

2006 Highway Safety Plan

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GUAM'S STATE CERTIFICATION AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations, and directives 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.

Each fiscal year, the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- < 23 U.S.C. - Highway Safety Act of 1966, as amended
- < 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- < 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non-profit Organizations
- < 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- < NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- < Highway Safety Grant Funding Policy for Field - Administered Grants

CERTIFICATIONS AND ASSURANCES

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b)(1)(A)};

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 USC 402(b)(1)(B)};

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 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 USC 402(b)(1)(C)}, unless this requirement is waived in writing;

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:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

This 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 USC 402(b)(1)(D)});

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements, and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of draw down privileges;

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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 (P.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), which prohibits discrimination on the basis of handicaps; 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 Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988
(49 CFR PART 29 SUB-PART F):

The State will provide a drug-free workplace by:

- a) 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;
- b) Establishing a drug-free awareness programs to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant is given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statue conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- f) 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 –
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 U.S.C. 101 Note), 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)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his 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, sub-grants, and contract under grant, loans, and cooperative agreements) and that all sub-recipients 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.

CERTIFICATION REGARDING STATE LOBBYING

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 by 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

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 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 for 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 the rules implementing Executive Order 12549. 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 does a prudent person in the ordinary course of business dealings normally possess.
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 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 this 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 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 Non-procurement List.

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 does a prudent person in the ordinary course of business dealings normally possess.
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 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 agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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 will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, 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 Council on Environmental Quality regulations in compliance with the National Environmental Policy Act of 1969, as amended, (40 C.F.R. Part 1500 et seq.).

**LAWRENCE P. PEREZ, Acting
Governor's Highway Safety Representative**

Date

PERFORMANCE PLAN
Fiscal Year 2006
Guam Office of Highway Safety
Department of Public Works

Mission Statement: The Guam Office of Highway Safety 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. OHS will continue to prepare and administer a comprehensive annual Highway Safety Plan for the purpose of reducing the incidence and severity of vehicular crashes on Guam's highways and local street system by implementing innovative traffic safety projects on a variety of contributory and associated factors related to traffic crashes.

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 agencies participating in Section 402 Grant activities or other community-oriented safety and health programs, the Guam Office of Highway Safety remains steadfast in its vital mission of saving lives.

Highway Safety means the reduction of traffic crashes, deaths, injuries, and property damage resulting there from on public roads.

The Guam Office of Highway Safety was established within the organizational structure of the Department of Public Works, Government of Guam, by virtue of Executive Order 74-8 dated February 22, 1974. Public Laws 13-29 and 13-142 that was effectuated on June 13, 1975 and March 18, 1976, respectively, further supplemented the authorized programs and activities.

With an annual apportionment amounting to \$409,000.00 provided by the U.S. Department of Transportation through its regional office of the National Highway Traffic Safety Administration (NHTSA), a series of high exposure educational and enforcement campaigns were effectuated throughout the 2005 Fiscal Year.

One emphasis of the highway safety funding process is to provide "seed" money to develop effective programs that can become operational within a three-year period. If the program(s) are successful, the state or local jurisdiction will establish the program(s) as a permanent responsibility of the jurisdiction.

By networking with approved sub-grantees in the Government of Guam, as well as non-profit organizations and other entities in the private and military sectors, OHS continues to concentrate its highway safety efforts on education & awareness campaigns in the community regarding protective occupant restraint systems for children and adults, DUI sobriety checkpoints and selective traffic enforcement activities to combat drunk & drugged drivers, personnel development and training, equipment procurement, and the implementation of remedial safety measures at high-crash sites.

Performance Measures: Prior to seeking a mid-fiscal year remedial measures in consultation with the Highway Safety Coalition, a review was made by the Guam Office of Highway Safety regarding in-service training data. This data is reported on a quarterly basis by the Guam Police Department. It will determine whether a lack of in-service training in this specialty field warrants remedial measures to ensure the attainment of stated biennial highway safety goals beginning with Fiscal Year 2006.

In the interest of reducing the incidence and severity of vehicular collisions in the Guam 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 2005 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 listed in the 2006 Highway Safety Plan.

THE HIGHWAY SAFETY COALITION NETWORK

The Honorable Felix P. Camacho
Governor of Guam

Lawrence P. Perez
Acting Governor's Highway Safety Representative
Acting Director, Department of Public Works

The Honorable Ray Tenorio
Senator, Twenty-Seventh Guam Legislature
Chairperson, Committee on Criminal Justice
Public Safety & Youth & Foreign Affairs

Frank Ishizaki
Chief of Police
Guam Police Department

Brad Hokason
Officer-in-Charge
Special Programs Section
Guam Police Department

James T. Mitchell
Assistant Attorney General
General Crime Division
Office of the Attorney General

(Vacant)
Chairperson
Guam Emergency Medical Services Commission

Marc A. Gagarin
Chief of Engineering
Division of Engineering
Department of Public Works

Daniel Troxel
Supervisor, Division of Highways
Traffic Engineering & Control Section
Department of Public Works

Eloise Baza
President
Guam Chamber of Commerce

The Honorable Kaleo S. Moylan
Lt. Governor of Guam

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

Claire M. Meno
Program Coordinator
Office of Highway Safety, DPW

Lt. Stephen C. Ignacio
Officer-In-Charge
Highway Patrol Division
Guam Police Department

Madeleine C. Manibusan
Officer-in-Charge
Planning, Research, & Development
Guam Police Department

Jenbel Manibusan
Clerk of Traffic Violations Bureau
Traffic Violations Branch
Superior Court of Guam

Michael Uncangco
Fire Chief
Guam Fire Department

Victor Pangelinan
Planner IX
Highway Planning Section
Department of Public Works

Frank Blas
Administrator
Motor Vehicle Division
Department of Revenue & Taxation

Mayor Paul M. McDonald
President
Mayor's Council of Guam

Fiscal Year 2006

HIGHWAY SAFETY PLAN

(ROLL-OVER PROJECTS)

**Department of Public Works
Office of Highway Safety**

INTRODUCTION

The Guam Office of Highway Safety was established within the organizational structure of the Department of Public Works, Government of Guam, by virtue of Executive Order 74-8 dated February 22, 1974. Public Laws 13-29 and 13-142 that was effectuated on June 13, 1975 and March 18, 1976, respectively, further supplemented the authorized programs and activities.

As a primary function, the Guam Office of Highway Safety (OHS) administers a variety of federally funded programs for Guam as established by the Highway Safety Act of 1966, U.S. Public Law 89-564, 80 Stat. 731. These programs, which fall under the purview of the United State Department of Transportation, National Highway Traffic Safety Administration/Region IX, and the Federal Highway Administration/Hawaii Division, are geared toward reducing the incidence and severity of vehicular collisions in the Territorial Highway & Local Street System.

Since its creation, the Office of Highway Safety has continued the vital role of addressing the needs of the motoring public by developing, implementing, and evaluating a series of progressive safety-related countermeasures.

For more than two decades, while Guam evolved from a network of substandard two-lane rural roads into the modernized multi-lane roadways known as the Territorial Highway & Local Street System, the natural course of progress brought with it the death, carnage, and destruction that have become so common-place to the professionals in the highway safety field.

Today, the Territorial Highway & Local Street System is comprised of more than 143 lineal miles of paved primary roadways, as well as nearly 390 lineal miles of both paved & unpaved local streets.

Today, there are over 40,000 licensed drivers and chauffeurs operating more than 100,000 motorized vehicles of all classes and types within the Territorial Highway & Local Street System.

In addition, in this densely populated multi-cultural society of the Western Pacific Region, and according to growth rate projections made by the Census Population Section, Economic Research Center, Department of Commerce, there are approximately 154,805 + persons living in Guam.

We all share the Territorial Highway & Local Street System, and Guam's highway network can become deadly in an instant.

In previous years, the Office of Highway Safety coordinated the Federal-Aid Program activities of almost \$12.7 million provided by the Federal Highway Administration for the major reconstruction of primary highways and those roadway segments designated as "defense arteries" by the U.S. Department of Defense.

With an annual apportionment amounting to \$409,000.00 provided by the U.S. Department of Transportation through its regional office of the National Highway Traffic Safety Administration (NHTSA), a series of high exposure educational and enforcement campaigns were effectuated throughout the 2005 Fiscal Year.

By networking with approved sub-grantees in the Government of Guam, as well as non-profit organizations and other entities in the private and military sectors, OHS continued to concentrate its highway safety efforts on education & awareness campaigns in the community regarding protective occupant restraint systems for children and adults, DUI sobriety checkpoints, and selective traffic law enforcement activities to combat drunk & drugged drivers, personnel development and training, equipment procurement, and the implementation of remedial safety measures at high-crash sites.

The major programs of the approved Fiscal Year 2005 HIGHWAY SAFETY PLAN include Alcohol & Other Drugs Countermeasures, Occupant Protection/Child Passenger Protection, Police Traffic Services, Emergency Medical Services, Traffic Records Information Management System, Roadway Safety, Planning & Administration, Youth Alcohol, Safe Communities, Pedestrian and Bicycle Safety, and Special Occupant Protection.

While working with the Government of Guam sub-grantees, namely the Guam Police Department, Superior Court of Guam, Department of Public Health & Social Services, Department of Mental Health & Substance Abuse, the Attorney General's Office, and the Guam Public School System, OHS will be providing administrative direction for program activities that include Public Information & Education, Operation DUI, Mobile Videotaping, Alcohol & Drug Identification & Detection, Alcohol Treatment Program/Court Referral, Highway Safety Traffic Prosecution, Occupant Restraint, Child Traffic Safety, Selective Traffic Enforcement, Emergency Medical Services, TRIMS, Roadway Safety, Planning & Administration, Youth Alcohol/Drug Free, Pedestrian and Bicycle Safety, and Safe Communities.

These major programs are designed to reduce the incidence and severity of traffic crashes, injuries, and fatalities from occurring on Guam's roadways.

Finally, with the current troubled economy in Guam and the financial crunch within the Government, we are still trying to scramble to keep the budget out of the red. More worrisome is the recent changes in the document processing at the Executive Branch. The delay of the adjudication of financial documents has caused delays in allocating funds. In addition, several vendors due to the over-delay of payments rarely accept the Government of Guam Purchase Orders. We are now forced to look for vendors who will accept GovGuam Purchase Orders and in doing so; it takes time for us to find one. These are just a few of the reasons why the Roll-Over Projects are being requested.

