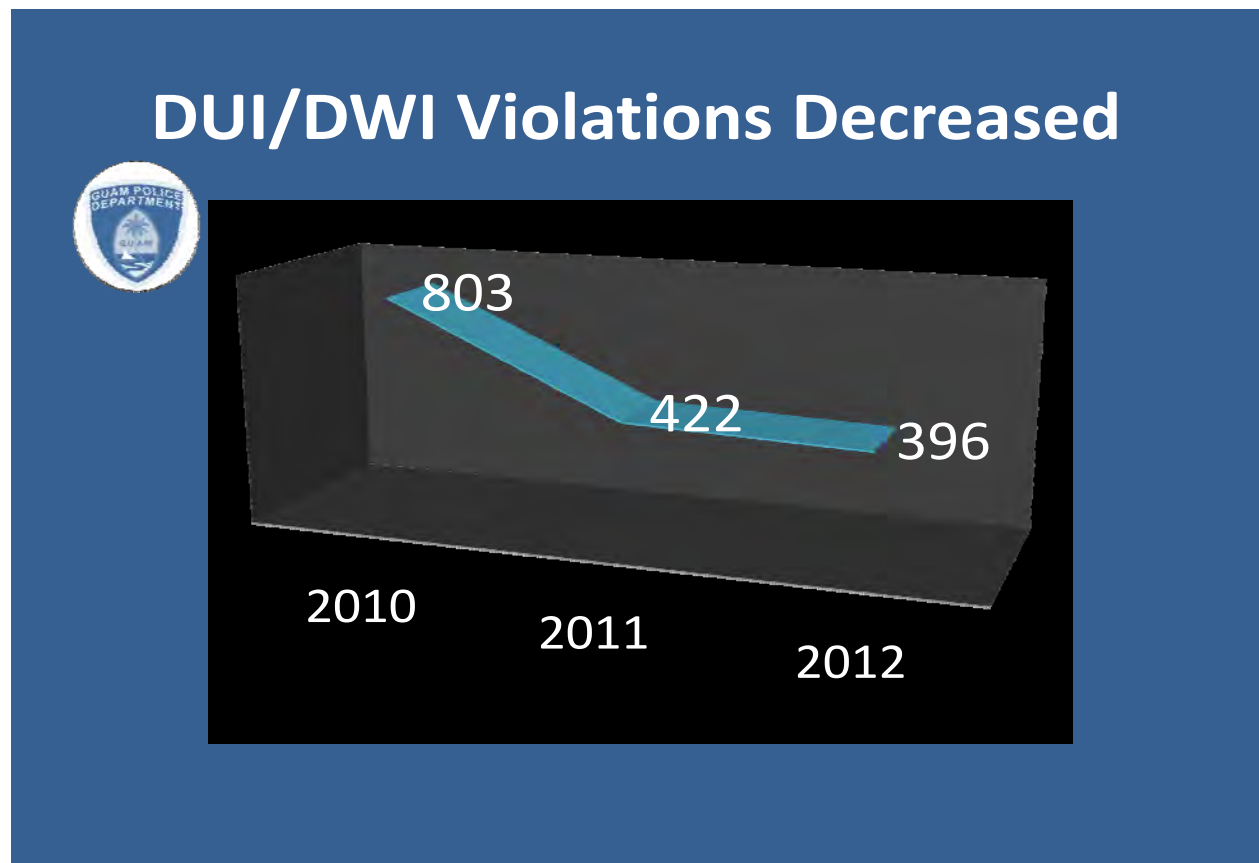
A final problem is the inherent dangers associated with conducting checkpoints on the highways. One (1) light tower needs to be purchased to allow safe setup of a checkpoint and the safe handling and processing of arrested persons. **\$13,000.00 (MAP-21)**

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

research, and Development section to determine the cause of the problems or problem indicators and take appropriate actions.

Progress: The past three years has proven effective results with the Guam Police Department’s “DUI Book and Release Policy. Through the collaborative efforts of the DWI Executive Committee members, a mandated Guam Police Department Policy was implemented effective August 22, 2010, mandating jail time for DUI offenders, where violators immediately face book and confinement or automatic jail time and requires arrestees to appear before Guam’s DWI Court Judge within 48 hours.

As a result of this policy, DUI/DWI violations decreased considerably. In 2010 there were 803 violations, in 2011, there were 422 violations, and in 2012 there were 396 violations. Overall, the DUI/DWI violations decreased mainly due to the new policy which resulted in decreasing the numbers of Guam’s DUI/DWI numbers.



Impaired Driving in Guam, 2008-2012	2008	2009	2010	2011	2012
Total Crashes	6587	6577	7165	6699	7031
Total DUI Crashes	103	143	120	87	82

Total Traffic Fatalities	8	15	16	17	16
Total Fatal Crashes	8	15	19	17	16
DUI-related Fatal Crashes	4	7	5	6	7
DUI Crash with Injuries	23	58	45	28	33
DUI Arrests	817	1146	680	471	396
Drug-related Arrests	331	346	0	132	102

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

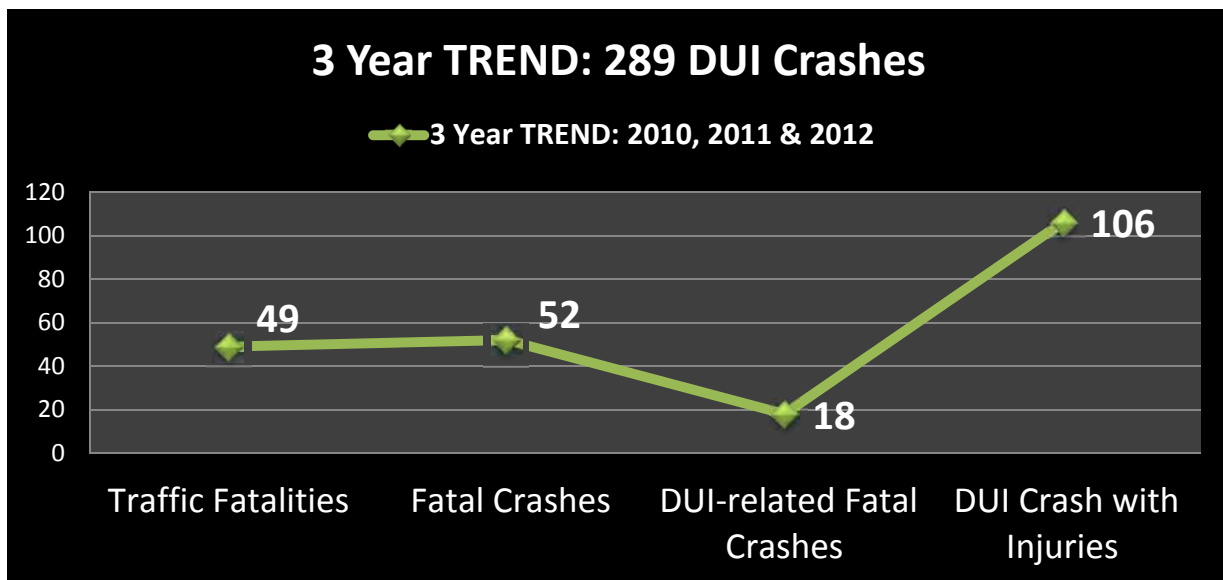


Figure 4: DUI Crashes in Guam 2010 to 2012

- 1) **PRIORITY AREAS:**
 - a. Reduce drug and alcohol-related death, injury and property damage
 - b. To re-establish a comprehensive capability for technical investigation of serious drug and alcohol-related crashes

- 2) **BASELINE DATA FOR EVALUATION**
 - a. Calendar Year 2009 Crashes
 - b. Calendar Year 2010 Crashes
 - c. Calendar Year 2011 Crashes

- 3) **“HOT SPOTS”**
 - a. Route 1, Marine Corps Drive, Tamuning/Dededo
 - b. Route 4, Hagåtña/Sinajana
 - c. Route 8, Maite/Barrigada
 - d. Route 16, Harmon

4) DATA ELEMENTS

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

5) DATA SOURCE

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

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

- a. Statistical Matrix
 - i. Event count
 - ii. Year to Year Comparison
 - iii. Ratio to Three-year Average

Program Strategy:

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

1. Continuous Problem Assessment and Identification:

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

- g. Provide management interaction and participation in national forums for traffic management and traffic safety problems

2. Deter high-risk behavior:

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

3. Apprehend Violators

- a. Apprehend and Arrest Drunk/Drugged Drivers
- b. Conduct special problem enforcement during key times/days/locations
- c. Establish scheduled overtime funding to counteract personnel shortages

4. Perform technical investigation of serious crashes:

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

Program Activities:

1. Train **100%** key personnel in the OSCAR program.
2. Train **100%** key personnel in problem analysis/continuous improvement.
3. Conduct public awareness presentations on: a) Drunk and drugged driving; b) Excessive speed; c) Distracted driving; d) Special Problems (red lights, etc.), and f) Seat belt and child restraint protection.
4. Promote media involvement in traffic safety by issuing traffic tips per week/month
5. Conducting positive, high visibility enforcement of traffic laws:
 - a. DUI Checkpoints: 15
 - b. Saturation Patrols: an average of 15-30 per month
6. Maintain federally funded equipment at a 90% serviceable rate for the year
7. Acquire essential equipment: Project director submits equipment procurement within 30 days of approved start date.
 - a. 1 ea. Light tower
8. Conduct four (4) Standard Field Sobriety Training sessions for outside agencies.

9. Train **50%** precinct patrol officers in performing the SFST.
10. Train 2 HPD officers in specialized crash investigation and traffic enforcement courses. Funding will cover the officer's per diem and travel from Guam to nationally recognized police traffic training institution (and return), to obtain training and professional development in any six (6) of the following:
 - a. Advanced Crash Zone
 - b. Advanced Forensic Scene Mapping Using Lasers
 - c. Advanced Pedestrian/Bicycle Crash Investigation
 - d. Advanced Traffic Crash Investigation
 - e. Advanced Traffic Crash Reconstruction with HVE-CSI
 - f. At-Scene Traffic Crash/Traffic Homicide Investigation

*The above courses are listed in the Institute of Police Technology and Management (IPTM) website. Upon notification from the Office of Highway Safety of the amount approved for this category, the Project Director will submit an amendment to the project agreement and list only training courses that can be funded.

11. Establish scheduled overtime funding to counteract personnel shortages
 - a. Conduct DUI enforcement with federally funded overtime
 - i. Focus on DUI Checkpoints
 - ii. Saturation patrols if environmental conditions warrant

Goals and Objectives: Enforcement

- To decrease impaired driving crashes, injuries and fatalities compared to an average of the previous three (3) year by 5% by December 31, 2014 by funding overtime to the GPD-HPD to enhance their impaired driving enforcement with a focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur. (Route 1 (in front of Andersen Air Force Base down to Route 1 Naval Base Guam, Route 3, Route 8, Route 9, and Route 16). **\$30,000.00 (MAP-21) and \$10,000 (SAFETEA-LU)**)
- To increase FY2014 DUI arrests compared to an average of the previous three (3) years by December 31, 2014. To conduct fifteen (15) D.U.I checkpoints – one per month and an additional checkpoint during the national HVE campaigns in November, December, and May. This activity will also be achieved through the roving D.U.I. suppression. The roving D.U.I suppression will be done after the scheduled checkpoints. This type of an activity will help GPD-HPD to detect and arrest D.U.I. offenders. GPD-HPD will maintain the downward trend of alcohol related arrests and fatalities by conducting sustained D.U.I. checkpoints and applying saturation patrols to critical times/days/locations.

- To deploy resources effectively, using cooperative efforts between the Guam Highway Patrol personnel and patrol officers from precincts to various local law enforcement agencies as appropriate. The GPD-HPD will establish a scheduled overtime funding to counteract personnel shortages.
- To send one (1) HPD officer to attend the 2014 Lifesavers Conference.
\$10,000.00 (MAP-21)

PROJECT COSTS:

- Overtime: \$30,000.00 (MAP-21) and \$10,000.00 (SAFETEA-LU)
- Travel: \$10,000.00 (MAP-21)
- Capital Outlay: \$13,000.00 (MAP-21)

TOTAL PROJECT COSTS: \$63,000.00

Project Title: D.U.I. ENFORCEMENT PROJECT

Project Numbers: AL14-01-03APD

M0AL14-01-03APD

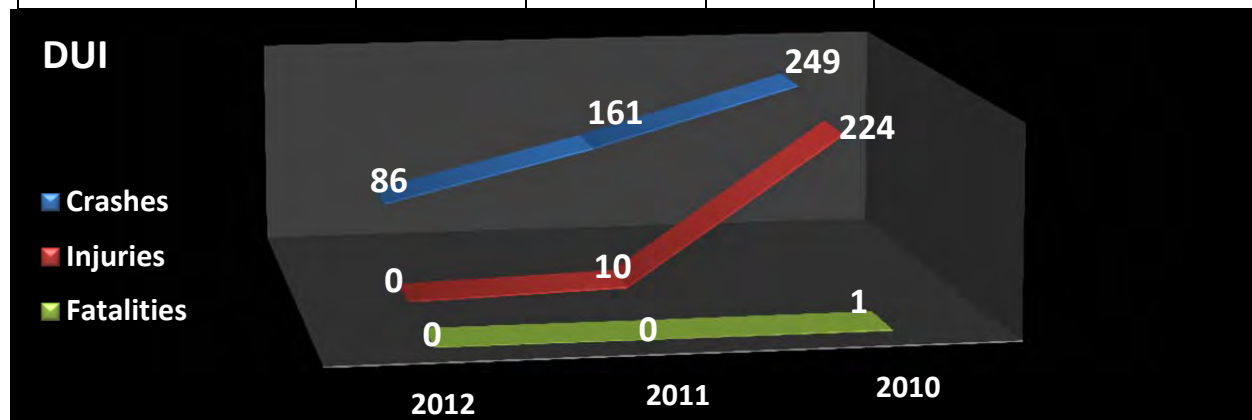
Guam International Airport Authority (GIAA)

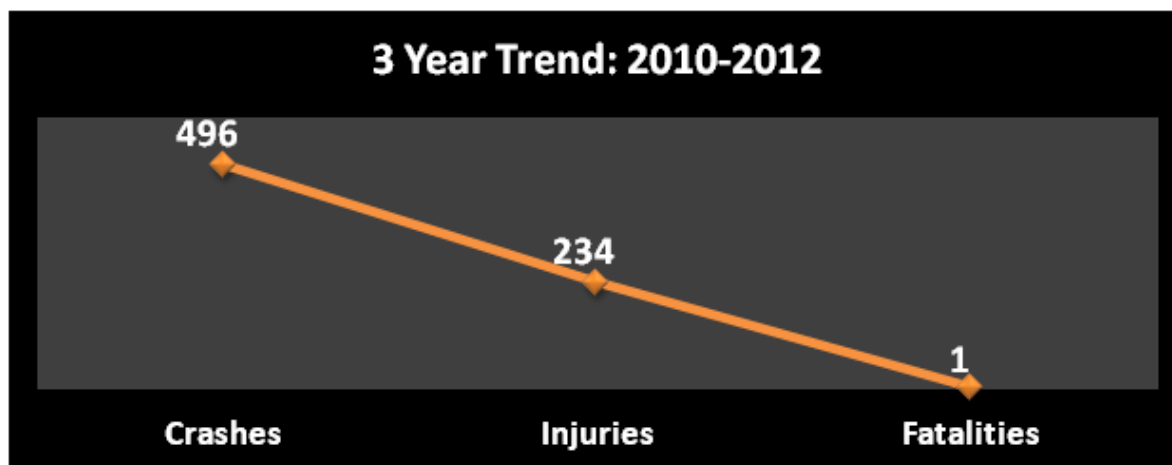
Airport Police Division (APD)

The purpose of this project is to continue the implementation of GIAA's D.U.I. Enforcement project by providing overtime enforcement resources. The GIAA is currently expanding its facilities and because of this expansion, there has been continuous increase in traffic throughout GIAA's roadways, i.e., Route 10A & Route 1 in Tamuning; Route 10A & Route 16 in Barrigada and Sunset Boulevard towards Route 8 in Tiyan and Barrigada. Anticipated road closure in Tiyan is expected to happen within the year, thus closing traffic expectations along GIAA's roadways located at Route 10A and all Airport access roads.

The GIAA, being the only public airport on Guam, has drastically seen increases for the past five years with passenger arrivals and departures of over 1 million plus annually and constitutes over 40% of traffic influx along GIAA's roadways.

	2012	2011	2010	TOTAL
Crashes	249	161	86	496
Injuries	224	10	0	234
Fatalities	1	0	0	1





Goals and Objectives:

The GIAA-APD will continue to conduct stationary enforcement activities during the High Visibility national campaigns: “Impaired Driving National Enforcement Crackdown”, Buzzed Driving is Drunk Driving” and “Drive Sober or Get Pulled Over”. The goals and objectives are:

- ✓ To continue to fund overtime for GIAA-APD to conduct five (5) stationary D.U.I. checkpoints at areas considered as high-crash locations located at Routes 10A & 1, Tamuning; Routes 10A & 16 Barrigada and Tiyan (Sunset Blvd.) towards Route 8 Barrigada. **\$10,000 (MAP-21) and \$5,000.00 (SAFETEA-LU)**
- ✓ To decrease the number of impaired driving-related crashes by 10% from 1 during FY2012 to 0 by September 30, 2014 by conducting saturation patrol activities during the national HVE campaigns.
- ✓ To decrease the number of serious injuries in impaired driving-related crashes 10% from 1 in FY2012 to 0 by September 30, 2014.
- ✓ To increase the number of DUI arrests by 10% from 16 during FY2012 to 14 by September 30, 2014 along Route 10A & Route 1 in Tamuning; Route 10A and Route 16 Barrigada and Tiyan (Sunset Boulevard) towards Route 8 Barrigada.
- ✓ To send one (1) APD officer to the 2014 Lifesavers Conference. **\$5,000.00 (402)**

PROJECT COSTS:

- Overtime: \$10,000.00 (MAP-21) and \$5,000.00 (SAFETEA-LU)
- Travel: \$5,000.00 (MAP-21)

TOTAL PROJECT COSTS: \$10,000.00 (MAP-21)

Project Title: Highway Safety Prosecution

Project Numbers: AL14-01-04OAG

M0AL14-01-04OAG

Office of the Attorney General

Alcohol related driving offenses continue to be statistically and disproportionately high for the island population. In CY 2012, 571 cases were received from GPD with 556 of those cases filed in court for further proceedings or judgment. Of the 571 cases filed, 285 resulted in conviction. These offenses have a harmful effect and impact upon the lives of the offenders and continue to make our roads and streets unsafe for law abiding drivers, their passengers and pedestrians. These offenses are committed by individuals regardless of gender, race, nationality, ethnicity, and age. Anyone can be the victim of a reckless, drinking, or drunk driver at any time and any place.

DUI PROSECUTION 2008 – DECEMBER 2012 CALENDAR YEAR

	2008	2009	2010	2011	2012	TOTAL
DUI Referred from GPD	805	1113	1141	892	571	4281
DUI Filed	593	681	715	683	324	2996
DUI Convictions	374	247	526	651	285	1996
# of Deferred pleas	10	7	0	0	2	19

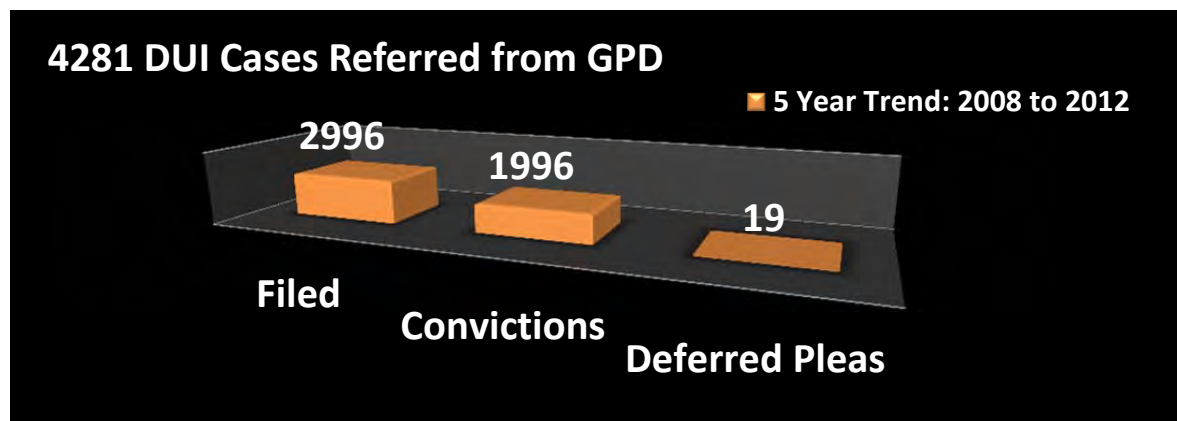


Figure 5: DUI Prosecution 2008-2012



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

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

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

Goals and Objectives:

- To continue prosecution of DUI/DWI case by funding one (1) dedicated DUI prosecutor. The DPW-Office of Highway Safety **will fund 50%** of the salary and fringe for the dedicated DUI Prosecutor. The objectives are to successfully

prosecute DUI/DWI cases, ensure repeat offenders are provided education on the dangers of being impaired, and punishment to fit the crime. **\$63,944.00 (MAP-21) and \$40,000.00 (SAFETEA-LU)**

- To increase training opportunities for one (1) prosecutor to enhance his/her knowledge with arresting procedures, evidence gathering and/or prosecution strategies to increase convictions, guilty pleas and minimize acquittals, dismissals and declines for prosecution. Measurements will be done during and after the training of prosecutors and law enforcement personnel.
- To communicate with law enforcement agencies, Superior Court, and the general public via meetings, conferences and outreaches to strengthen prevention, enforcement and education efforts, by attending meetings, conferences and trainings with law enforcements agencies, and Superior Court to strengthen coordination efforts.
- To increase the number of successful prosecutions of DWI/DUI cases for Project Year 2014, by the number of traffic DUI/DWI cases received from law enforcement agencies (Guam Police Department, Guam Airport Authority, etc.); and by the number of DUI/DWI convictions.

Measurements for the above factors will include supervisory reviews by the Attorney General, Chief Deputy Attorney General and Chief Prosecutor-Prosecution Division. Statistical information will be provided by the Prosecution Division administrative support staff. This information will be used to evaluate future performance measures, as well as to inform the general public of the scope of the problem and the impact of the program, via outreach activities.

PROJECT COSTS:

- Salary and Fringe Benefit: \$63,944.00 (MAP-21) and \$40,000 (SAFETEA-LU)

TOTAL PROJECT COSTS: \$103,944.00

Project Title: DWI Court Enhancement Project

Project Numbers: AL14-01-05JOG

M014-01-05JOG

Judiciary of Guam

On November 15, 2010, the Judiciary of Guam inaugurated the DWI Court Project under the assignment of Judge Elizabeth Barrett-Anderson. Beginning November 15, 2010, all newly filed drunk and drugged driving cases were consolidated before the DWI Court for processing. Previously charged drunk and drugged driving cases remained under assignment to the various judges. In several instances the DWI Court Judge accepted the transfer of previously filed cases to consolidate a global plea and to effect violator monitoring.

One of the first priorities of the DWI Court Team was to address the 2009-2010 backlog of uncharged cases within the Attorney General's Office. This backlog was fully addressed in May 2011.

The DWI Court consolidation process is a key to the project's effectiveness. New Rules of Court for the operation and institutionalization of the DWI Court will be developed by the end of 2013 and proposed to the Guam Supreme Court for adoption.

In the summer of 2010 all three branches of government directly attacked drunk driving problems on Guam. The Guam Legislature enacted a 21 drinking age; the Guam Police Department began a policy of "Book and Confine"; the Office of the Attorney General prioritized its drunk driving backlog; and the Judiciary of Guam began plans for the DWI Court.

This policy of 100% arrest and confine is a major factor in bringing about immediate response and accountability for all DWI violations. The Chief of Police has assured the DWI Court that the policy will remain in effect. There are no plans to alter this policy. It is fully supported by the DWI Court Team. This policy, together with the clearing off of all uncharged 2009-2010 cases within the Attorney General's Office, is a major factor in the success of the DWI Court.