ALCOHOL & OTHER DRUGS COUNTERMEASURES
AL06

Goals and Performance Measures

YEAR	TOTAL DUI CRASH	TOTAL FATALITIES	DUI RELATED	TOTAL DUI ARRESTS	PERCENTAGE
2000	165	22	11	620	50%
2001	203	19	12	863	63%
2002	163	13	6	972	47%
2003	85	25*	6	608	24%
2004	61	14	7	488	50%

*Due to the Guam Police Department's transition from manual computation to electronic system, the collection of data has resulted with the inaccuracy of statistics for FY 2004. In 2004, the Guam Police Department procured a new computer system program called "AEGIS" for their collection of data, which resulted in the delay of an accurate count of statistics for FY2004. Currently, GPD as a whole, slowly transitions to the computer-based system. This system, however, has some problems that are being addressed to better deliver information such as those used for DUI statistics.

Performance goals have been set for Guam's Highway Safety Program for FY2006 utilizing the problem identification process. One or more goals may have been established for each priority program areas.

Goals:

- To conduct presentations about alcohol and other drugs to 100% of all public and private elementary, middle, and high schools during School Year 2005-2006;
- To increase the DUI Checkpoints from 20 to 25 at 5 different locations identified as high DUI/DWI crash sites during the fiscal year periods. GPD will conduct two checkpoints per month and increase the activity in the months of July/August and November/December;
- Continue to implement Designated Driver program on high-risk season and holidays;
- To reduce DUI fatal crashes by 20% biennially through CY 2005-2006, from 7 DUI fatalities reported in 2004 to 5 by CY 2005-2006;

- To reduce DUI crashes from 61 reported in 2004 by at least 10 crashes biennially to 51 by CY 2005-2006; and
- GPD will continue to concentrate on reducing the number of youths involved in DUI crashes by conducting DUI checkpoints during the holiday season, school functions, and graduation. This activity is inclusive with the July/August enforcement.

Performance Measures:

Performance Measures to be used to determine the success or failure of the project will be based on the extracts of the following indicators:

- Total crashes
- Total fatalities
- Number of DUI arrests
- Number of Saturation Patrols Conducted
- Number of citations issued by GPD
- Number of Crashes – alcohol or drug related
- Number of Fatalities – alcohol or drug related
- Number of DUI Sobriety Checkpoints
- Number of criminal arrests originating from traffic stops

The Guam Police Department will submit an annual summary report to the Office of Highway Safety. These reports will be prepared based on statistical data gathered by Planning, Research & Development Section.

Another method is to increase the checkpoints conducted by the Guam Police Department from 20 to 25 biennially by 2006 to reflect increased number of people arrested for DUI and impaired driving. Finally, the number of DUI convictions and prosecutions will contribute to repeated offenders being kept off the street and not causing any crashes involving DUI and impaired driving.

ALCOHOL & OTHER DRUGS (PI&E)

Project No. AL06-01-01

Department of Public Works

Office of Highway Safety

Each year, alcohol and other drugs stand out as being the major causes, which contribute to the high rate of traffic crashes, injuries, and fatalities. Continuing campaigns have had positive educational impact. With the passage of the Safe Street Act, augmented by the training of police officers in traffic crash investigation methods, and the enhancement of a record reporting system, a minimal decrease of alcohol and other drug related crash has been achieved.

The Office of Highway Safety, the Attorney General's Office, the Guam Police Department, the Department of Mental Health and Substance Abuse, and the Superior Court of Guam are constantly changing the attitudes of the general public by presenting the stark image that impaired driving should be considered as unacceptable social behavior. While employing the use of public presentations, distributing materials, receiving active support from the electronic/print media in posting public service announcements, organizing exhibits and displays, conducting training, and passing out human billboard advertisements in the form of T-shirts, hats, balloons, and other message-bearing mementos, this view has become ingrained in the minds of the young school children. Public Information & Education plays an important role in the development of an effective Highway Safety Program because it is the means by which the greatest number of persons can be reached.

People still need to be reminded repeatedly about the dangers involved in drunk/drugged driving. Positive steps continue to be taken to alleviate and correct these deficiencies in an effort to counteract the island's drunk/drugged driving problems. The incidence of alcohol/other drug-related crashes surges from year to year, and clearly indicates the need to implement immediate and drastic measures to combat this problem.

The continued training of OHS staff members and sub-grantees, including prosecutors and judges in the areas of Alcohol/Other Drugs Countermeasures, are greatly needed to enhance the administration, awareness, implementation and effectiveness of the program when dealing with alcohol & other drugs.

Also the collective continuance of other Alcohol/Other Drugs Countermeasure programs included in the HIGHWAY SAFETY PLAN greatly enhances our efforts in reducing serious injuries and fatalities in car crashes involving alcohol/drugs on Guam's roadways.

Through the cooperative efforts and support of organizations implementing alcohol countermeasure programs such as the Holiday Hotline and the Inafamaulek groups, their support greatly enhances awareness and education on the dangers of alcohol/drugs, which are menaces to society to include impaired and aggressive driving on our public roads.

PROJECT ACTIVITIES

To increase the general public's awareness and support of highway safety countermeasures relative to alcohol and other drugs, it is necessary to procure equipment such as computer accessories, VHS cassettes, and other audio/visual equipment to be used for presentations during lectures in classrooms, public activities, village functions, commercial and government organizations.

In addition to procuring printed materials for island-wide distribution, participation in training courses, conferences, workshops, seminars, and meetings both locally and off-island are necessary to network with other highway safety professionals on the dangers of drunk/drugged driving programs.

This project has been designed to address the following:

1. Enhance the full range of on-going public educational activities by employing the use of updated materials and methods to combat drunk and drugged driving.
2. Funds will be used to procure instructional materials such as brochures, pamphlets, and other printed items for distribution to the general public, government agencies, private entities, and various organizations while soliciting community-wide support to discourage the use of alcohol and drugs on our roadways.
3. Equipment needs are essential to better address the problems associated with drunk/drugged driving, which adversely impacts the community.
4. To increase island-wide support in the war against these dangerous drivers, video recording units (dash cams with video editor) will be used to implement a pilot program that entails the recording of DWI/DUI arrests. The footage will be used to educate offenders and the general public about the ramification of DWI/DUI-related litigation.
5. Through these educational efforts, coupled with the recording of the carnage resulting from a crash caused by drunk and drugged drivers, more stringent legislation will continue to be designed to address these concerns and better protect the motoring public.
6. To continue the funding of salary of one Program Coordinator II to assist OHS in the administration and enforcement of policy issues concerning Alcohol and Other Drugs Countermeasures.
7. Send OHS staff and/or sub-grantees to training, conferences, workshops, seminars, and meetings to include the upcoming 2005 NHTSA & NDCI DWI Court Training Initiative.

COUNTER DRUG AND DUI PROGRAM

Project No. AL06-01-02
Guam Police Department
Highway Patrol Division

In 2003, the Guam Police Department investigated 6,763 traffic crashes resulting in 850 injuries. Of the 25 fatalities, 6 (24%) were alcohol and/or drug-related. In 2004, the Guam Police Department investigated 6,561 traffic crashes resulting in 1,005* injuries. Of the 14 fatalities, 7 (50%) were alcohol and/or drug-related. (Due to the Guam Police Department's transition from manual computation to electronic system, the collection of data has resulted with the inaccuracy of statistics for FY 2004. In 2004, the Guam Police Department procured a new computer system program called "AEGIS" for their collection of data, which resulted in the delay of an accurate count of statistics for FY2004. Currently, GPD as a whole, slowly transitions to the computer-based system. This system, however, has some problems that are being addressed to better deliver information such as those used for DUI statistics.) Recently, the Highway Patrol Division has assumed command to collect reliable data affecting their division. To provide more accurate information for the Annual Performance Evaluation Report, HPD began collecting data beginning January 1st, 2005 to present. The data currently being collected is for all categories of traffic crashes and DUI arrests.

Guam has a high number of traffic crashes and a high percentage of traffic fatalities involving Driving Under the Influence of drugs or alcohol. **Operation DUI** is a tool that GPD/HPD use to reduce alcohol-related traffic crashes, which can only be achieved by implementing a work plan with active participation from trained key personnel from each district. **Operation DUI** has been in place since 1992. The anticipated results from this **Operation** will include an increase in traffic-related enforcement activities, positive media attention, cost effective use of manpower and equipment resources, higher officer morale, public acceptance of **OPERATION DUI** efforts, and support of traffic safety-related organizations.

The Guam Police Department-Highway Patrol Division will conduct in 2006 two checkpoints per month. In addition to the 24 checkpoints per year, there will be an increase for this activity in the months of July/August and November/December. The former targets the summer break of both college and high school aged drivers. The latter months targets the holiday season beginning in November and ending in late December. This also works in conjunction with the national campaign of 3D month. The checkpoints will increase from 24 to 28 with Highway Patrol's added activity referred to as "Operation H.E.A.T.". This represents the Holiday Enforcement Action Team devised to increase the public awareness of Highway Patrol's initiative to provide for more DUI enforcement activities during the holiday season. Through increased enforcement activities coupled with Public Service Announcements by local news media, we expect a decrease in DUI related crashes.

Another DUI enforcement activity is the DUI saturation patrol. With this activity, the officers from HPD conduct a sustained and continuous patrol of a limited geographical area to identify and apprehend suspected drunk drivers. The HPD conducts saturation patrol within two areas in a loop type pattern, which encompasses a four-mile area. With a saturated patrol activity in this geographic region, we are more successful in detecting drunk driving.

Inclement weather has been a major factor in the cancellation of DUI checkpoints. Generally the months extending from July to December is commonly referred to as the “rainy season” on our island. Just this year alone, GPD has cancelled six (6) DUI checkpoints due to rainy weather. However, the DUI enforcement activity continues with the DUI Saturation patrol in areas not affected by rain. The number of Saturation Patrol that will be conducted will be approximately 75. The 75 DUI Saturation patrols will be heavily concentrated in the geographic region mentioned above and will involve a minimum of three hours of sustained patrols for DUI detection.

Equipment used in the existing project has been in service for extended periods of time. Much of the equipment has become obsolete with the development of new technology and limited replacement of parts. 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. Saturation patrols are being considered, but additional equipment and training is needed. Another equipment that will soon be phased out of the government agencies is the big, heavy, “trunked” radios. In 2003, the Guam Police Department – Highway Patrol Division, purchased 12 I-Connect Radios, which was a huge asset to the Department. Radio call connections were extremely adequate all around the island.

Public education campaigns will focus on pedestrians and motorcyclists, who are under the influence of alcohol or drugs since they statistically represent a major risk group in DUI injuries/fatalities.