The Guam DWI Court has been operational as a drunk driving docket since November 2010, under assignment to a single trial judge. All felony and misdemeanor DWI cases are consolidated into a single docket. Based on the filings for grant period January 2012 to December 2012, the docket represented 511 total cases by calendar year end

2012. It is estimated that based on the first year grant period the average caseload for DWI Court will be between 650-700 cases per annum. It is recommended that the assignment of the DWI docket can continue under a single judge, or can be spread between three general jurisdiction judges, with the assignment of the high risk defendants to Adult Court (ADC/DWI). The final determination as the permanent establishment of the DWI Court docket and assignment will take effect January 2014.

The DWI Court Interpreter program has been a resounding success in its first year. A full time interpreter for Chuukese defendants has expedited non-English speaking defendants of Chuukese descent through the criminal justice process from initial magistrate to entry of guilty plea. In addition, and more importantly, the establishment of an Alcohol Education Program in Chuukese (AEPCK) for non-English speaking Chuukese defendants has reduced violations through alcohol education. The AEPCK curriculum continues to be expanded and improved. It is a first of its kind in the nation. The DWI Court Executive Committee contemplates extending the AEPCK to include an educational program for juvenile defendants. The course is 12 hours; 4 sessions. The Interpreter Position will be made permanent in 2013.

The DWI Court Interpreter has been made available to all defense counsels who need to meet with Chuukese clients for purposes of explanation of the constitutional rights from within the standard plea agreement. Also, the DWI Court Interpreter is available for Probation to meet with Chuukese defendants at the lock-up to gather pre-trial data for magistrate and arraignment hearings. This requires the use of a vehicle to make these out of courthouse appointments. Making these appointments expedites early disposition of cases, and provides the judge necessary indigent information about defendants that would not otherwise be available at magistrate or arraignment in the absence of an interpreter.

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

This program is very successful because it is very beneficial to the community as a whole and to the offenders. It helps offenders and their families because some stop drinking and driving because they now know the consequences and its effects.



**DWI ENHANCEMENT PROJECT REQUIRING CHUUKESE
INTERPRETER
01/2012-12/2012 CALENDAR YEAR**

MONTHLY	DWI Cases requiring Chuukese interpreter	How many DWI cases were convictions involving Chuukese violators?
Jan-12	68	118
Feb-12	105	105
Mar-12	90	90
Apr-12	64	64
May-12	36	21
Jun-12	27	27
Jul-12	37	14
Aug-12	85	22
Sept-12	48	10
Oct-12	42	7
Nov-12	64	10
Dec-12	55	11
TOTAL	721	499

**STATISTICS PROVIDED BY THE JUDICIARY OF GUAM – DWI COURT
STATISTICS ABOVE SHOWS DWI CASES REQUIRING CHUUKESE INTERPRETER**

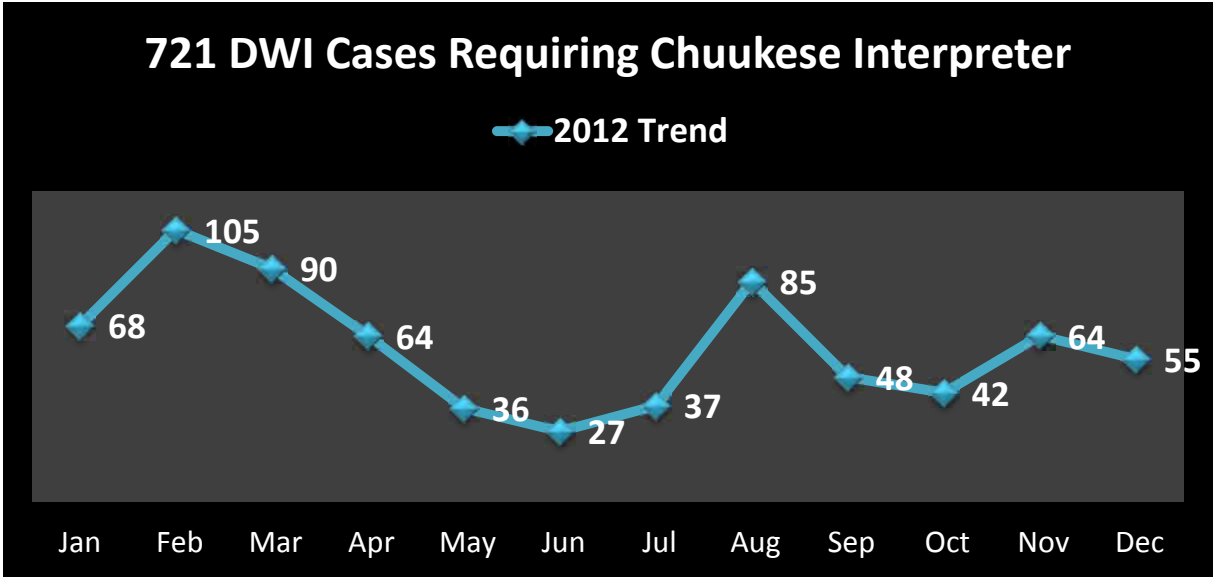
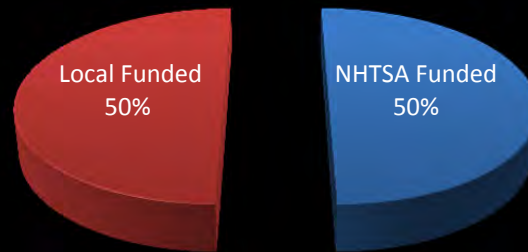


Figure 6: DWI Cases Requiring Chuukese Interpreter



Chuukese Interpreter Salary 50% or \$28,257 NHTSA Funded



Goals and Objectives:

- The project will clear 100% of 2013 drunk driving cases by January 2014 in accordance with judicial time standards by:
 - ✓ funding 50% of the DWI Chuukese Interpreter's salary and fringe to continue his/her Alcohol Education Program; **\$28,257.00 (MAP-21) and \$5,000.00 (SAFETEA-LU)**
 - ✓ establishing a 12 hour and 4 sessions on Alcohol Education Program in Chuukese (AEPCK) for non-English speaking Chuukese defendants;
 - ✓ maintaining frequent court hearings to monitor compliance with probation;
 - ✓ conducting frequent alcohol breath and urinalysis drug testing, and record results for reporting purposes; and
 - ✓ Instituting appropriate and graduated sanctions and incentives.
- To establish a Chuukese Court Interpreter position. He/she will work closely with the University of Guam to review current curriculum and improve the current Alcohol Education Program Chuukese (AEPCK) curriculum.

PROJECT COSTS:

- Salary and Fringe: \$28,257.00 (MAP-21) and \$5,000.00 (SAFETEA-LU)

TOTAL PROJECT COSTS: \$33,257.00

**Guam's SAFETEA-LU Project Summary Sheet Federal Fiscal
Year 2014**

	Alcohol Countermeasures Fiscal Summary	Allocation
AL14-01-01OHS	Program Management	\$97,335.99
AL14-01-02HPD	Counter Drugs and DUI Enforcement	\$10,000.00
AL14-01-03APD	DUI Enforcement Project	\$5,000.00
AL14-01-04OAG	Highway Safety Prosecution Project	\$40,0000.00
AL14-01-05JOG	DWI Court Enhancement Program	\$5,000.00
	TOTAL PROGRAM COSTS:	\$157,335.99

**Guam's MAP-21 Project Summary Sheet Federal Fiscal Year
2014**

	Alcohol Countermeasures Fiscal Summary	Allocation
M0AL14-01-01OHS	Program Management	\$162,068.00
M0AL14-01-02HPD	Counter Drugs and DUI Enforcement	\$53,000.00
M0AL14-01-03APD	DUI Enforcement Project	\$15,000.00
M0AL14-01-04OAG	Highway Safety Prosecution Project	\$63,944.00
M0AL14-01-05JOG	DWI Court Enhancement Program	\$28,257.00
	TOTAL PROGRAM COSTS:	\$322,269.00

Total Project Summary Sheet Federal Fiscal Year 2014

	Alcohol Countermeasures Fiscal Summary	Allocation
AL14	SAFETEA-LU	\$157,335.99
M0AL14	MAP-21	\$322,269.00
	TOTAL PROGRAM COSTS:	\$479,604.99

OCCUPANT PROTECTION



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

	2011	2012
CITATIONS	8	68

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

	2011	2012
CITATIONS	0	10

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

	2011	2012
CITATIONS	7	37

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

	2011	2012
CITATIONS	9	59

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

	2011	2012
CITATIONS	0	5

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

	2011	2012
CITATIONS	0	0

TOTAL INJURIES IN CY2012 INVOLVING PASSENGERS IN THE BACK OF A PICKUP TRUCK

Type of Injuries	Total number of Passengers	Total number of crash
Complain of pain	22	57
Incapacitating*	3	4
No injuries	0	422
Non-incapacitating	6	16

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

Project Title: Program Management

Project Numbers: OP14-02-01OHS

M0OP14-02-01OHS

Department of Public Works-Office of Highway Safety

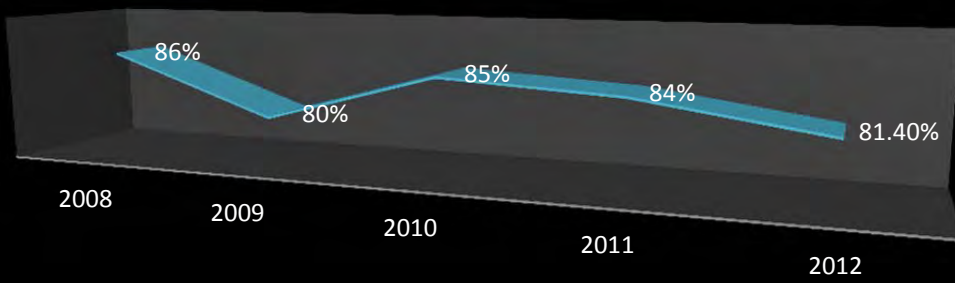
The purpose of this project is to encourage States and Territories to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. This project addresses child restraint use by infants and young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

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

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

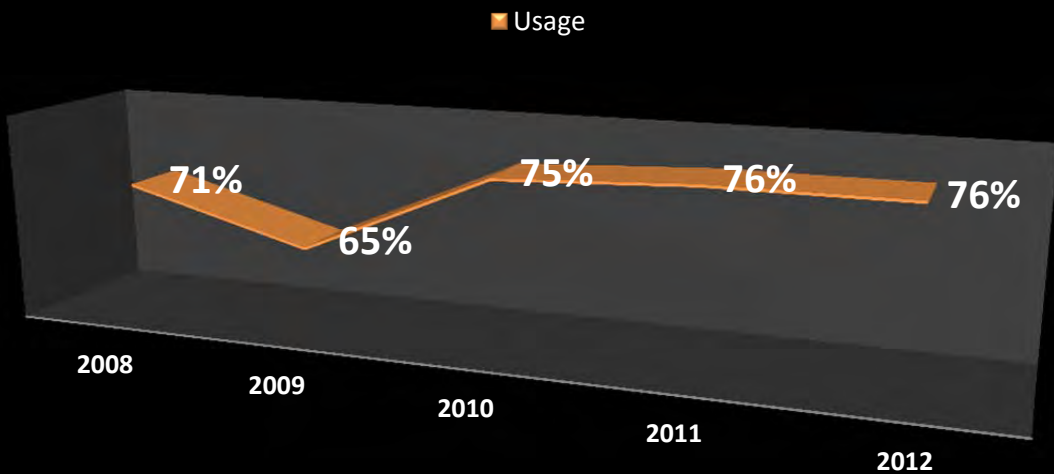
Section 26103 – Seat Belts (All Passengers)					
	2008	2009	2010	2011	2012
Usage	86%	80%	85%	84%	81.4%
Citations	863	968	606	5541	1696
2 nd Offense	NC	NC	NC	20	100

Seat Belts - All Passengers



Section 26101-26102 (Children below 12)	2008	2009	2010	2011	2012
USAGE	71%	65%	75%	76%	76%
CITATIONS	261	349	107	1018	385
SECOND OFFENSE	0	0	1	7	9

Children below 12



ANNUAL SEAT BELT/CHILD RESTRAINT CITATIONS ISSUED					
YEAR	2008	2009	2010	2011	2012
Adults	863	968	606	5541	1796
Child (12 & under)	261	349	108	1025	394
Total Seat Belt Citations	1124	1317	714	6566	2190

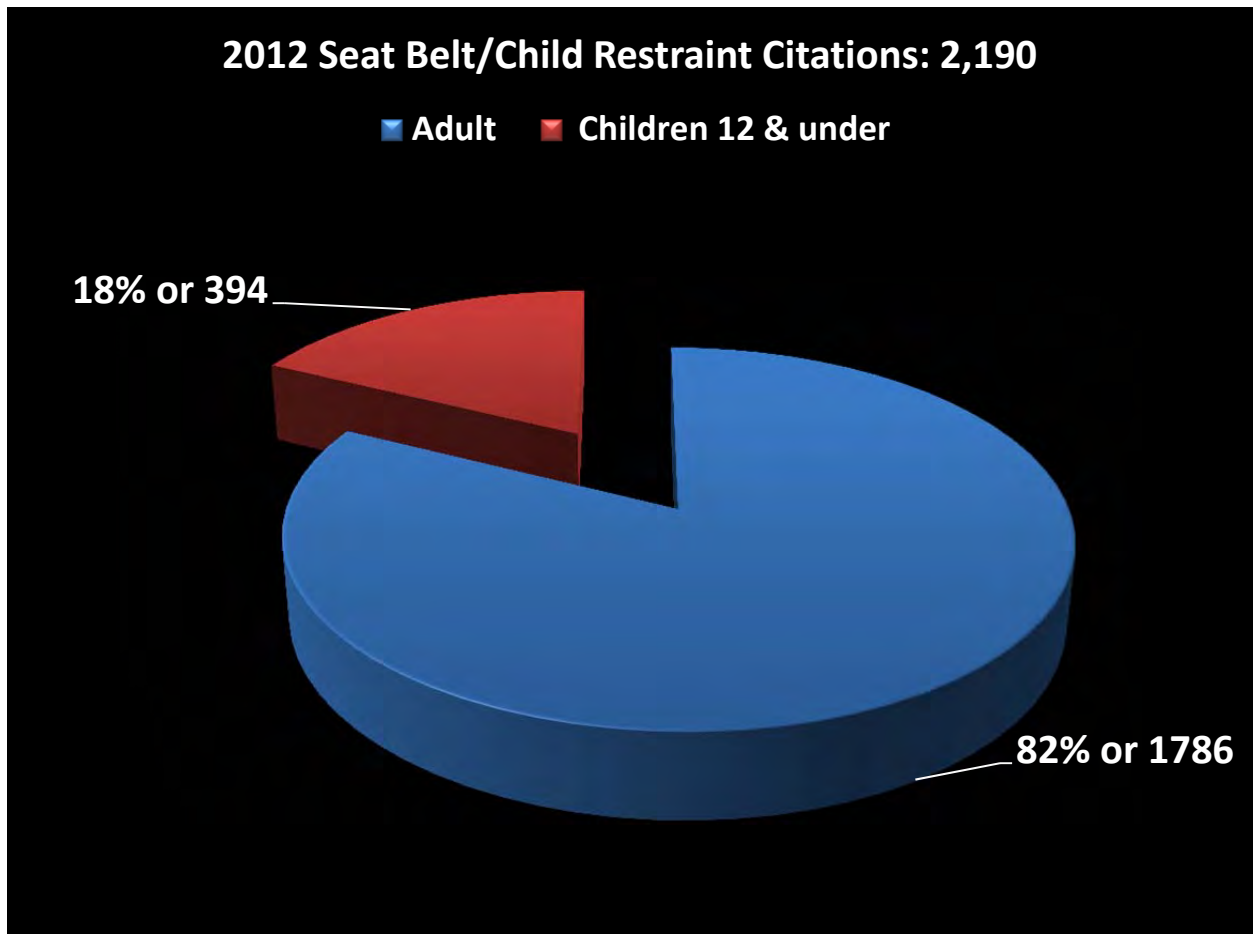


Figure 7: Occupant Protection Citations 2012

Project Description:

Department of Public Works-Office of Highway Safety serves as the lead agency for the coordination of Occupant Protection Programs. Participation in the national high visibility safety belt and child safety seat enforcement mobilization: "Click It or Ticket" will continue to be the major core component of the Occupant Protection Program.

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

The challenge of this project is to persuade all passenger vehicle occupants to buckle up. Guam's current data shows that adult usage decreased from 84% in CY2011 to 81.4% in CY2012 and child restraint usage rate was steadily at 76% in CY2012. There's more work to be done to address the issue of non-compliance. The most effective strategy for achieving and maintaining high belt use is to highly publicize its high-visibility enforcement activities with a strong occupant restraint message. The effectiveness of high visibility enforcement has been documented repeatedly in the United States and abroad.

In support of the visual messages, public outreach will be conducted at the malls, all public and private schools, and various sports venues to educate motorists about the importance of safety belt use for themselves and their passengers. The DPW-OHS reaches a wide variety of islanders with traffic safety messages. The educational materials is disseminated by DPW-OHS throughout the year at numerous school presentations, health and safety fairs, and other types of events such as exhibit displays at various mall outlets. The public information and education project concentrates on strong traffic safety coverage by the local newspaper and radio stations. Another key activity is the inspection of child safety seats and replacement of defective seats.

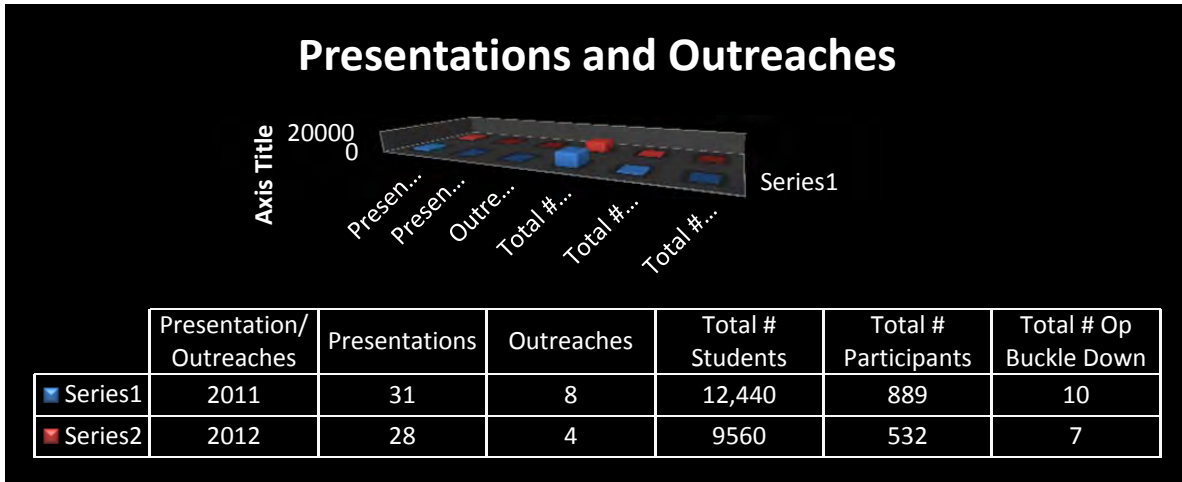
Goals and Objectives: Program Management

- To increase adult usage rate from 84% in CY2011 to 90% in CY2014 and increase child restraint usage from 76% in CY2012 to 80% in CY2014 by continuing high-visibility enforcement of strong occupant restraint use laws and implement an effective program to reduce highway fatalities and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.
- Continue to emphasize public education of Guam's Seat Belt laws through enforcement and paid and earned media venues. Funding will be used for paid

advertisement for television and radio to support the national Click It or Ticket enforcement mobilization, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, Micronesian speaking audiences. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers. Paid media and public outreach at health and safety fairs and civic organizations will be conducted. This activity will be supported by garnering corresponding earned media opportunities through the Office of Highway Safety, the Partners for Highway Safety, and various law enforcement agencies. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitudinal surveys conducted by the Office of Highway attitudinal surveys as well as the survey conducted by the University of Guam.

- To host quarterly meetings with the Guam Police Department, Airport Police Division, Port Police, Guam Fire Department and the Department of Public Health and Social Services throughout the year to develop specific strategies to increase seat belt and child restraint use in Guam.
- To network with consulate offices in developing multi-language printed materials, as well as multi-language electronic messages on occupant protection countermeasures. In the 2010 Guam Census it identifies the various Ethnic groups living on Guam and reflects that Guam has 37.1% Chamorro, 26.3% Filipino, 11.3% other Pacific Islanders, 6.9% Caucasian, 6.3% other Asian, 2.3% other ethnic origin or race and 9.8% mixed. Production of educational materials are needed to reach the various ethnic groups and translated to their language.
- The DPW-Office of Highway Safety will continue to fund for salary and fringe for one (1) Program Coordinator to administer and enforce the policy issues concerning Occupant Protection. **\$68,492.00 (MAP-21) and \$35,387.22 (SAFETEA-LU)**
- **To procure (1) one Mini Tower Computer for the Occupant Protection Program Manager. \$1,200.00 (MAP-21)**
- The DPW-Office of Highway Safety will participate at off-island meetings, trainings, and conferences i.e. 2014 Lifesavers Conference, NHTSA-Region IX Leadership Meeting, Pre-HSP meeting and other related meetings, trainings, and/or conferences that addresses the current trends in child restraint systems and other occupant protection measures. **\$20,000.00 (MAP-21) and \$13,427.78 (SAFETEA-LU)**
- Continue to conduct and provide outreaches to all of the island's public and private elementary, middle, and high schools on the importance of wearing seat

belt and the usage of child restraint systems and increase and expand the DPW-Office of Highway Safety’s presentations and outreaches on seatbelt and child restraint laws to military schools and installations, especially to those families entering Guam for the very first time.



- To conduct one (1) Standardized Child Passenger Safety Technician Training to recruit 20 newly CPS technicians and five (5) renewal classes in FY2014 to increase the number of CPS Technicians on Guam from 30 to 50. Training participants will include law enforcement agencies, public health, education, nurses from the Guam Memorial Hospital and Naval Hospital Nurses, and the Guam Fire Department. Funds will be used to pay for CPS registrations for certifications, renewals, and re-certifications. In addition, funding for supplies and materials, and equipment will be procured for CPS Training. **\$15,000.00 (MAP-21)(Contractual) and \$2,500.00 (MAP-21)(Supplies)**

Project Costs:

- Salary and Fringe: \$68,492.00 (MAP-21) and \$35,387.22 (SAFETEA-LU)
- Travel: \$20,000.00 (MAP-21) and \$13,427.78 (SAFETEA-LU)
- Contractual: \$15,000.00 (MAP-21)
- Materials and Supplies: \$2,500.00 (MAP-21)
- Equipment: \$1,200.00 (MAP-21)

Total Project Costs for Program Management: \$156,007.00

Project Title: CIOT/Operation Buckle Down

Project Numbers: OP14-02-02HPD

M00P14-02-02HPD

Guam Police Department-Highway Patrol Division

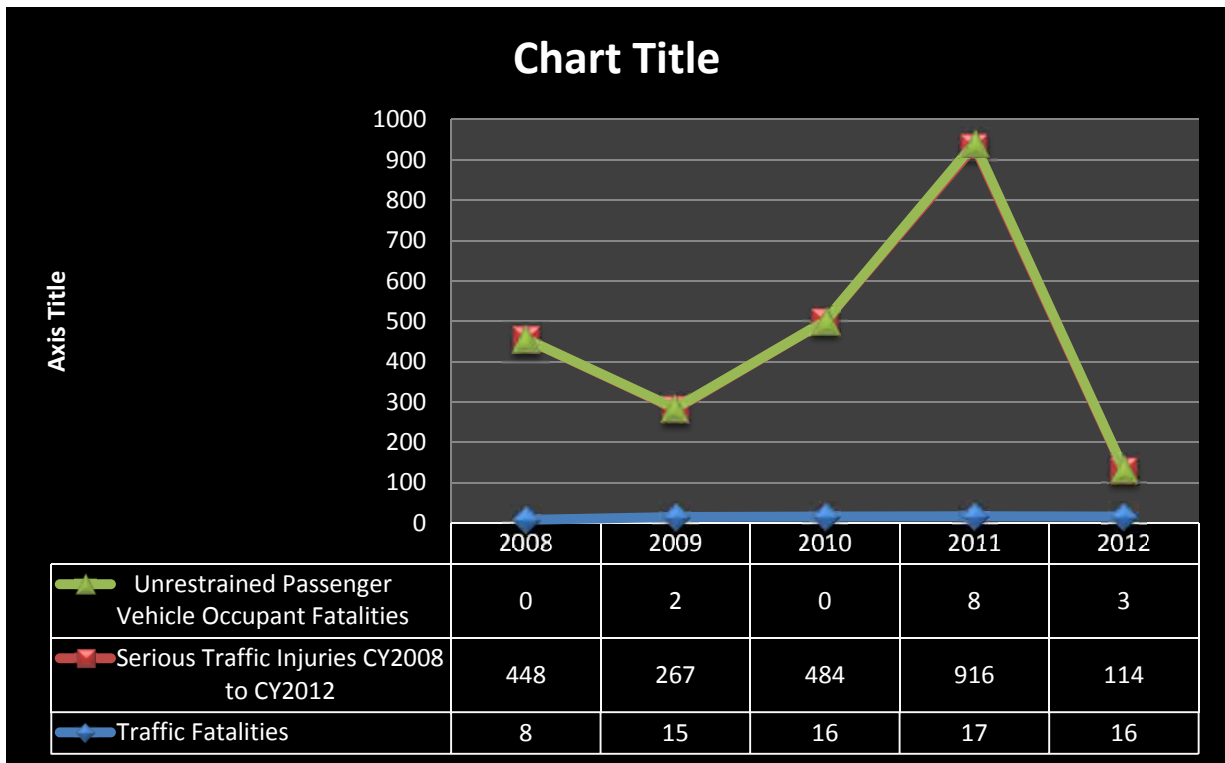
This project involves project strategies that may include but not limited to working with other law enforcement agencies to increase occupant restraint citations through increased enforcement, officer training, and monitor the judicial disposition of occupant restraints citations.