The long awaited DUI Mobile Van has increased the total number of DUI checkpoints and arrests and has enabled officers to process arrestees, detain arrestees and transport arrestees to the detention facility for further processing.

PROJECT ACTIVITIES

This program will deter potentially impaired drivers by providing high visibility enforcement, sustained arrests, serious collision and fatality reduction by targeting locations identified as having specific traffic enforcement problems and concentrating manpower in these areas.

The Guam Highway Patrol will training programs to address the problems of establishing probable cause for arresting drugged drivers and certify officers to operate mobile video taping equipment.

The Guam Highway Patrol will maintain the downward trend of alcohol-related fatalities by conducting sustained DUI checkpoints and applying saturation patrols to critical times as discussed above.

This project will address the following:

- 1) Increase the number of DUI checkpoints from 20 to 25 (may vary) by conducting five (5) DUI checkpoints as well as roving simultaneously in different locations during those periods identified as having the highest incidence of DUI violations.
- 2) Provide selective enforcement to increase police visibility and identify potentially impaired drivers while continuing the DUI Sobriety Checkpoint Program.
- 3) Develop operating guidelines and implement a training program for video camera use/care/operation.
- 4) Purchase supplies and spare parts for all existing equipment to ensure they remain in operable condition at all times.
- 5) Acquire and replace out-dated or defective breath testing, traffic enforcement and checkpoint equipments.
- 6) Emphasize enforcement of DUI laws by printing more public information posters, brochures, and fliers for distribution and posting while conducting lectures at schools and other requesting organizations.
- 7) Send traffic officers to off-island training to keep abreast of the latest trends in DUI enforcement. (i.e. Lifesavers 2006, Drug Recognition Expert, DUI Instructor Course, Police Traffic Unit Manager's Course, Symposium on Alcohol and Drug, and Pedestrian Accident/Investigation Course).
- 8) Deploy patrol resources effectively, using cooperative efforts between Guam Highway Patrol personnel and patrol officers from precincts to various local law enforcement agencies as appropriate.
- 9) Funding will be limited to support personnel services (overtime) to reduce traffic collisions.

HIGHWAY SAFETY TRAFFIC PROSECUTION

Project No. AL06-01-03

*Department of Law
Attorney General's Office*

Alcohol related driving offenses are among the fastest growing offenses on the island. Additionally, they are some of the most devastating impact on the lives of those who become involved. These crimes display no discrimination in sex, age, and geography. Anyone can be the victim of a drinking driver at any time and any place.

Statistics indicate that there is a need to address and continue our efforts against traffic offenses since they can make significant differences in the lives of the people of Guam. Traditionally, misdemeanors are handled by attorneys who are relatively new to prosecution and to the practice of law. It is a high volume caseload and one which new prosecutors are excited to have so as to build experience.

Strategic planning and proactive actions are needed to address alcohol and traffic-related crimes and issues. Increased federal funding is needed due to diminished financial resources of the Government of Guam. Other federal grants that have been looked into include the Edward Byrne, Victims of Crime Act, and Violence Against Women grants programs, however, grant program guidelines and competition for these grants have more or less limited funding to these crimes.

The problems cited above, impact the criminal justice system, as well as the local communities. Ultimately the result will be less quality work done, backlog of cases, rescheduling of court cases and staff burnout. Thus, victims and the general public as a whole do not receive the adequate justice they deserve.

The increasing number of alcohol and traffic-related cases reported is an indication that there is a need to continue with more effective and timely response by law enforcement officials.

The Office of the Attorney General will be working primarily with the Guam Police Department and the Superior Court of Guam. The two entities are critical for they serve as the enforcement and adjudication components of the criminal justice system for alcohol-crime cases and issues. Also, the general public and island communities will be encouraged to take part. Partnerships with island communities are needed to ensure successful prosecution of DUI/DWI cases.

PROJECT ACTIVITIES

1. Continue the funding of one (1) attorney dedicated to the prosecution of DUI cases.
2. Send attorney to off-island training, i.e. Trial Advocacy, Vehicular Homicide, DUI Prosecution, Traffic Accident Homicide Investigation on Vehicle Dynamics, etc.
3. Continue to provide training for DUI prosecutors and investigators to upgrade trial and investigation skills.
4. Conduct and participate in training the Guam Police Department's officers in the art of testifying in court.
5. Procure training equipment and materials to ensure continuing legal education to staff handling alcohol and traffic-related cases/issues.

**OCCUPANT PROTECTION/ CHILD PASSENGER SAFETY
OP06**

Goals and Performance Measures

SEAT BELT PERCENTAGE USAGE – DRIVERS & ADULT PASSENGERS			
2004	2003	2002	2000
84%	80%	85%	69%

RESTRAINT USAGE: INFANT AND CHILDREN			
2004	2003	2002	2000
66%	61%	60%	48%

ANNUAL SEAT BELT CITATIONS ISSUED					
YEAR	2004	2003	2002	2001	1999
Adults	822	263	1,638	1,301	1,171
Child (12 & under)	256	165	546	344	477
Total Seat Belt Citations	1,019	428	2,184	1,645	1,618

The Office of Highway Safety will continue to improve aggressive, highly visible Public Information & Education campaigns, increase child safety seat check-ups, and the Guam Police Department will participate in high-visibility enforcement as well as participating with the Child Passenger Safety Awareness Week. Enforcement by the Guam Police Department will increase the correct and consistent use of child restraint seats and seat belts.

Goals:

- Increase adult usage rate from 83% recorded in 2004 to 90% in CY 2006.
- Increase child restraint usage from 66% to 76% biennially through CY 2005-2006.
- Conduct and participate in at least ten (10) displays and exhibits at Guam's shopping centers targeting all age levels (adults and children).
- Increase the Guam Police Department's high-visibility enforcement activities to include scheduled seat belt checkpoints to their saturation patrols and S.T.E.P. activities.

- Increase public information and education of the benefits of seat belt/child safety seat usage for adults and children.
- Train at least 15 Highway Safety Coalition members to conduct presentations about child restraint procedures.
- Conduct a formal quantified seat belt survey by the University of Guam.
- Continue to conduct child traffic safety presentations with the Guam Police Department together with the Partners for Highway Safety Coalition for 100% of the island's public and private elementary schools during school year 2005-2006 and show pre-recorded child traffic safety programs at least one per quarter.
- Continue to provide for child restraint devices for at least 200 children from newborn to 80 pounds to increase the usage and educate the adults in the proper installation.

Performance Measures:

The Performance Measure will be based on the results of an annual formal survey conducted by a research group to show either a decrease or increase in usage rates for both seat belts and child restraint devices. Due to the delay of the process of the Purchase Order for an outside contractor to conduct the study, we are unable to obtain the statistics for FY2004. However, we were informed that the survey would be completed and submitted by the end of September 2005.

CHILD/OCCUPANT RESTRAINTS (PI&E)

Project No.: OP06-02 01

Department of Public Works

Office of Highway Safety

In order to promote child passenger safety measures amongst the diverse multi-cultural communities in Guam, the Office of Highway Safety has networked with numerous Government of Guam agencies, private, military and non-profit organizations. These activities were designed for the community-at-large, rather than for specific cultural target audiences.

School Presentations, Displays and Exhibits at all shopping centers, presentations at community functions and PSA's are major contributions to promoting and enhancing Occupant Protection/Child Traffic Safety Program for the general public.

There is still a great need to keep enforcement efforts up by the Guam Police Department and the issuance of citations for seat belt violators. Constant reminders about air bag safety and seat belt continues through electronic media, presentations, enforcement, and distributions of Public Information and Education materials depicting effective use of safety belts compliment with air bags in motor vehicles.

The inherent problem is associated with the language barriers that minimize the overall impact of these vital highway safety educational programs. Many natives speak a language other than English at home. The language barriers as well as settling into a new way of life can be difficult, especially when your environment is nothing like you expected. Among the growing number of immigrants to Guam are those from the Federated States of Micronesia, where there are no laws for child restraints. According to the 2000 Census, more than 8,500 Federated States of Micronesia citizens live on Guam. The Office of Highway Safety will network with organizations, such as the Salvation Army Guam Corps' Family Services Center and Consul Offices, to educate citizens from other islands on child/occupant restraints.

A formal survey was conducted in 2003 by the University of Guam students indicates a slight increase in children four (4) years and under being properly restrained in a car seat from 61% to 66%. Most infants were placed in infant carriers. Thus the popularity of infant carriers and rear-facing child restraint systems is a welcome development. The summary of observation for 2004 showed 84% of adult drivers are complying with the Guam Seatbelt Law and the Child Restraints reflect a slight increase compared to 2003.

Based on this report, more PI&E presentations will be conducted at school functions, PTO meetings, nurseries, and other social activities to educate and remind parents about the importance of their child being buckled-up and using the proper child restraint systems for their protection while traveling on Guam's roadways.

The Guam Memorial Hospital currently will not discharge newborns and infants from the hospital unless the child is placed in an infant-type car seat. The discharge policy indicates that any newborns and/or infants being discharged, must have an approved child restraint system and the CRS must be brought into the patient's room prior to release.

In March of 2004, the Guam Legislature requested this office to submit comments and/or recommendation in regards to amending the Guam Seat Belt Law (P.L. 18-45), subsection 21603 to reflect all passengers of a car, van or pickup truck shall wear a properly adjusted and fastened safety seat belt. OHS' concurred with the proposed amendment, however, we also recommended the following: a) Cover all occupants up to age 16 in all seating positions; 2) primary enforcement for children, which allows law enforcement officer to stop a vehicle and issue a citation when the officer observes an unrestrained child; 3) Require child occupants to be properly restrained; 4) Require children who are 4'9" below be properly restrained in a booster seat; 5) Allow passengers to ride only in seating areas equipped with safety belts; and 6) Prohibit all passengers from riding in the cargo areas of pickup trucks. As of this date, no hearing date has been scheduled. UPDATE: The Office of Highway Safety was informed that the amended bill was tabled last year and no further updates have been given.