Operation CIOT/Buckle Down project will increase the compliance rate relating to seatbelt usage from 81.4% in CY2012 to 90% in CY2014 and child restraint usage from 76% in CY2012 to 80% in CY2014, which will result a safer roadways for our citizens. As part of this operation, GPD-HPD will use the same concept during the Click It or Ticket mobilization and Child Passenger Safety week. In FY2013 during the CIOT week, the GPD-HPD issued 62 seatbelt (52) and child restraint (10) citations.

Due to the easy access of our island's youth to motorized vehicles and the high number of incidents of illegal activities involving youths on the public highways, it has been acknowledged that public awareness is the key to educating our island youths on the use of safety devices or safety restraints.

In the past years, the Guam Police Department (GPD)-Highway Patrol Division (HPD) has taken the lead in enforcing Guam's seatbelt laws. From 2008 – 2009, (prior to the amendment of the Guam Seatbelt Law), GPD issued 2441 and in 2010 to 2012, when the Guam Seat Belt law took effect, the Guam Police Department issued 9462 traffic citations related to the seatbelt and child restraint laws.

In CY2009, GPD recorded 15 fatalities; sadly during this year, Guam reported its 1st crash fatality claiming the lives of three (3) people. Two children ages 7 and 9 died and it was discovered that they were not properly restrained in the appropriate child restraint systems. The 3rd victim drove her vehicle into the oncoming lane and she was DUI, unrestrained and speeding. This was the deadliest combination of factors that lead to such tragic circumstances. In CY2011, GPD recorded a total of 17 traffic fatalities and of the 17 fatalities, eight (8) were unrestrained fatalities. In CY2012, there were 16 fatalities recorded and of the 16 fatalities, three (3) were unrestrained passenger fatalities.



The improper use or non-use of restraint systems for drivers and passengers on Guam lags way behind the national average with regards to restraint system use. Past efforts include Seat belt use enforcement checkpoints and Operation Buckle Down at schools. In addition, Highway Patrol has done enforcement at traffic intersections using a spotter, a flagman and officers in a staging area to cite violators. Although the number of crashes involving injuries overall remain below 10% annually, the number of injuries from unrestrained occupants remains high at an average of 30% annually from 2008 to 2010. New legislation that has increased the monetary fines for non-compliance, enhanced child restraint requirements in the new law and increased enforcement activities and it is believed will lead to an increased compliance rate and decrease in crashes with injuries. In addition to enforcement activities, awareness and outreach activities such as Operation Buckle Down increases the proper use of child restraint systems as well as increase compliance with seatbelt laws. Past efforts, such as seat belt enforcement check points and roadside intersection enforcement activities, must be continued and sustained in order to achieve the desired result.

Goals and Objectives: Enforcement

- Increase the number of night-time seat belt enforcement from 12 in FY2013 to 15 in FY2014 and combine STEP and Seat Belt enforcement activities by funding overtime costs to the Guam Police Department – Highway Patrol Division to conduct day and night-time seat belt enforcement activities throughout FY2014. This activity will include working with GPD precincts, the GIAA-Airport Police Division, and the Military installations to conduct seatbelt and child restraint stationary and saturation operations during Click It or Ticket and Child Passenger Safety Week. **\$25,000.00 (MAP-21) and \$10,000.00 (SAFETEA-LU)**
- To decrease the number of unrestrained passenger vehicle occupant fatalities from the 2008-2012 calendar base year average of 2 to 1 by December 31, 2014 by increasing HPD's enforcement activities from 12 in FY2013 to 15 in FY2014. The GPD-HPD will coordinate the enforcement operations for GPD and the Highway Patrol Division will use personnel resources from the various precincts, divisions, sections, and units, to work overtime for the stationary and/or saturation seatbelt enforcement operations.
- The Guam Police Department – Highway Patrol Division will coordinate and conduct synchronized enforcement activities with the GIAA-Airport Police Division and military law enforcement agencies (Navy and Air Force) during the national mobilization enforcement campaigns for "Click It or Ticket" and "Child Passenger Safety Week". The DPW-OHS will expand the CPS Technician Training to include the military enforcement and EMS personnel during FY2014.
- To send one (1) HPD officer to the 2014 Lifesavers Conference. **\$5,000.00 (MAP-21)**

Project Costs:

- Overtime: \$25,000.00 (MAP-21) and \$10,000.00 (SAFETEA-LU)
- Travel: \$5,000.00 (MAP-21)

Total Project Costs: \$40,000.00

Guam's SAFETEA-LU Project Summary Sheet Federal Fiscal Year 2014

	Alcohol Countermeasures Fiscal Summary	Allocation
OP14-02-01OHS	Program Management	\$48,815.00
OP14-02-02HPD	CIOT/Operation Buckle Down	\$10,000.00
	TOTAL PROGRAM COSTS:	\$58,815.00

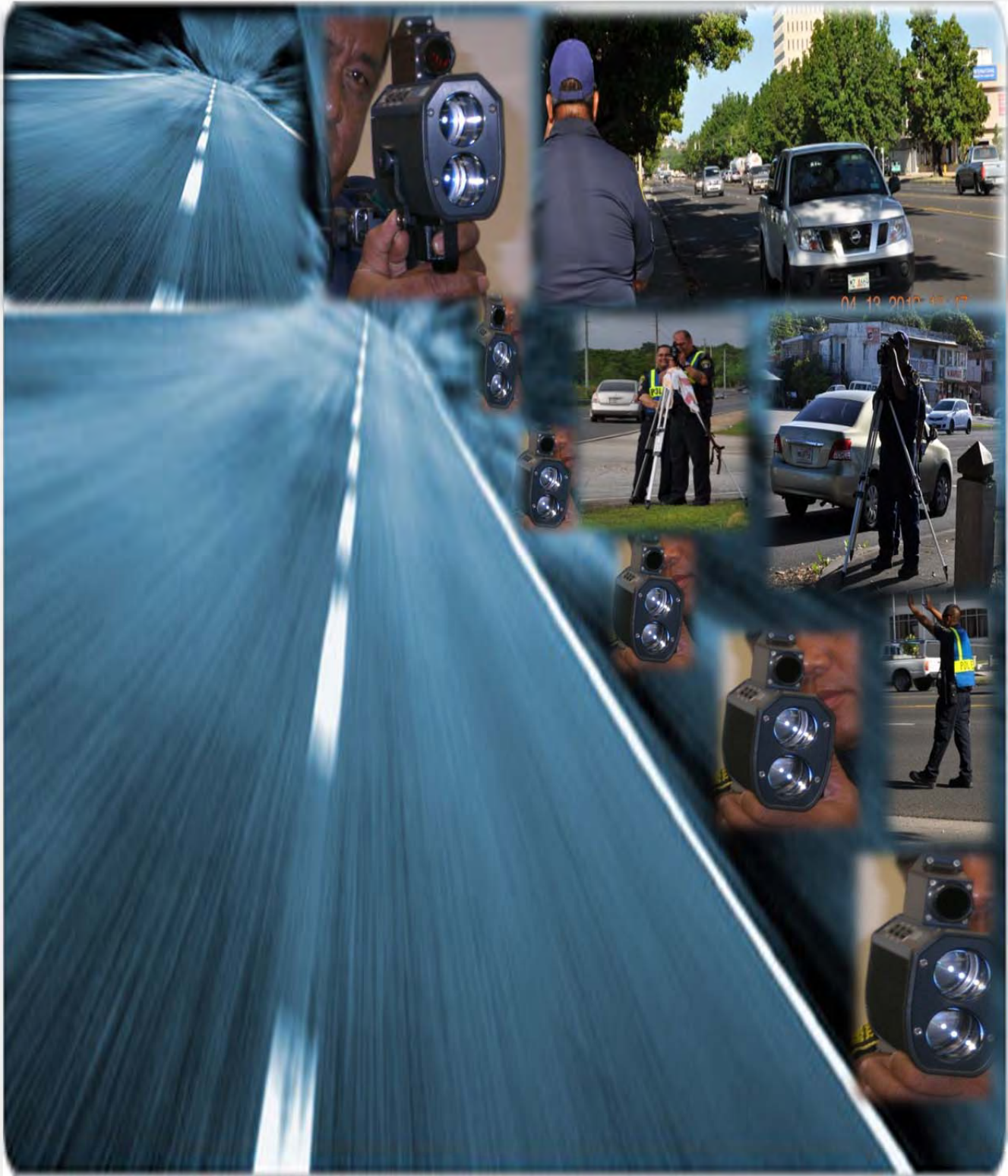
Guam's MAP-21 Project Summary Sheet Federal Fiscal Year 2014

	Occupant Protection Fiscal Summary	Allocation
M0OP14-02-01OHS	Program Management	\$107,192.00
M0OP14-02-02HPD	CIOT/Operation Buckle Down	\$30,000.00
	TOTAL PROGRAM COSTS:	\$137,192.00

Total Project Summary Sheet Federal Fiscal Year 2014

	Occupant Protection Fiscal Summary	Allocation
OP14	SAFETEA-LU	\$58,815.00
M0OP14	MAP-21	\$137,192.00
	TOTAL PROGRAM COSTS:	\$196,007.00

POLICE TRAFFIC SERVICES



Project Title: Police Traffic Education Project

Project Numbers: PT14-03-000HS

MOPT14-03-000HS

Department of Public Works-Office of Highway Safety

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

The Guam Police Department along with the Airport Police Division will continue to direct resources toward occupant protection and impaired driving mobilizations that correspond with the National Highway Traffic Safety Administration (NHTSA) calendar. This program gives the Guam Police Department and the Airport Police Division the ability to start effective selective traffic enforcement programs; provide training and appropriate enforcement of DUI, occupant restraint laws, speed, reckless driving, imprudent driving and unsafe driving habits to reduce the occurrence of fatal crashes.

The Guam Police Department and the Airport Police Division must be provided adequate tools, training and networking opportunities as an incentive in an effort to efficiently and effectively enforce Guam's traffic laws and educate the public on highway safety issues. In addition, funding for printing brochures and highway safety materials are necessary in order for these agencies to disseminate pertinent information to the public regarding enforcement initiatives and market the campaigns for highly visible public recognition.

It is the Goal of this program is:

- To decrease the number of speed-related fatalities by 5 % compared to an average of the previous three (3) years' crashes by six (6) speed-related fatalities to zero (0) by December 31, 2014.
- To conduct five (5) public awareness presentation on Drunk and drugged driving, excessive speed, distracted driving, special problems (red lights, unsafe driving behavior, etc.), and benefits of occupant protection to various public and private schools on island, community events (exhibits, health fairs, town meetings, etc.).

Project Costs:

- Contractual (Printing education materials to be distributed island-wide on the dangers of speeding on Guam's highways. \$1,041.83 (SAFETEA-LU)

Total Project Costs: \$1,041.83 (SAFETEA-LU)

**Project Title: Operation H.E.A.T. Project
 Highway Enforcement Action Team
 Project Numbers: PT14-03-01HPD
 M0PT14-03-01HPD
 Guam Police Department-Highway Patrol Division**

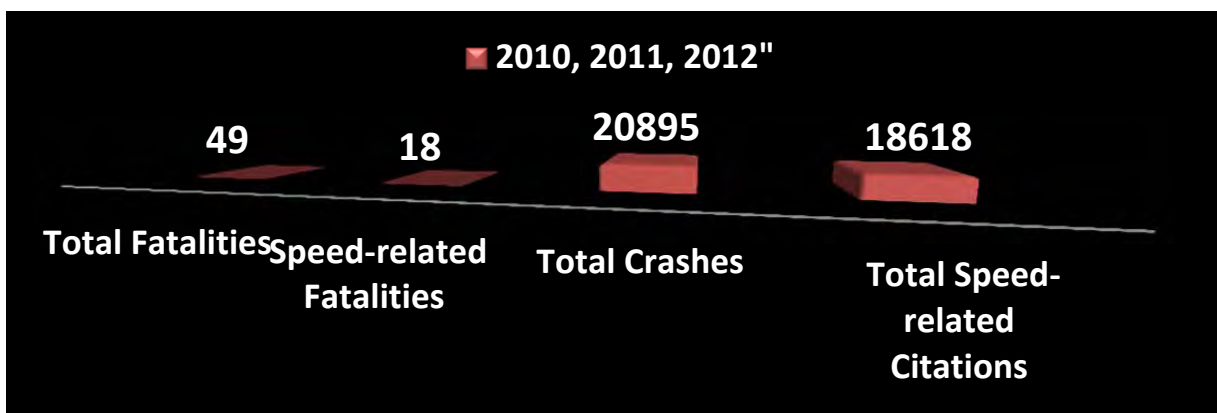
SPEED ENFORCEMENT STATISTICS

Excessive speed continues to be a major contributing circumstance in fatal crashes in Guam, resulting in 5 fatalities in 2012.

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

SPEED CONTROL

	2008	2009	2010	2011	2012
Total Fatalities	8	15	16	17	16
Speed-related Fatalities	1	6	6	7	5
Total Crashes	6587	6577	7165	6699	7031
Total Speed-related Citations	13616	15854	6717	6897	5004



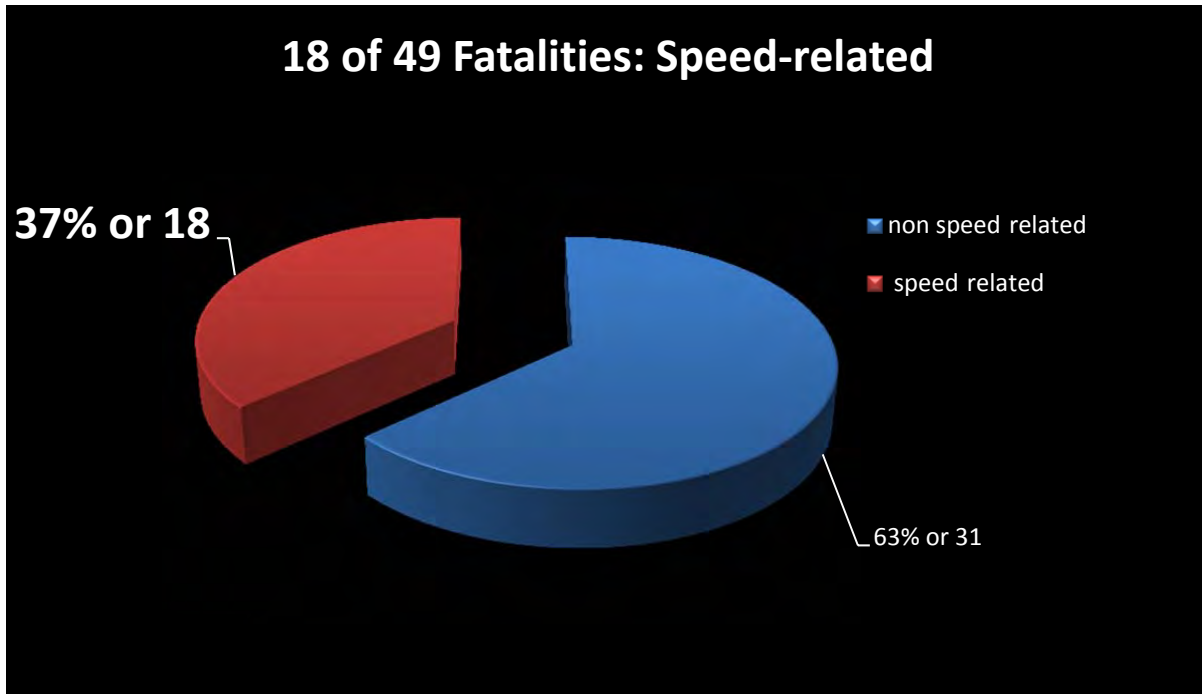
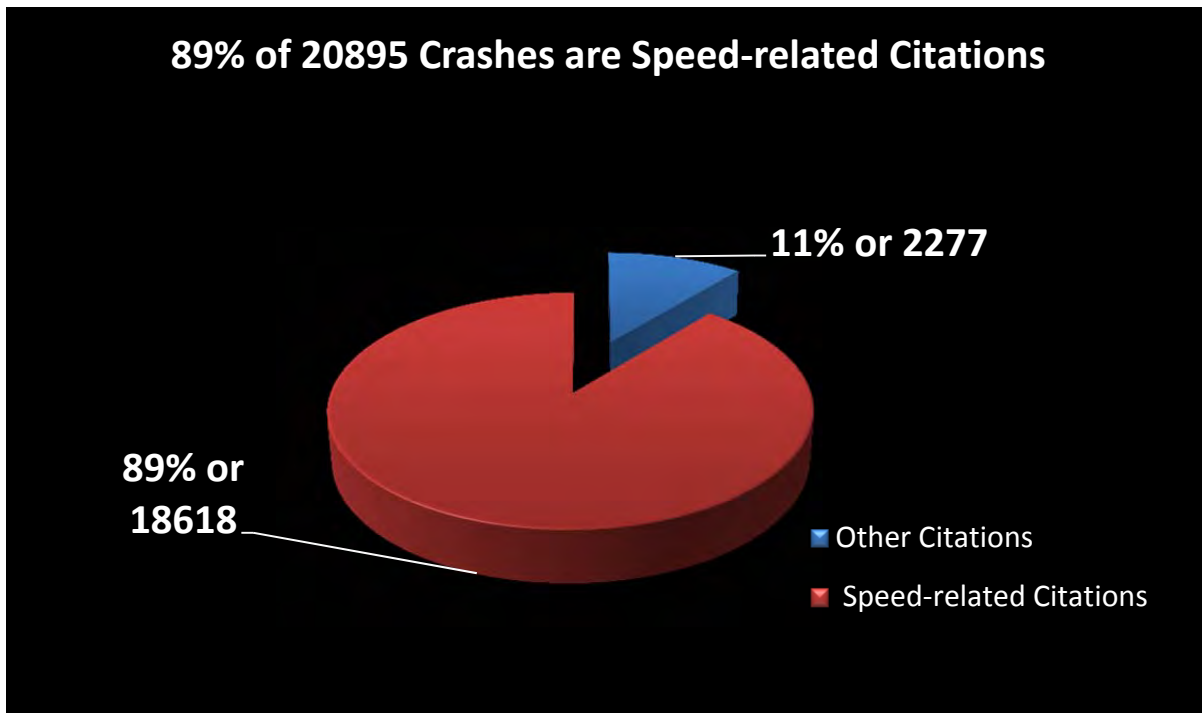


Figure 8: Speed-related Fatalities 2010-2012



PEDESTRIAN FATALITIES IN GUAM, 2008-2012

	2008	2009	2010	2011	2012	TOTAL
Total Fatalities	8	15	16	17	16	72
Total Pedestrians Fatalities	3	4	4	3	4	18
Pedestrians under the influence	2	3	0	2	2	9

PEDESTRIAN FATALITIES

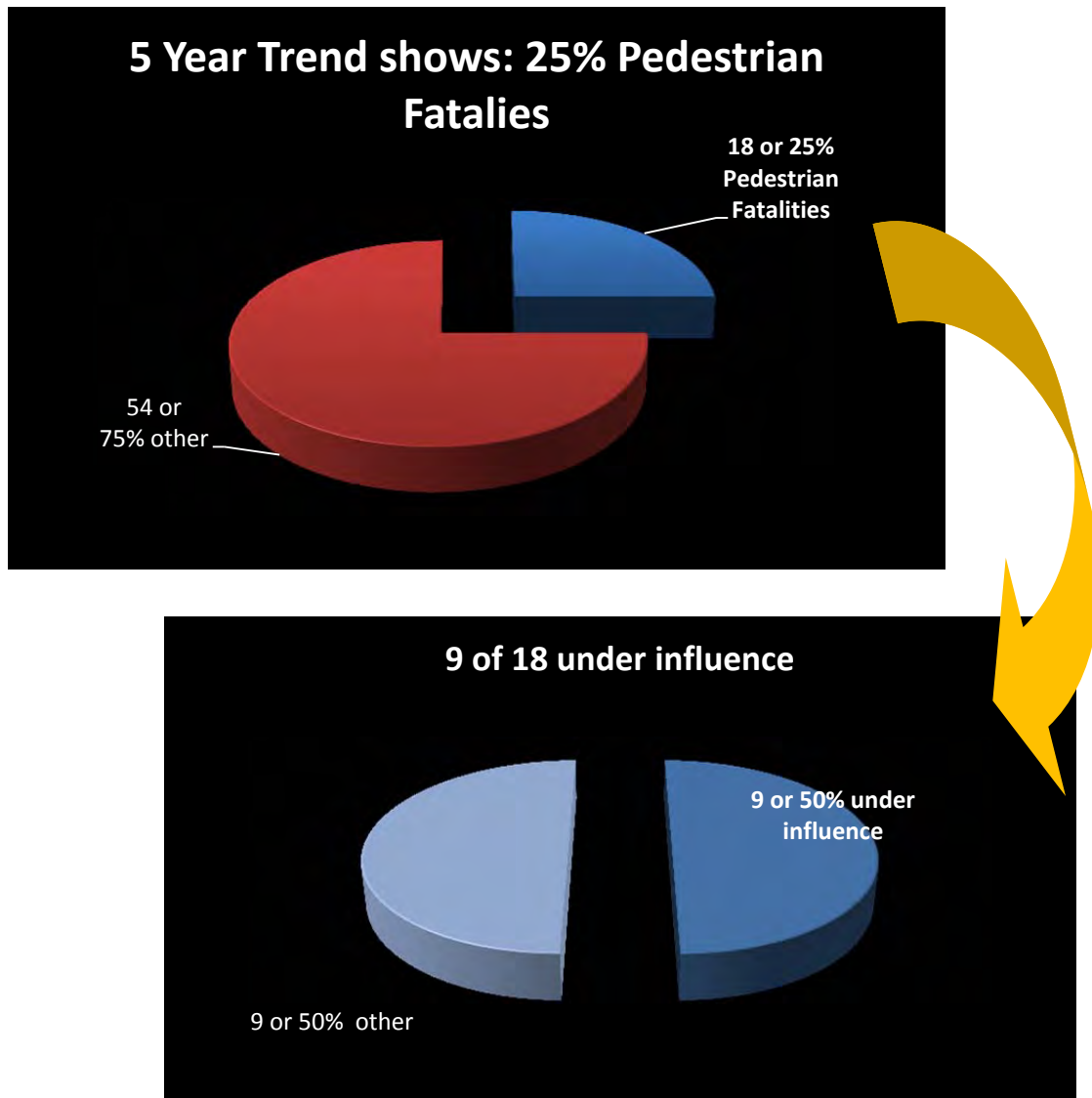


Figure 9: Pedestrian Fatalities 2008-2012

MOTORCYCLE FATALITIES IN GUAM, 2008-2012

	2008	2009	2010	2011	2012	TOTAL
Total Traffic Fatalities	8	15	16	17	16	72
Total Motorcycle Fatalities	0	4	2	4	3	13
Total un-helmeted motorcyclist fatalities	0	2	0	3	2	7