PROJECT ACTIVITIES

This project has been designed to address the following:

- 1) Establish a continuing program for quantifying the usage of proper infant/child passenger restraining devices.
- 2) Continue the educational campaign to promote the usage of proper infant/child passenger protection measures through September 30, 2006, by undertaking a concerted effort towards activating a continuous series of high-exposure media campaigns that are designed to bridge the prevalent barriers of language and culture in order to better inform the motoring public and the community at large about proper child passenger protective measures.
- 3) Continue purchasing educational materials throughout FY2006.
- 4) Network with consulate offices in developing multi-language printed materials, as well as multi-language electronic messages for use in donated public service announcement spots.
- 5) Continue to ensure the participation by the Office of Highway Safety staff and sub-grantees at off-island workshops, seminars, and conferences that address the current trends in child restraint systems and other occupant protection measures.
- 6) To fund the travel of CPS Instructors to come to Guam to conduct the Standardized Child Passenger Safety Technician Training.
- 7) Continue the funding for the Program Coordinator III to assist in the administration and enforcement of policy issues concerning Occupant Protection.

CHILD TRAFFIC SAFETY ENFORCEMENT

Project No.: OP06-02 02

Guam Police Department

Highway Patrol Division

Seat belts reduce the risk of fatal injuries to front seat vehicle occupants by 45 percent. The increase in traffic related incidents to include fatalities involving youth calls for extensive public education and awareness of Traffic Safety. Seat belt citations issued for failure to use a seat belt either by the vehicle operators or the passengers has been increasing.

This project involves programs relating to safety belt and child safety seat education, training, monitoring, and enforcement of occupant restraint laws. Additionally, many projects increased public awareness and education regarding the use of air bags, child safety seats, and seat belts.

The Highway Patrol Division has adopted "Operation H.E.A.T." which means Holiday Enforcement Action Team. The mission of this operation is to deter drunk driving through sobriety checkpoints, deter speeding by increasing daily Selective Traffic Enforcement Program activities, and deter non-compliance with seatbelt laws through seatbelt checkpoints. This operation will definitely INCREASE compliance with laws relating to drunk driving, speeding, and seatbelt usage, which will result in safer roadways for our citizens. As part of this operation, the Partners for Highway Safety used the same concept during the Memorial Holiday weekend by combining the operation with the Click It or Ticket Campaign. Law enforcement officers were out in full force issuing seatbelt citations for non-compliance and issued a total of 206 seatbelt citations in this two-week campaign.

Many projects targeted special groups such as teens, low-income families, and other English as a second language people, and pickup truck occupants. 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 youth in the use of safety devices or safety restraints.

Guam's Seat Belt Law specifies that all vehicle passengers below the age of 12 years must be seat belted. The law also specifies that all front seat passengers of the vehicle, to include the driver, must be properly restrained, regardless of age.

With the continuation of the Child Traffic Safety Program, we can anticipate an increase in highway safety practices and awareness along with a decrease in traffic related incidents involving youths.

PROJECT ACTIVITIES

Awareness presentations conducted throughout the island's school system will greatly enhance traffic safety practices among the youth, especially since youngsters acquire various wheeled recreational vehicles that are used on or near the highways.

In addition, the Guam Police Department – Highway Patrol Division will increase the seat belt usage by providing highly visible enforcement presence by incorporating their seat belt violation with their laser speed program as well as the S.T.E.P. program.

Child Traffic Safety Programs will instill safe driving habits and practices to the young people and convince and educate those over the age of twelve that using a seat belt “can save a life.”

This project is also designed to address the following:

- 1) Conduct awareness presentations to school aged children to enhance the education on traffic safety by encouraging teachers to assign letters to parents or essays on occupant protection.
- 2) To continue to educate children aged 12 and under to buckle up in the back seat.
- 3) Send CTS Program Managers and personnel at Community Relations Section whose duties include school presentations on the proper use of seat belts and other traffic safety tips, to the Occupant Restraint Enforcement, Child Passenger Technical Conference, T.O.P.S., Lifesavers Conference and other related workshops.
- 4) To urge judges to support strict enforcement of occupant protection laws and provides information at judge's conferences and traffic adjudication workshop.
- 5) Increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- 6) To continue to inform the community of laws governing traffic and highway safety as preventive measures and increase public awareness with distribution of educational materials on seat belt, child restraints, and promote booster seats.
- 7) Funding will be limited to support personnel services (overtime) for stationary and/or saturation seat belt enforcement.

**SELECTIVE TRAFFIC ENFORCEMENT PROGRAM/SPEED
PT06**

Goals and Performance Measures

Year	Yearly Traffic Crashes Recorded	Speed/Imprudent Driving Related	Total Crashes With Injuries	Total Traffic Fatalities
2000	7,215*	1,294	1,130	22
2001	6,729*	1,246	1,082*	19
2002	6,615	1,233	1,039*	13
2003	6,762*	1,159	1,272	25*
2004	6,561	2,862	1,005	14

*Statistics have been updated.

Goals:

- To decrease speed-related crashes by at least 20 crashes biennially in CY 2005-2006.
- To reduce the number of injury-producing crashes due to reckless/speed driving by 10% through CY 2005-2006.

Performance Measures:

The performance measure will be based on conducting 20 to 25 radar selective enforcement checkpoints per year increasing speed enforcement activities throughout CY 2005-2006. The number of speed-related crashes and injury-producing crashes caused by reckless/speed driving will measure the increased speed enforcement activities.

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 date, HPD has issued over 1600 traffic citations almost entirely for speeding violations. In 2004, HPD issued over 1200 citations. This program continues being effective because of HPD officers are dedicated primarily for S.T.E.P. When officers are converted back to dayshift, an increase of enforcement will take effect coupled with Public Service Announcements will decrease the speed/imprudent statistics.

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM

Project No.: PT06-03 01

Guam Police Department

Highway Patrol Division

The Guam Police Department – Highway Patrol Division initiated and implemented the DUI sobriety checkpoints as part of the annual study to determine the increase/decrease of traffic fatalities attributed to alcohol and/or drug impairment.

Intense efforts will be made with the merging of the S.T.E.P. and the DUI Sobriety Checkpoint programs along with “Operation Blue Fire”, and “Operation H.E.A.T.” To achieve favorable results in decreasing traffic fatalities.

However, the dangers associated with speeding/imprudent driving and DUI remain ever so present in those areas where selective traffic enforcement activities and checkpoints are not actively being conducted.

In 2003, the Guam Police Department investigated 6,762 crashes resulting in 1,272 injuries and 25 fatalities, 6 were DUI related (24%). In 2004, the Guam Police Department recorded 14 fatalities, 7 were DUI related (50%).

Speeding/imprudent driving, insufficient clearance/following too close, failure to yield, disobeyed traffic lights/signs, and reckless driving accounted for 77% of the leading causes in vehicular collisions.

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 using the media, particularly radio stations, which can influence more motorists with single announcements than the conventional visibility concept. This project blends the concepts of omnipresence and hidden presence. Omnipresence is employed by deploying personnel during the times where maximum visual and communicated (pseudo-visual; project by radio media, etc.) presence is expected, whereby creates heavy enforcement. Deploying unmarked enforcement patrol units using the same methods as with omnipresence, with heavy media coverage, employs hidden presence.

The effectiveness of prior year S.T.E.P. for speed versus citations issued by normal routine patrols has shown by the amount of citations issued by officers are four times higher than regular traffic enforcement.

Since the passage of the No-Helmet Law, Guam has seen an increase of motorcycles throughout the highways. Thus, results in the increase of motorcycle related crashes. It is the responsibility of the Guam Police Department – Highway Patrol Division to investigate these crashes. Traffic Investigators still lack the necessary skills/training to investigate and/or reconstruct such crashes.

By means of a cooperative effort between S.T.E.P., the DUI Sobriety Checkpoint Projects, and major public information efforts from the Public Affairs Branch of the Guam Police Department, S.T.E.P. will dramatically increase the community's perception of risk of arrest for violators, widely disseminate information through regular press conferences announcing the enforcement efforts, enable the Officer in Charge of the operation to distribute press releases to keep the public informed of the program's progress, increase traffic-related enforcement activity, improve public acceptance and support for the police officers' public safety efforts, and reduce serious traffic crashes and fatalities.

PROJECT ACTIVITIES

The Selective Traffic Enforcement Project will reduce serious crashes and fatalities by providing a highly visible enforcement presence while targeting locations identified by TRIMS as having specific traffic problems and concentrating enforcement in these areas.

Once identified, the Guam Highway Patrol will evaluate information provided by the Planning, Research, and Development Section to determine casual factors prior to launching countermeasures.

This project has been designed to address the following:

1. The program will deter potentially impaired drivers by providing high visibility enforcement, sustained arrests and collision and fatality rate reduction.
2. To implement training programs to address the problems of establishing probable cause for arresting drugged drivers and certify officers to operate mobile video taping equipment.
3. Provide for selected officers to attend the following trainings: Traffic RADAR/LIDAR Instructor Training, Police Motorcycle Operator Training and Certification, S.F.S.T. Course, Pedestrian Accident/Investigation Course, Accident Investigation Photography, At-Scene Traffic Accident, Advanced Traffic Accident Investigation, Traffic Accident Reconstruction, Heavy Vehicle Crash Reconstruction and Drug Recognition Expert (DRE).
4. Upgrade the plotting system used to enhance the traffic crash investigator's site reconstruction diagrams for use in providing testimony in court.
5. Continue to compile traffic statistics from TRIMS to identify traffic problem areas.
6. Address enforcement of seatbelt use and child passenger safety, drunk and drugged driving, speed, and other serious traffic problems.

7. Deploy patrol resources effectively, using the cooperative efforts of various local law enforcement agencies.
8. Maximize the likelihood of violator-officer contact by continuing the Selective Traffic Enforcement Program.
9. Funding will be limited to support personnel services (overtime) to reduce traffic collisions.
10. Procurement of accident investigation equipment is needed to determine causative factors of motor vehicle crashes, which will include the purchase of cameras and vehicle laptops.
11. To contract services for instructors to come to Guam to teach basic At-Scene Traffic Homicide Investigation.
12. Procure two (2) police (marked) package motorcycles.

***EMERGENCY MEDICAL SERVICES
INJURY PREVENTION AND EMT EDUCATION
Project No.: EM06-04-01
Department of Public Health & Social Services
Emergency Medical Service Office***

Since its inception, the Department of Public Health and Social Services, Office of Emergency Medical Services has ensured that Guam's emergency personnel were skilled, certified, and qualified to adequately administer pre-hospital emergency care to residents in need, as well as inspect ambulances. Over the years, the Office of Emergency Medical Services has stretched its arms to seek resources necessary to improve Guam's Emergency Medical Service system.

According to the Guam Memorial Hospital Authority, motor vehicle crashes continue to be the leading cause of injuries to patients visiting the Emergency Room. The highest incidences occurred in children and youth ages 1 to 19. In addition, the Office of Vital Statistics recorded motor vehicle crashes as one of the top ten (10) leading causes of death on Guam in 2003. However, it is the 1st leading cause of death in individuals ages 30-39. Traffic-related injuries also include those sustained while walking, riding a bicycle, or riding a motorcycle. In the United States, among the bicycle-related deaths, 90% were caused by collisions with motor vehicles.

Previous studies indicate that motor vehicle crashes among our youth can be attributed to their inexperience as new drivers and high-risk behaviors. Other factors include speed, driving while intoxicated, and hazardous road conditions. Furthermore, bicycle-related deaths due to motor vehicle collisions are linked to poor public education and awareness, unsafe roadways and pathways, and failure to wear protective gear (helmets, etc.).

To reduce traffic-related fatalities to bicyclist, the Department of Public Health and Social Services have integrated the National Strategies for Advancing Bicycle Safety into school-wide presentations. Demonstration of the proper use and educational information on the importance of fitted helmets are discussed with the children.

The Department of Public Health and Social Services have also conducted community-based projects to reduce injury and improve pre-hospital emergency treatment for trauma caused by motor vehicle collisions. Through the assistance of the National Highway Traffic Safety Administration, Highway Safety Plan, extrication equipment will soon be available in all ambulances and rescue units and EMS staff, along with health educators and emergency medical technicians increased efforts in public education projects.

The Guam Fire Department, Emergency Medical Technicians (EMT) receives the initial education requirements for EMT certification from the Guam Community College, under the "1994 EMT Basic Curriculum", as well as the required EMT Review Course. The requirements established by the EMS Office, according to the National Registry, include

the completion of 48 hours of continuing education units prior to re-certification every two years. Through continuing education, EMTs are well informed and current on the latest safety issues and concerns. Continuing education includes updates on Air Bags, vehicle extrication techniques, emergency vehicle operations, patient assessments, and occupational safety training, to name a few.

In addition, the Guam Fire Department, EMS/Rescue Bureau, has been making every effort to staff Ambulances, ALS Units, and Rescue Units with certified EMTs. However, to accomplish this task, they must make certain that the certified EMTs remain CERTIFIED. Often times, the inability to acquire CEUs becomes an issue that leads to low morale, compromises a high level of training, and sacrifices quality patient care within the EMS system. In prior years, with the assistance of the Office of Highway Safety, the Department of Public Health & Social Services was able to purchase some of the training equipment and materials that were desperately needed to address this problem. The training equipment received was used as training aids for an EMT-I review course. On the other hand, due to a delay in procurement processing and the lack of expedient payments to vendors, not all items needed were received.

PROJECT ACTIVITIES

In order to remain updated on national issues in the EMS field as well as to meet the continuing education needs of EMT ambulance personnel, coupled with developing an EMS Data Collection System for the Territory of Guam, this project has been designed to accomplish the following:

1. Develop and implement and conduct effective traffic safety programs.
2. Improve pre-hospital medical treatment to victims of trauma due to motor vehicle collisions.
3. Encourage bicyclist to ride safely.
4. Provide injury prevention posters to the youth of Guam to promote safety during rollerblading, skateboarding, bike riding, and off-road vehicle and motorcycle riding.

TRAFFIC RECORDS INFORMATION MANAGEMENT SYSTEM

***Project No.: TR06-05 01
Department of Public Works
Office of Highway Safety***

The Department of Public Works – Office of Highway Safety together with DPW-Traffic Engineering and Control Division will continue 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 together with DPW-Traffic Engineering and Control Division plan to recruit one (1) Data Control Clerk II to provide support essential for the computerized traffic crash record system in order to develop highway hazard reduction programs with priorities based on benefit/cost analysis. In addition, he/she will oversee the data crash collection and inputting into the system for the DPW-Traffic Engineering and Control Division. They will continue to develop and produce traffic crash statistics.

The excessive increase in vehicular traffic in the Territorial Highway and Local Street System has caused many complex traffic control problems.

One major problem is the number of traffic-related crashes. In 2003, the Guam Police Department investigated 6,762 traffic crashes resulting in 1,272 injuries and 25 fatalities. In 2004 a total of 6,561 traffic crashes reported resulting in 1,005* injuries and 14 fatalities.

By means of a Task Force, the Guam Police Department and other Government of Guam agencies/departments are currently reviewing these problems. However, the needed data has not been made available due to the lack of personnel and proper equipment.

Guam has a very serious traffic problem with too many vehicles on the roadways, many aggressive drivers; road conditions that need to be improved and defensive driver training should be mandated for all drivers in order to reduce serious traffic crashes from occurring resulting in serious injury or death. High problem areas need to be identified through T.R.I.M.S. so corrective actions can be secured and less crashes occur on Guam.

PROJECT ACTIVITIES

The Traffic Records Information Management System (TRIMS) will collect traffic data, provide needed information for reporting and analysis, and produce enhanced statistical reports so those agencies involved in highway safety planning activities can better identify, evaluate, and resolve complex traffic control problems.

This project has been designed to address the following:

1. Recruit one (1) Control Clerk I/II to assist in the coding of section location number and inputting of crash data into database system.
2. Provide appropriate training in the analysis of traffic crash data and work zones through participation in specialized courses off-island.
3. To send personnel and sub-grantees to the Traffic Records Forum and Highway Information System Conference to keep abreast of the latest data collection and analysis techniques.
4. Produce timely traffic data reports.
5. Obtain contractual service agreements to maintain computer link into other Traffic Records Information.
6. Purchase computer supplies and materials necessary for the computer systems.

ROADWAY SAFETY

RS06

Goals and Performance Measures

Goals:

- To reduce the frequency and severity of traffic crashes through identification of problem areas as provided by TRIMS data.
- To improve pedestrian safety to island wide school children.
- To expand the scope of the computerized traffic crash record system in order to develop highway hazard reduction programs with priorities based on benefit/cost analysis.
- Conduct a road test of the pavement marking materials to determine the useful life expectancy of the materials.
- To reduce hazard to school children crossing roads on their way to and from home.
- To improve highway traffic control at all highway construction sites, high hazard location and to reduce the confusion and hazards through attendance of workshops and purchase of software needed to enhance our traffic controls in Guam. (SYNCRO and TOSS)

Performance Measures:

The performance measure is based on statistical data collected yearly and inputted to TRIMS so target problem areas can be corrected wherein traffic crashes can be reduced by 5% whereby fatalities and injury-producing crashes will be curtailed on Guam. We will also analyze the worst fifteen control section links and nodes. This evaluation will be performed in cooperation with the Traffic Engineering & Control Section, Department of Public Works, and the Guam Police Department – Highway Patrol Division. Finally, we will continue the field pavement marking tests to determine durability of materials and the reduction in reflectivity caused by continuous wear and exposure to ultraviolet light.

ROADWAY SAFETY
Project No.: RS06-06 01
Department of Public Works
Traffic Engineering & Control
Office of Highway Safety

Projects funded in this program will provide the agencies with the data and processes needed to effectively identify and classify collisions by geographical reference points.

The software continues to be developed to produce traffic crash statistics and is being improved to facilitate data entry to achieve compatibility with interfacing proprietary software programs to produce collision diagrams automatically, identification of locations where crashes are increasing sharply, association of high crash frequencies or severity, to evaluate the effectiveness of safety improvements on any specific section or the road or street system, maintain continuing surveillance of the Territorial Highway System (THS) network for potentially high crash locations and to develop methods for their correction. This is a very useful analysis tool for both engineering and enforcement agencies {Department of Public Works (DPW) & the Guam Police Department (GPD)} to identify the high hazard locations on highways in the Territory of Guam.

With the development and implementation of the Guam 2010 Highway Master Plan the Territorial Highway System (THS) is continuously undergoing major construction on heavily traveled highways that are five to seven lanes and the traffic is being re-routed/detoured on off-system roadways that are located in village streets. This creates an increase in the need for more traffic control devices, installation of safety-related improvements, and the increase in conducting traffic-engineering studies to establish traffic regulations such as fixed or variable speed limits. Due to heavy traffic congestion at primary route intersections, it has a great impact on the timely movement of emergency vehicles and the number of crashes recorded at high hazard locations has increased due to the high influx of people in the Territory of Guam in the form of tourism and the U.S. Compact Association Agreement.

The Office of Highway Safety has worked closely with the Guam Public School System on the demand to improve pedestrian safety for school children island-wide through the installation of additional crosswalks. This will require close cooperation between GPSS and DPW to evaluate potential locations and to educate the school children to use these new facilities safely as crosswalks tend to give ALL pedestrians a false sense of security. Crosswalks on primary arteries may require signal control devices or school crossing guard to minimize hazard to children and delay motorists.

Crosswalks on primary arteries may require signal controls or school crossing guards to minimize the exposure of children to the fatal hazards of the highway. Traffic control at construction sites continues to be done haphazardly and sporadically. Traffic channeling methods are often confusing or even misleading to the motoring public.

The lack of manpower in the Traffic Engineering and Control Section, Division of Highways, DPW, has not allowed for the time needed to properly train and indoctrinate contractors and road inspectors about the established standards and guidelines. This situation is expected to improve with the recruitment of a professional traffic engineer.

PROJECT ACTIVITIES

1. As a minimum, identify and analyze the worst fifteen control section links and nodes. This evaluation will be performed in cooperation with the Traffic Engineering and Control Section, DPW, and the Guam Highway Patrol, Guam Police Department.
2. Continue the field pavement marking tests to determine the durability of materials and the reduction in reflectivity caused by continuous wear and exposure to ultraviolet light.
3. Continue to upgrade the CHIP Highway Inventory as highway improvements are completed. This will simplify the replacement of signs lost during Guam's frequent typhoons.
4. Procure one 40 ft. steel container to house all reflective materials and supplies and equipments to ensure accountability.
5. Identify needed school crossing locations island wide and install appropriate signs and markings while using materials, which rate highly in the pavement-marking test. Roughly sixty sites will be considered as school crossing locations.
6. Conduct "before and after" analysis at sites where improvements have been made to determine the effectiveness of such improvements.
7. Provide appropriate training in the analysis of traffic crash sites and work zones through attendance of specialization courses at off-island institutes including purchase of Traffic Operation System software programs (SYNCRO and TOSS).
8. Implement pilot project at high hazard locations using traffic preempt controls and visual/locking monitors.

PLANNING AND ADMINISTRATION

Project No.: PA06-07 01

Department of Public Works

Office of Highway Safety

Executive Order 74-8 established the Guam Office of Highway Safety within the organizational structure of the Department of Public Works on February 22, 1974. Public Laws 13-29 and 12-142, which was signed on June 13, 1975 and March 8, 1976 respectively, supplemented the administrative functions.