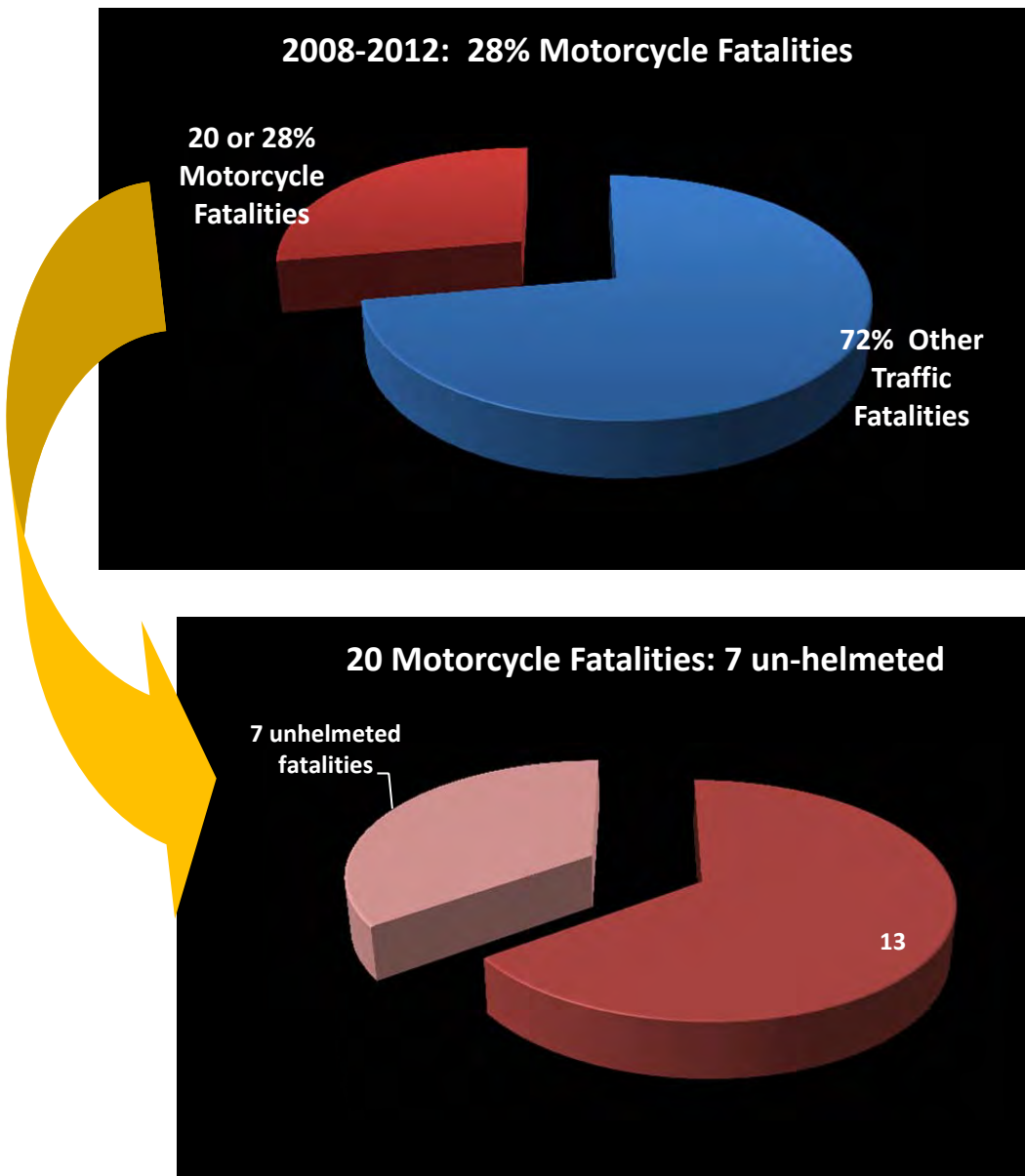


Figure 10: Motorcycle Fatalities 2008-2012

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

The Guam Police Department (GPD) – Highway Patrol Division (HPD) continues its efforts to reduce fatal crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits to reduce the occurrence of fatal crashes. In CY 2010, there were a total of 16 traffic fatalities and of the 16 traffic fatalities, eight (8) were speed-related; in CY 2011, there were a total of 17 fatalities and of the 17 traffic fatalities seven (7) were speed-related; and in CY 2012 there were 16 total traffic fatalities and of the 16 traffic fatalities, five (5) were speed-related.

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

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

It is the position of GPD-HPD that some factors causing the problems are one that lack enforcement due to the limited specialized equipment such as LASER and RADAR and marked and unmarked patrol vehicles. Another factor is the perception of drivers that there is a lack of sustained enforcement by the Guam Police Department. Currently, Highway Patrol Division is the only unit in the Guam Police Department that routinely and regularly conducts speed enforcement throughout Guam's roadways.

If the current efforts continue then the problems of speeding, reckless driving, imprudent driving, and unsafe driving habits will continue to manifest itself and remain unchanged. To correct the deficiency, the 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. Personnel from administrative and support services will augment Highway Patrol Division. Primarily enforcement occurs during the morning commute, lunch rush and the evening drive home. A majority of the fatal crashes involving speed occur outside of the normal work hours of the Highway Patrol Division. By providing RADAR to patrol units, they will increase the enforcement effort to intercept these violators since they operate 24/7 and help to prevent fatal crashes by conducting

RADAR enforcement when Highway Patrol Division is not available. The Highway Patrol Division also proposes to conduct night enforcement patrols aimed at speeding, reckless driving, imprudent driving and unsafe driving habit offenders.

This project addresses the need to increase a vehicle operator's perception of risk in being apprehended for an offense, thereby deterring the offense. Since deterrence works largely through the perception of increased risk to the violator, there is a need to extend "visibility" beyond the conventional concept of routine patrols engaged in traffic stops. The Guam Police Department – Highway Patrol Division is attempting to profit from increased visibility utilizing the media, particularly radio stations, which can influence more motorists with single announcements than the conventional visibility concept. This project blends the concept of omnipresence and hidden presence. Omnipresence is employed by deploying personnel during the times where maximum visual and communicated (pseudo-visual, radio media, etc.) presence is expected, whereby creates heavy enforcement. Deploying unmarked enforcement patrol units utilizing the same methods as with omnipresence, with heavy media coverage, employs hidden presence.

This project is intended to enhance and supplement the existing efforts to conduct traffic related events of speeding, reckless driving, imprudent driving and unsafe driving habits. Such efforts will be to continue to conduct numerous training on LASER and RADAR to the Guam Police Department and other law enforcement agencies on Guam, to include the military installations. Training manuals are being reproduced for students attending the training. Throughout the year, Highway Patrol Division is called upon to conduct awareness presentations on best driving practices, the dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits, and the rules of the roadway. Presentations are also being conducted for all in-coming new personnel for the various military branches on island, as well as public and private high schools on island stressing on teen driving, dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits. Pamphlets and brochures, flyers, posters and other promotional items must be 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 performance measure will be based on the following:

- The number of "laser" selective enforcement checkpoints and saturation "radar" enforcement activities per year increasing speed enforcement activities throughout FY2014.
- The number of speed-related crashes and injury-producing crashes caused by reckless/speed driving.

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

Performance Measures:

PRIORITY AREAS:

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

BASELINE DATA FOR EVALUATION

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

“HOT SPOTS”

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

DATA ELEMENTS

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

DATA SOURCE

Government of Guam:

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

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

Statistical Matrix

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

Goals and Objectives:

- To reduce the number of speeding, reckless driving, imprudent driving, and other speed related traffic fatalities from 6 in CY2011 to 0 by December 31, 2014 by conducting (30) stationary enforcement over 12 months with a focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur (Route 1, Marine Corps Drive, Tamuning/Dededo, Route 4, Hagatna/Sinajana, Route 8, Maite/Barrigada, and Route 16, Harmon).
- To decrease FY2014 speeding-related fatal crashes compared to an average of the previous 3 years fatal crashes by 5 % by December 31, 2014 by funding overtime costs to the Guam Police Department – Highway Patrol Division to conduct saturation and stationary enforcement activities throughout FY2014. **\$25,000.00 (MAP-21)**
- To increase FY2014 speeding citations in FY2014 by 10% by December 31, 2014.
- To decrease FY 2014 fatalities compared to an average of the previous 3 years fatalities by 5% by December 31, 2014.
- To promote media involvement in traffic safety by issuing four (4) traffic tips per week/month on Radio Talks shows and TV shows.
- To conduct LASER/RADAR training sessions per year for partner agencies.
- To train 100% key personnel in the On-line System for Crash Analysis and Reporting (OSCAR) program. **\$23,000.00 (SAFETEA-LU)**
- 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.
- To fund for contractual for printing services for the RADAR/LASER training. **\$2,500.00 (MAP-21)**

Project Costs:

- Overtime: \$25,000.00 (MAP-21)
- Contractual: \$2,500.00 (MAP-21) and \$23,000.00 (SAFETEA-LU)

Total Project Costs: \$51,541.93

Project Title: Operation BLUE W.A.V.E. PROJECT
Welcome All Visitors Enthusiastically
Project Numbers: PT14-03-02TTPC
MOPT14-03-02TTPC
Guam Police Department-Tumon, Tamuning Precinct
Command

The Tumon-Tamuning Precinct Command (TTPC) serves the villages of Tumon, Tamuning and Harmon, which are considered the central tourist, business and industrial hubs on the island. These villages have a residential population of 18,012, a daytime business population in excess of 25,000 and an annual visitor (tourist) population of 1.8 million. Additionally, there are 37.18 miles of highways within these villages (Rt. 1, Rt. 10A, Rt. 14, Rt. 14A, Rt.14B, Rt. 16, Rt. 33 and Rt. 33A), which make up 22% of Guam's highways. TTPC's area of responsibility encompasses the aforementioned tourist, business, and industrial areas which are some of the most traveled and most congested highways on Guam.

The reduction in assets combined with the increase in demands for police coverage has caused for the Command to shift priorities from proactive crime deterrence, prevention to reactive responses in dealing with the community's needs. These shortcomings also affected the Command's ability to continue highway enforcement activities on a regular and consistent basis. This led to the Command, in 2010 to apply for federal funding assistance for highway enforcement activities.

While current crime trends and losses of personnel and shortages of equipment dictate that this command must realign service priorities, TTPC will continue to plan and execute enforcement activities aimed at reducing fatal and injurious related car crashes. However, without continued funding assistance compliance, the successes this program has experienced may be short lived.

Goals and Objectives:

- To decrease the number of speeding-related fatalities in the TTPC jurisdiction from (2) in FY2012 to (0) by December 31, 2014, by funding overtime to the GPD-TTPC to enhance their speed-related enforcement with a focus on targeting specific areas where high speed-related crashes, injuries, and fatalities occur. (Rt. 1, Rt. 10A, Rt. 14, Rt. 14A, Rt. 14B, Rt. 16, Rt. 33 and Rt. 33A, Tumon, Tamuning, and Harmon) and by conducting (6) 3-hour daytime stationary enforcement activities or an average of (1) per month, and (6) 3-hour daytime

roving enforcement activities or an average of (1) per month, (6) nighttime roving enforcement activities or an average of (1) per month, and (3) stationary enforcement activities during synchronized enforcement operations with the Guam Highway Patrol and Guam Airport Police during the High Visibility Enforcement Campaigns, (May, August, and December). **\$15,000.00 (MAP-21)**

- To decrease the number of injuries in speeding-related crashes in the TTPC jurisdiction from (266) or 10% in FY 2010 to (240) by December 31 2014.
- To increase speeding citations issued in the TTPC jurisdiction during grant-funded enforcement activities from (5533) in FY 2011 to (6086) by December 31, 2014.