The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the Guam Office of Highway Safety.

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 recruit one (1) Administrative Assistant position, operational expenditures, travel, organization dues, subscriptions, office supplies, information technology, and other routine items.

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

Public information and education activities are an ancillary responsibility of personnel assigned to the program management section. The effect of Public Law 18-45 and the ever-increasing number of public presentations and demonstrations, program functions and activities are in high demand. The need for additional personnel for the program to assist the presently overburdened staff is crucial in order to meet the demand of these areas.

Even though there is a staff shortage, which occurred in FY 1998, the Office of Highway Safety continues its mission of planning, managing, and evaluating projects as contained in the approved Highway Safety Plan. We are in hopes of recruiting additional staff that will further enhance our leadership role and our effectiveness in managing the overall highway safety program.

PROJECT ACTIVITIES

It is the goal of the Planning and Administration Program to provide the management, supervision, and support services for the activities necessary to operate the Guam Office of Highway Safety by developing the Highway Safety Plan by September 1, 2005 and developing, coordinating, monitoring, and administratively evaluating traffic safety projects identified in the Highway Safety Plan. In addition, to develop and submit the Annual Evaluation Report by January 1, 2006. This project has been designed to address the following:

1. Effectively administer the development, implementation, monitoring, and evaluation phases of Guam's Highway Safety Programs in accordance with federal and local procedural guidelines.
2. To recruit one Administrative Assistant position during FY 2006 to effectively administer all phases of Section 402 Grant funding activities, as well as effectuate the means for promoting NHTSA-FUNDED highway safety priority programs with updated technology.
3. Staff members of the Office of Highway Safety and sub-grantees will provide the means to enhance their levels of expertise in transportation safety-related matters by programming their participation in both local and federally sponsored certificated courses, workshops, conferences, and seminars as approved by Western Region/National Highway Traffic Safety Administration and Federal Highway Administration – Hawaii Division of the U.S. Department of Transportation. This includes the programming of the Governor's Highway Safety Staff members of Guam to attend the annual membership meetings of national organization; NHTSA sponsored training and other highway and traffic safety-related activities.
4. Procure one (1) Xerox copier and other office equipment and material resources for the Office of Highway Safety to further improve, promote, and expand Guam's Highway Safety Programs.

**YOUTH FOR YOUTH ALCOHOL/DRUG FREE
YA06**

Goals and Performance Measures

Driving Under the Influence by Age Group

Age Group	2000	2001	2002	2003	2004
17 & under	2	3	9	0	3
18-19	20	36	52	45	27
20-24	125	191	134	132	103
25-29	101	138	174	117	74
30-34	95	140	146	139	76

Goals:

- To continue to enhance the awareness of at least 80% of Guam's youth community about the effects of alcohol and drugs by distributing preprinted educational materials to 100% of the public and private middle and high schools.
- Reduce the number of youth arrested for DUI by at least 20 biennially from 133 to 113 by CY 2005-2006.
- Conduct DUI checkpoints during holidays, school functions, and graduation.
- Reduce alcohol-related traffic collisions, injuries, and fatalities for drivers under age 25.
- Reduce the involvement of drivers' ages 15-24 in all types of traffic crashes.
- Provide intensive public information and education to specialized targeted groups, particularly the 15-24 year old drivers or college youth.
- Provide a community-based program to mobilize the youth of Guam to lead alcohol/drug free lifestyles.

Performance Measures:

The performance measure is based on the number of island youths actively involved in the various conferences and community-based youth programs, which focuses on increasing the awareness of alcohol and drug-associated problems. The various conferences involving youths will help increase their awareness about the physiological and psychological effects of alcohol and other drugs while they learn various methods of supporting each other to lead a drug free lifestyle.

YOUTH FOR YOUTH/ALCOHOL DRUG FREE
Project No.: YA06-08 01/02
Department of Public Works-Office of Highway Safety
Department of Mental Health & Substance Abuse

In 2004, a total 133 youths under the age of 25 were arrested for DUI. In 2003, a total of 177 youths under the age of 25 were arrested for DUI. The legal drinking age on Guam is 18. Observations by staff members of the Department of Mental Health and Substance Abuse Agency and the Office of Highway Safety during educational activities in the schools, clearly indicate the increase popularity of alcohol and drugs between youths and young adults. Alcohol is the number one drug of choice in Guam, followed by marijuana and the host of other illicit drugs.

The Office of Highway Safety and the Guam Police Department actively pursue electronic public service announcements for youths and adults to view in leading alcohol/drug free lifestyles. In addition, the Guam Police Department – Juvenile Investigation Section (JIS) targets and monitors license establishments that are reputed to sell alcohol to underage patrons. The JIS have been conducting this type of program by placing undercover officers within the retail location in an effort to hinder the illegal purchase of alcohol by underage youths.

Problems related to the abuse of alcohol and other drugs have achieved proportions for concern especially with the increase of related gang activity and drug use among our youths in the middle and high school levels.

The Department of Mental Health and Substance Abuse, through Executive Order Number: 2004-10, is the designated lead Government of Guam entity for addressing Underage Drinking among Guam's children and youth population and the community-at-large. DMHSA continues to address cultural practices that influence excessive consumption of alcohol beverages through education and establishment of alcohol-related social and policy environments that support sustainable, prevention, early intervention, and treatment services.

The Prevention and Training Branch staff works in partnership with community-based organizations as well as government and private sector organizations. One such collaborative partnership is with the Youth for Youth Organization, a non-profit organization, in which youth leadership training, advocacy, empowerment, adult supervision and support is provided year round to the approximate sixty (60) members. These youth members are between 11 to 17 years of age and represent public and private, middle, and high schools on Guam.

Annual prevention programs implemented by the Prevention and Training Branch focus primarily on the utilization of the six Center for Substance Abuse Prevention (CSAP) strategies: 1) Information Dissemination; 2) Education; 3) Alternative; 4) Problem Identification and Referral; 5) Community-Based Process; and 6) Environment.

The Annual Youth Safe and Sober/National Drunk and Drugged Driving Prevention month's activities utilize all six strategies. About sixty Youth for Youth members will raise public awareness of the dangers of underage drinking through prevention and education efforts through media resources in the community with emphasis in middle/high, public/private schools on Guam. The organization will also provide an opportunity for increased communication and collaboration on underage drinking initiatives by networking with the following agencies: Office of Highway Safety, MADD, Guam Police Department, DMHSA, and Department of Public Health & Social Services, Department of Youth Affairs, Island Girl Power Organization, and Sanctuary Inc., and develop a better data collection systems and encourage public policy changes, such as Zero Tolerance activities/events.

Public Information and Education projects will focus on the following: 1) reducing overall involvement of this age group in all traffic crashes; 2) increase the usage of safety belts; and 3) provide a comprehensive strategy by involving the community on educational efforts above and beyond any media exposure.

More involvement will be in placed to visit local schools and meet with S.A.D.D. chapter regarding educational efforts to each our teens about the risks of drinking and driving, and of course, with special attention to prevention.

PROJECT ACTIVITIES

The Youth for Youth Prevention Project will form and focus on a community-based partnership program among the youths in both public and private sectors. An alcohol prevention focus will also increase the awareness of the seriousness of the existing alcohol abuse problem especially among youths on Guam.

This project will encourage the youth to actively participate and take responsibility for the design, development, and implementation of alcohol and other drug abuse prevention activities. Their knowledge of the facts about the abuse of alcohol and other drugs will strengthen the foundation of their leadership skills so they in turn can transmit their influence to their peers.

The various conferences involving youths will help increase their awareness about the physiological and psychological effects of alcohol and other drugs while they learn various methods of supporting each other to lead drug free lifestyles.

This project has been designed to address the following:

1. To develop a media campaign to educate youth, parents, and other adults on how they can help reduce underage drinking; and stronger industry self-regulation that reduces youth exposure to pro-alcohol media images and advertising.
2. Provide skill-building workshops for youths.

3. Develop and disseminate posters and brochures on underage drinking targeting public and private high school students which includes factual information about youth and alcohol; guidelines on making prevention work in their personal lives and within their school and communities; intervention strategies, particularly with impaired driving situations; and other youth issues such as goal setting, environmental issues, etc.
4. Procure educational materials about underage drinking, drug prevention, highway safety, and other resources that promote positive messages on alternatives to drug use in support of the Annual Youth for Youth Prevention Programs.
5. Identify youth trainers in the prevention of alcohol and other drugs.
6. Disseminate timely, accurate information about alcohol and drugs for specific target audiences.

SAFE COMMUNITIES

SA06

Goals and Performance Measures

Goals:

- To establish a community based highway safety coalition on Guam targeting traffic safety issues and concerns aligned with the national priority areas like Alcohol and Other Drugs, Occupant Protection/Child Passenger Safety, Emergency Medical Services, Selective Traffic Enforcement, Roadway Safety/TRIMS, and Safe Communities.
- Develop a two-prong motor vehicle injury prevention and control strategy to conduct and advocate for motor-vehicle injury prevention and control measures, coupled with an intensive effort to initiate collaborative injury surveillance activities.
- Develop a system to gather and analyze data to assist in determining factors related to traffic injuries on Guam.
- Provide information to agencies dealing with traffic deaths and injuries on enforcement issues, medical intervention at the pre-hospital and hospital levels; and specific prevention and education needs.
- Complete the process of establishing the Guam Safe Kids Coalition started in Fiscal Year 1999, which launched a traffic crash and injury prevention campaign for 100% of the island's public and private elementary, middle, and high schools during School Year 2005-2006.
- Continue the community coalition of public and private partners, which includes citizens, government officials, law enforcement, medical, and educational personnel and other interested in highway and traffic safety.
- Plan and develop highway safety programs through public information and education activities.

Performance Measures:

The performance measure is based on the number of coalition members strictly engaged in traffic safety countermeasures resulting in the reduction of traffic fatalities and injury producing crashes for Guam. More island wide presentations at schools, community groups, civic organizations, shopping center displays and exhibits, appearances at radio and television news, talk shows reaching an estimate of 30,000 of the island population.

Although the childhood injury prevention programs cover many high-risk injury prevention activities, the coalition will place greater emphasis on child occupant restraint usage, pedestrian safety and actively support injury surveillance initiatives. The coalition will coordinate the development and implementation of activities to celebrate Guam SAFE KIDS Week annually (each May).

The Coalition will attempt to answer who, what, where, when and how questions concerning the collection of injury data on Guam. Once these questions are answered, the Coalition will form a task force with representatives from all injury data collection agencies to work together to set standards for data collection.

SAFE COMMUNITIES
Project No.: SA06-09 01
Department of Public Works
Office of Highway Safety

Traffic fatalities account for more than 90 percent of transportation-related fatalities. The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Lifetime cost of injuries is reaching well over \$150 billion annually. We can count the number of health care services used, the number of years of potential life lost, and the number of hours of work lost to the nation, but it is impossible to quantify the loss of a loved one or of a child who has had only a few years of life or the toll of severe disability on the injured person and the family.

In Guam and in the nation, injury is the leading cause of death for children and youth. Children and youth under 14 years of age represent approximately 30% of Guam's population. What is tragic is that approximately 10% of all children and youths are injured or killed each year in Guam. What is even more disturbing is that many childhood injuries are preventable. Although motor vehicle passenger safety equipment is readily available, their use has been ignored because it is placing our children and youth at high risk for unintentional injuries and death. More specifically, due to their situation, the children from under served/economically, disadvantaged households (who can ill afford it) are at greater risk from the onslaught of childhood diseases, illnesses, and injuries due to their limited accessibility to health care.

One of the strengths of Safe Communities approach is to reach a community through its own institutions and organizations. This approach will promote injury prevention activities at the local level to solve local highway, traffic safety, and other injury problems. Such participants such as law enforcement agencies, public health departments, service groups, churches, and youth organizations bring with them ways to reach different segments of a community, thus broadening and deepening a coalition's impact.

Even though Guam has enacted traffic safety laws like Public Law 18-45 (Safety Belt Law) and the Safe Street Act to help alleviate motor vehicle-related injuries and deaths, the upsurge of traffic related crashes continues. The establishment of an injury surveillance system, the establishment of coalitions that advocate injury prevention, the continuance of public education and selective enforcement are needed to reinforce the laws, otherwise the intended benefits will never be realized. Thus, intervention in these areas is critical and should be addressed immediately.

Injury surveillance in Guam is fragmented and needs immediate attention. In the past several years, many local government agencies attempted to collect data to assist in their own determination of the traffic death and injury problem. Each has gathered information for their specific use and purpose. To date, none of this information has been compiled by a central agency and analyzed for the benefit of all.

When there has been an attempt to attain documents developed by raw data from the various agencies, it has been found that the information has been incompatible. This is due to the following variances:

- There are different systems used to collect information, in which has various levels of reliability;
- The many agencies have collected very specific types of information, in which were not relevant throughout the system; and
- The detail of information was so diverse that significant conclusions could not be established from the data.

Although the childhood injury prevention programs cover many high-risk injury prevention activities, the coalition will place greater emphasis on child occupant restraint usage, pedestrian safety and actively support injury surveillance initiatives. The coalition will coordinate the development and implementation of activities to celebrate Guam SAFE KIDS Week annually (each May). The coalition will serve as an active member on both the Child Passenger Safety Awareness Week and the Buckle Up/Click It or Ticket Campaign.

In addition, to better serve the community as a whole, the Coalition will meet with community organizations, such as the Municipality committee from all villages, to establish a community-based program designed to educate and inform the public at large on highway safety issues.

One of our objectives for this program is to recruit one (1) Program Coordinator III to coordinate activities and programs outlined in the Safe Communities Program Area. He/She will coordinate interagency program activities, develop and facilitate public information and education project in support of the program and provide program status reports and updates on project activity. Additionally, the Program Coordinator will monitor program activity, prepare and maintain program documentation, and evaluate task accomplishments.

PROJECT ACTIVITIES

In order to establish a coalition-led education program in highway safety and injury prevention, this project has been designed to address the following:

1. Establish a Guam Safe Kids Coalition to plan and launch community and school traffic crash/injury prevention campaigns.
2. Procure contractual services needed for coalition activities in the area of traffic crash injury prevention.
3. Promote the use of passenger restraint devices and the active use of recreational protective wear to reduce the incidence and severity of injuries sustained by the general public along highway corridors.
4. Continue to ensure the participation of the Office of Highway Safety staff and sub-grantees at off-island workshops related to Safe Communities/Injury Prevention, conferences, financial workshops, or coordinator meetings.
5. Recruit one (1) Program Coordinator III to coordinate activities and programs outlined in the Safe Communities Program Area.

***SPECIAL OCCUPANT PROTECTION
SO06***

Goals and Performance Measures

SEAT BELT PERCENTAGE USAGE – DRIVERS & ADULT PASSENGERS			
2004	2003	2002	2000
84%	80%	85%	86%

RESTRAINT USAGE: INFANT AND CHILDREN			
2004	2003	2002	2000
66%	61%	60%	485

ANNUAL SEAT BELT CITATIONS ISSUED					
YEAR	2004	2003	2002	2001	1999
Adults	822	263	1,638	1,301	1,171
Child (12 & under)	256	165	546	344	477
Total Seat Belt Citations	1,078	428	2,184	1,645	1,648

The Office of Highway will continue to improve aggressive, highly visible PI&E campaigns, increase child safety seat check-ups, and the Guam Police Department will participate in high-visibility enforcement as well as participating with the Child Passenger Safety Awareness Week. Enforcement by the Guam Police Department will increase the correct and consistent use of child restraint seats and seat belts.

Goals:

- Increase adult usage rate from 80% recorded in 2003 to 90% in CY 2006.
- Increase child restraint usage from 61% to 75% biennially through CY 2005-2006.
- Conduct and participate in at least ten (10) displays and exhibits at Guam's shopping centers targeting all age levels (adults and children).
- Increase the Guam Police Department's high-visibility enforcement activities to include scheduled seat belt checkpoints.
- Increase public information and education of the benefits of seat belt/child safety seat usage for adults and children.

- Train at least 15 Highway Safety Coalition members to conduct presentations about child restraint procedures.
- Conduct a formal quantified seat belt survey by a respective consultant.
- Continue to conduct child traffic safety presentations with the Guam Police Department together with the Partners for Highway Safety Coalition for 100% of the island's public and private elementary schools during school year 2005-2006 and show pre-recorded child traffic safety programs at least one per quarter.
- Continue provide for child restraint devices for at least 200 children from newborn to 80 pounds to increase the usage and educate the adults in the proper installation.

Performance Measures:

The Performance Measure will be based on the results of an annual formal survey conducted by a research group to show either a decrease or increase in usage rates for both seat belts and child restraint devices. Due to the delay of the process of the Purchase Order for an outside contractor to conduct the study, we are unable to obtain the statistics for FY2004. However, we were informed that the survey would be completed and submitted by the end of September 2005.

SPECIAL OCCUPANT PROTECTION

Project No.: SO06-10 01

Department of Public Works

Office of Highway Safety

This program is very crucial to the children of Guam. It is imperative that all Department and Agencies work together including the community as a whole, in creating greater awareness on child restraint systems, occupant protection measures and air bag safety to benefit everyone who operates or rides in an automobile along Guam's roadways. The Office of Highway Safety continues to network with all private organizations, GovGuam departments and agencies and non-profit organizations in educating and informing the community that safety belts saves lives together with air bags and that we need to protect our most precious cargo...our children.

This program will increase the availability of child safety seats, coupled with attaining a higher standard of safety and protection for the nearly 40,000 child passengers against the inherent dangers of the highways.

PROJECT ACTIVITIES

This program will increase the availability of child safety seats, coupled with attaining a higher standard of safety and protection for the nearly 40,000 child passengers against the inherent dangers of the highways.

This project has been designed to address the following:

1. Establish a continuing program for quantifying the usage of proper infant/child passenger restraining devices.
2. Continue the educational campaign to promote the usage of proper infant/child passenger protection measures through September 30, 2006, by undertaking a concerted effort towards activating a continuous series of high-exposure media campaigns that are designed to bridge the prevalent barriers of language and culture in order to better inform the motoring public and the community-at-large about proper child passenger protective measures.
3. Continue purchasing educational materials throughout FY 2006.
4. Purchasing of various child restraint systems and or devices.
5. More public information on law enforcement activity to increase and maintain high safety belt and child safety seats use levels. In addition, more education campaigns designed to address the dangers of riding in the bed of a pickup truck.
6. Expand the sub-categories of traffic crash statistics compiled by the Guam Police Department.
7. Continue to ensure the participation by the Office of Highway Safety staff at off-island workshops, seminars, and conferences that address the current trends in child restraint systems and other occupant protection measures.
8. Increase child restraint usage rate to 65% biennially through CY 2005-2006.

CHILD PASSENGER PROTECTION

Project No.: J306-11 01

Department of Public Works

Office of Highway Safety

This is an incentive grant to encourage Territories and States to strengthen occupant/child protection laws to reduce injuries and fatalities of children riding in motor vehicles unrestrained or improperly restrained. Methods to be used for this activity will be to promote Guam's Seat Belt Law and create greater public education and awareness efforts for the general public.

Guam, through the efforts of the Guam Police Department – Highway Patrol Division, continues to strictly enforce the Seat Belt Law for all concerned who operate a motor vehicle on our roadways. The public education awareness campaign is continuously promoting through newsprint media, electronic mediums, and distribution of posters and fliers throughout the community to provide safety messages for the general public.

In March of 2004, the Office of Highway Safety was asked by a Senator from the 27th Guam Legislature, to submit our comments and/or recommendation in regards to amending the Guam's Seat Belt Law (P.L. 18-45), subsection 21603 to reflect all passengers of a car, van or pickup truck shall wear a properly adjusted and fastened safety seat belt. The Office of Highway Safety in concurrence with the Governor's Highway Safety Representative, agreed with the proposed amendment, however, we also commented and recommended the following: a) Cover all occupants up to age 16 in all seating positions; 2) primary enforcement; 3) Require child occupants to be properly restrained; 4) Allow passengers to ride only in seating areas equipped with safety belts; and 5) Prohibit all passengers from riding in the cargo areas of pickup trucks. As of this date, no hearing date has been scheduled.

Public education continues to be the most effective approach in keeping the public informed about the importance of seat belts. The Office of Highway Safety together with the Child Passenger Safety committee continues to gain motorists compliance through public education at different daycare centers, elementary schools and at mall displays and exhibits.

Additionally, the public education awareness campaign will emphasize the proven fact that the back seat in the motor vehicle is the safest place for children of any age to ride and infants should ride rear-facing in a properly installed child restraint systems until at least one (1) year of age and weigh a minimum of twenty pounds.

In September 2004, a few more of the islanders will be educated in this program by attending the Child Passenger Technician Training on the latest child restraint systems, proper installation techniques and many more. These technicians will assist in our effort to strengthen the number of coalition members involved in generating greater public information and education.