Project Costs:

- Overtime: \$15,000.00 (MAP-21)

Total Project Costs: \$15,000.00

Project Title: Traffic Enforcement Project

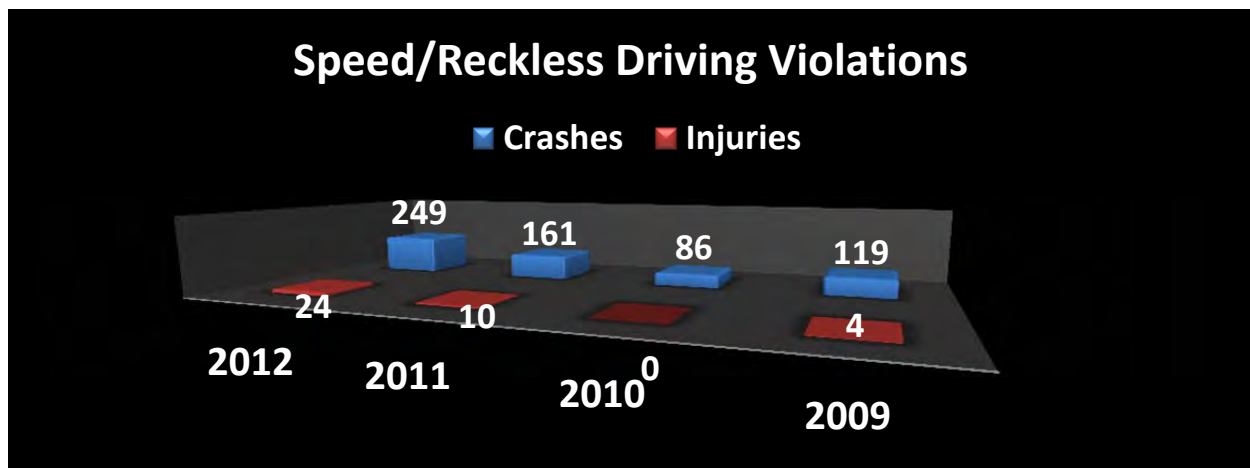
Project Numbers: PT14-03-03APD

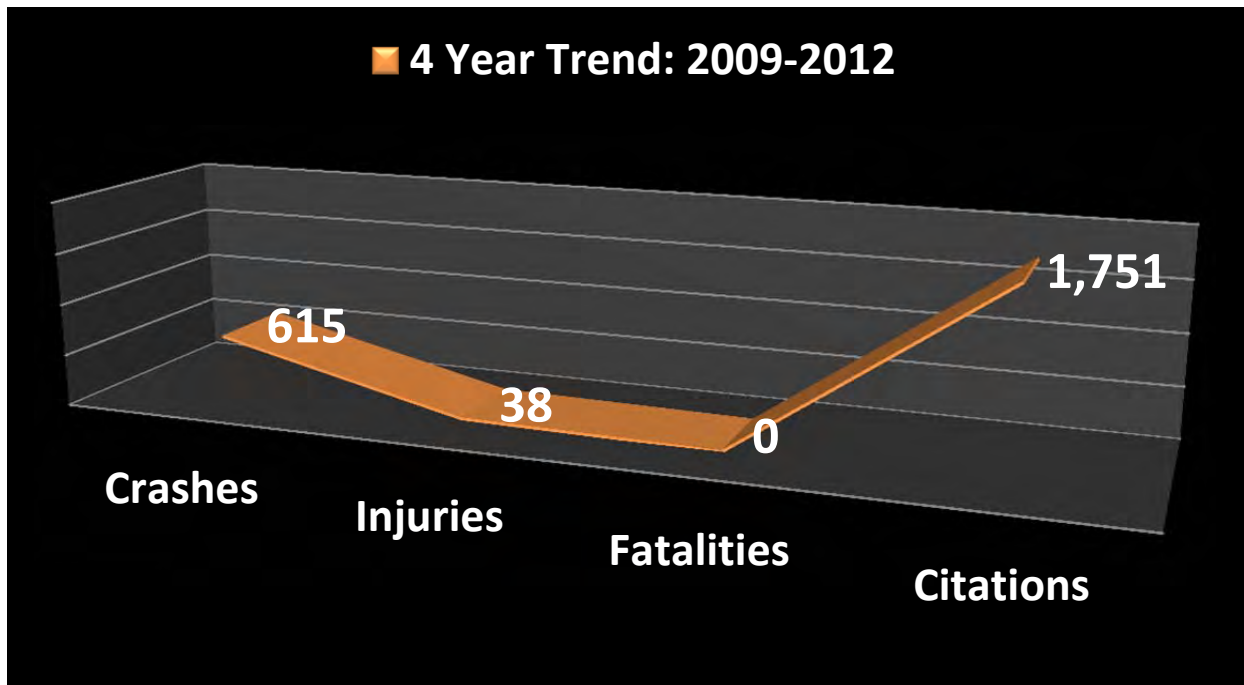
M0PT14-03-03APD

Guam International Airport Authority-Airport Police Division

The purpose of this program is to provide funding to pay for overtime for officers to conduct and enforce the traffic violation of speeding/reckless driving. Airport Police Division (APD) will conduct 10 laser and radar enforcement activities throughout FY2014 within GIAA's roadways allowing for 10 hours per month on targeted roadways through September 30, 2014. Area of concentration will be Route 10A & Route 1 Tamuning, Route 10A & Route 16 Barrigada and Tiyan (Sunset Blvd.) towards Route 8 Barrigada.

	2012	2011	2010	2009
Total speed- related crashes	249	161	86	119
Total speed-related injury crashes	24	10	0	4
Total speed-related fatal crashes	0	0	0	0
Total speed citations	148	573	457	573





- To decrease injuries in speeding-related crashes 10% from 24 during Fiscal Year 2012 to 21 by September 2014.
- To decrease traffic injuries 10% from 24 in Fiscal Year 2012 to 21 by September 2014.

Project Costs:

- Overtime: \$15,000.00 (MAP-21)

Total Project Costs: \$15,000.00 (MAP-21)

Guam's SAFETEA-LU Project Summary Sheet Federal Fiscal Year 2014

	Police Traffic Safety Fiscal Summary	Allocation
PT14-03-00OHS	Police Traffic Education Project	\$1,041.83
PT14-03-01HPD	Operation H.E.A.T. Project	\$23,000.00
PT14-03-02TTPC	Operation BLUE W.A.V.E. Project	0.00
PT14-03-03APD	Traffic Enforcement Project	0.00
	TOTAL PROGRAM COSTS:	\$24,041.93

Guam's MAP-21 Project Summary Sheet Federal Fiscal Year 2014

	Police Traffic Safety Fiscal Summary	Allocation
M0PT14-03-00OHS	Police Traffic Education Project	0.00
M0PT14-03-01HPD	Operation H.E.A.T. Project	\$27,500.00
M0PT14-03-02TTPC	Operation BLUE W.A.V.E. Project	\$15,000.00
M0PT14-03-03APD	Traffic Enforcement Project	\$15,000.00
	TOTAL PROGRAM COSTS:	\$57,500.00

Total Project Summary Sheet Federal Fiscal Year 2014

	Police Traffic Fiscal Summary	Allocation
PT14	SAFETEA-LU	\$24,041.83
M0PT14	MAP-21	\$57,500.00
	TOTAL PROGRAM COSTS:	\$81,541.83

**Project Title: Traffic Records Information and
Management System (T.R.I.M.S.)**
Project Numbers: TR14-15-01OHS
M0TR14-15-01OHS
Department of Public Works-Office of Highway Safety

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

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

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

Goals and Objectives:

- To increase the timeliness of traffic citation data from police being posted into the superior court system from monthly to daily in FY2014.
- To continue to fund for one (1) Data Control Clerk II to support the computerized traffic crash record system in order to develop highway hazard reduction programs with priorities based on benefit/cost analysis. **\$36,161.00 (MAP-21) and \$17,645.19 (SAFETEA-LU)**

Project Costs:

- Salary and fringe: \$36,161.00 (MAP-21) and \$17,645.19 (SAFETEA-LU)

Total Project Costs: \$53,806.19

Guam's SAFETEA-LU Project Summary Sheet Federal Fiscal Year 2014

	Traffic Records Fiscal Summary	Allocation
TR14-05-01OHS	Program Management	\$17,645.19
	TOTAL PROGRAM COSTS:	\$17,645.19

Guam's MAP-21 Project Summary Sheet Federal Fiscal Year 2014

	Traffic Records Fiscal Summary	Allocation
M0TR14-05-01OHS	Program Management	\$36,161.00
	TOTAL PROGRAM COSTS:	\$36,161.00

Total Project Summary Sheet Federal Fiscal Year 2014

	Traffic Records Fiscal Summary	Allocation
TR14	SAFETEA-LU	\$17,645.19
M0TR14	MAP-21	\$36,161.00
	TOTAL PROGRAM COSTS:	\$53,806.19

Project Title: Paid Advertising

Project Numbers: PM14-16-020H

M0PM14-16-020HS

Department of Public Works-Office of Highway Safety



The DPW OHS M0PM14 Paid Advertisement funds will be used to continue to educate and inform the general public-at-large on highway safety issues and concerns in areas of alcohol impaired driving, and other traffic enforcement activities, occupant protection and pedestrian/bicyclist safety. Paid Advertisement is very effective, particularly in messaging outreach to Guam's versatile community. Paid Advertisement efforts will combine other program areas such as alcohol impaired driving and traffic enforcement activities. This effort is to positively impact changed behavior and a zero tolerance of traffic violations that compromises the safety of motorists, their passengers and all who travel throughout Guam's roadways. **\$20,000.00 (MAP-21) and \$501.00 (SAFETEA-LU)**

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

Beginning October 1, 2013, the Guam Office of Highway Safety will conduct a performance measures based on the number of television, radio time, print media, and billboard space reaching an estimate of 30,000 of the island population. Public information and education campaigns will also occur in conjunction with law enforcement or public even activities to maximize effect on the public – to impact changed behavior and to increase awareness.

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

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

- Increase awareness on Seat Belt Safety;
- Increase awareness on Child Safety Seat restraints;
- Increase awareness on the dangers of drinking and driving;
- Increase awareness on the dangers of distracted driving;
- Increase the rating for radio stations to reach approximately 60 percent of the island population; and
- Increase awareness on other highway safety matters.

Project Costs:

- Contractual: \$20,000.00 (MAP-21) and \$501.00 (SAFETEA-LU)

Total Project Costs: \$20,501.00

Guam's SAFETEA-LU Project Summary Sheet Federal Fiscal Year 2014

	Paid Advertisement Fiscal Summary	Allocation
PM14-16-01OHS	Paid Media	\$501.00
	TOTAL PROGRAM COSTS:	\$501.00

Guam's MAP-21 Project Summary Sheet Federal Fiscal Year 2014

	Paid Advertisement Fiscal Summary	Allocation
M0PM14-16-01OHS	Paid Advertisement	\$20,000.00
	TOTAL PROGRAM COSTS:	\$20,000.00

Total Project Summary Sheet Federal Fiscal Year 2014

	Paid Advertisement Fiscal Summary	Allocation
PM14	SAFETEA-LU	\$501.00
M0PM14	MAP-21	\$20,000.00
	TOTAL PROGRAM COSTS:	\$20,501.00

FY2014 EQUIPMENT LISTING FOR MAP-21

The following list identifies equipment in excess of \$5,000.00 to be purchased utilizing MAP-21:

Agency	Program Area	Object Category	Equipment	Amount
GPD-HPD	M0AL14-01-02HPD	450	Light Tower	\$13,000.00

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

State: Territory of Guam

Fiscal Year: 2014

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

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

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING**(applies to subrecipients as well as States)**

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

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

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

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

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


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

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

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

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

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

Signature  Governor's Representative for Highway Safety


Date

CARL V. DOMINGUEZ

Printed name of Governor's Representative for Highway Safety

HIGHWAY SAFETY PROGRAM COST SUMMARY

O.M.B. No. 2127-003

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

State: Guam

Number: HSP 2014-00

Date:

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Current Balance	Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change		
AL14	\$167,336.00							
OP14	\$58,815.00							
PT14	\$24,041.00							
TR14	\$17,645.00							
PA14	\$32,319.00							
PM14	\$501.00							
K2PM14	\$3,824.00							
K914	\$12,254.00							
M0AL14	\$263,005.00							
M0OP14	\$113,492.00							
M0PT14	\$81,401.00							
M0TR14	\$36,161.00							
M0PA14	\$76,066.00							
M0PM14	\$15,000.00							
M2PE14	\$74,723.00							
M2HVE14	\$63,824.00							
M2TR14	\$67,370.00							
M3DA14	\$500,000.00							
Total 402	\$1,607,777.00							

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NHTSA:

Name: Carl V. Dominguez

Name: DAVID J. MANNING, PH.D

Title: Governor's Highway Safety Representative

Title: Regional Administrator

Date: _____

Date: _____