The public education awareness campaign will concentrate on all aspects of proper installation of child restraints using standard seat belt hardware, supplemental hardware and modification devices (if needed), including special installation techniques.

The following six (6) checkpoints will be addressed:

1. Proper positioning of straps.
2. Proper positioning of harness clip (at armpit level).
3. Proper securing of harness buckle (ensure latch is locked).
4. Proper harness fit (without slack).
5. Proper tightening of safety belt and locking clip (ensure correct installation).
6. Proper placement of safety belt.

PROJECT ACTIVITIES

1. To train program managers, police officers, medical personnel, and public health professionals in the latest child restraint certification program sanctioned by the U.S. Department of Transportation, National Highway Traffic Safety Administration.
2. To coordinate and conduct fitting stations to educate the public on the proper installation of child restraint devices.
3. To produce several 30-second public service videos in multi-national formats for dissemination at daycare centers, hospitals, and clinics island wide.
4. Send two (2) certified technicians to the Instructor Candidate – Standardized Child Passenger Safety Training Certification Course.
5. Increase the number of Child Restraint usage from 61% to 80% by the year 2006 through aggressive public information and education campaigns and selective enforcement.
6. Increase the number of Car Seat Check-up Events from three to five every three months.
7. To fund travel for CPS Instructors to come to Guam to conduct the Standardized Child Passenger Safety Technician Training.

DATA IMPROVEMENT INCENTIVE PROGRAM

Project No.: J906-12 01 through 04

Department of Public Works

Office of Highway Safety

Under the new Highway Safety Act, TEA-21, Congress authorized a grant program under Section 411 of that act to improve the state traffic records systems.

J906-12-01/02: The Department of Public Works is in charge of the maintenance of about 143 primary and 390 local miles of roads in Guam. The improvement of roads is the responsibility of two groups: the Highway Planning Section and the Traffic Engineering Section.

In February of 2004, the Department of Public Works solicited proposals from consulting firms to provide services through a Request for Proposal to provide services to evaluate Guam's Crash Data Collection and Reporting procedures and provide recommendations for an Integrated Crash Data Reporting System for Guam. An Ad-Hoc Committee comprising of representatives from participating agencies was formed to evaluate the bid proposal and to present findings to the Director of Public Works. The proposal was reviewed and rated by each committee member and was found to meet or exceed the bid specifications. We foresee this process will be completed by September of 2005. Unfortunately, the delay of the process of reprogramming funding to cover the cost for the contractual services has been once again delayed.

J906-12-03: The FY2006 Traffic Investigation and Data Analysis system Linking will address problems in collecting, organizing, and analyzing traffic collision data. The ultimate intent of this program is to build a complete data information system, which will process crash data from the time of reporting up to the final analysis and recommendations.

J906-12-04: The FY2006 Crash Data Collection Program will establish an Enforcement/Citation file to compare enforcement efforts against citations issued, as well as a separate Judicial/Conviction file to assess adjudication efforts against convictions. The program file will identify the violator and vehicle, the enforcement agency, and adjudication action and results, including court of jurisdiction.

The funds are to be used for the following purposes:

1. Programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of state data that are needed to identify priorities for state, local, and national traffic safety programs.
2. Programs to evaluate the effectiveness of efforts to make improvement in state, and local highway and traffic safety.
3. Programs to link these State data systems, including traffic records, with other data systems within the State.

4. Programs to improve the compatibility of the State and Territory data system with national data systems and data systems of other states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

PROJECT ACTIVITIES

1. To revise the crash report format and coding to be more in line with the format suggested by NHTSA.
2. Develop a modified database for only the critical elements of fatal and injury crashes in 1999 that can be used by the Guam Police Department and Highway Engineering for summary analysis of the data. (This is an interim activity for the Guam Police Department until the crash report is revised and an input system is developed for subsequent years.)
3. To develop an online update of the Department of Motor Vehicle's files for Court access when the system at the Department of Motor Vehicle is down.
4. Develop a two-year pilot project for the development of a pen-based system for direct input of citation reports completed by traffic officers in the field.
5. Revise the Emergency Medical Services' run report in conjunction with the Guam Police Department's effort to revise its crash report form. Activity should also note the recommended NHTSA suggestions for data fields and coding.
6. Provide software-programming support to develop a database system with 81 data elements derived from the new form. The system should provide for coded template entry and a summary analysis capability.
7. Continue the funding for one Data Control Clerk for coding of section location number and inputting of crash data into database system. One clerk is assigned to the Department of Public Works and the other clerk will be recruited by the Guam Police Department.

SCHOOL BUS SAFETY
Project No.: SB06-13 01
Department of Public Works
Office of Highway Safety/
School Bus Operations

During the past three decades, there have been isolated incidents of students sustaining injuries during school bus-related traffic crashes. However, there has not been a single fatality.

In School Year 2004-2005 (SY04-05), the Department of Public Works – Bus Operations Division, transported approximately 42,000 child passengers each day. These activities included morning delivery and afternoon return trips, as well as bussing for extracurricular field trips, interscholastic activities, and bussing for Head Start participants attending the 51 island-wide public and private elementary, middle, and high schools.

The department investigated a total of nineteen (19) traffic crashes during SY04-05 involving school buses. There were three (1) injury and no fatalities from these crashes. Of those 19 crashes, nine (9) were caused by bus driver's failure to provide sufficient clearance.

To fully protect the student passengers, all newly hired school bus drivers shall receive comprehensive safety training prior to being assigned to their respective satellite substation. The Government of Guam funds this training. Once a new bus driver is authorized by the department to transport students, the refresher training and safety orientations include pupil management methods, defensive driving methods, first aid and CPR, minimal clearance obstacle course driving, and participation in the Annual School Bus Safety Week activities.

PROJECT ACTIVITIES

1. To continue to reduce the number of SY05-06 school bus-related traffic crashes.
2. To continue to reduce the number of SY05-06 school bus-related student injuries.
3. Implement bus safety education activities, particularly school bus danger zones while loading/unloading in the schools and the community.
4. Continue the public education awareness by distributing school bus safety materials island wide, produce TV and radio public service announcements, purchase and distribute bus safety PSAs to all schools for use during student safety orientations.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Project No.: PS06-17 01

Department of Public Works

Office of Highway Safety

According to the National Highway Traffic Safety Administration, Traffic Safety Facts 2003, it shows that 4,749 pedestrians were killed in traffic crashes in the United States – a decrease of 16 percent from the 5,649 pedestrians killed in 1993. On an average, a pedestrian is killed in a traffic crash every 111 minutes. The issue of pedestrians relates to every other traffic issue, including alcohol, older drivers, younger drivers, distracted drivers, red light running, and aggressive driving.

In 2004, the Guam Police Department investigated 49 auto-pedestrian crashes resulting in five (5) fatalities. In 2003, the Guam Police Department investigated 50 auto-pedestrian crashes resulting in three (3) fatalities. From the five (5) fatalities in 2004, three (3) were alcohol related involving the pedestrian. The inherent problem is associated with the language barriers that minimize the overall impact of these vital highway safety educational programs. Many natives speak a language other than English at home. The language barriers as well as settling into a new way of life can be difficult, especially when your environment is nothing like you expected. Among the growing number of immigrants to Guam are those from the Federated States of Micronesia, where their highways are not properly marked with crosswalks or there are absolutely no sidewalks. According to the 2000 Census, more than 8,500 Federated States of Micronesia citizens live on Guam. The Office of Highway Safety will network with organizations, such as the Salvation Army Guam Corps' Family Services Center and Consul Offices, to educate citizens from other islands on pedestrian/bicycle safety.

There is still a demand to improve pedestrian safety for island wide school children through the installation of additional crosswalks. This will require close cooperation between the Department of Education and the Department of Public Works for the evaluation of potential locations, and so school children can be taught to use the new facilities safety.

Crosswalks on primary arteries may require signal controls or school crossing guards to minimize the exposure of children to the fatal hazards of the highway. Traffic control at construction sites continues to be done haphazardly and sporadically. Traffic channeling methods are often confusing or even misleading to the motoring public.

The lack of manpower in the Traffic Engineering and Control Section, Division of Highways, at the Department of Public Works has not allowed for the time needed to properly train and indoctrinate contractors and road inspectors about the established standards and guidelines. This situation is expected to improve with the recruitment of a professional traffic engineer.

The bottom line is that motorists must be constantly reminded to look for pedestrians. At the same rate, pedestrians need to be reminded to cross streets and intersections carefully, and to obey all signs and signals. The inherent problem is associated with the language barriers that minimize the overall impact of these vital highway safety educational programs. Many natives speak a language other than English at home. More emphasis will be done to meet with officials from consulate offices, community outreach organization and the military.

The bicycle safety portion of this project will focus on the use of safety equipment and the compliance of the rules of road by children. Concentration will be placed on the single best way to prevent serious head injury in a bicycle collision by using a helmet. This not only applies to bicycle, but skateboards, skates and scooters as well. It is important to emphasize to the parents about the safety issues.

Since the passage of the No-Helmet Law, Guam has seen an increase of motorcycles through the highways. Since then, there has been an increase of motorcycle crashes resulting in serious/fatal injuries. It is the responsibility of the Highway Patrol Division of the Guam Police Department to investigate these crashes. However, the investigators are lacking the necessary skills/training to investigate/reconstruct such crashes.

PROJECT ACTIVITIES

1. Identify needed school crossing locations island wide and install appropriate signs and markings while using materials which rate highly in the pavement-marking test. Roughly sixty sites will be considered as school crossing locations.
2. Send two (2) representatives to the Annual Bicycle/Pedestrian Safety Coordinators meeting/workshops.
3. Provide educational information regarding pedestrian and bicycle safety.
4. Distribute and properly fit bicycle helmets, conduct traffic safety presentations at schools, communities concerning bicycle and pedestrian laws.
5. Promote bicycle helmet use for all bicyclists, regardless of age.
6. Promote safe practices while walking, especially for those children walking to and from school.
7. Emphasize traffic safety at school zones for pedestrians and motorists.
8. Develop a communication outreach program for those natives from other countries and/or territories and provide educational information on pedestrian and bicycle safety.
9. Contract Pedestrian and Bicycle Safety Educational Outreach Consultant to conduct educational outreach to five (5) elementary schools and head-start sites. This outreach program will provide hands-on educational activities using radio control equipment.

THE PRIORITIZATION PROCESS

FY 2006

In a cooperative effort to reduce the incidence and severity of car crashes on Guam, the Highway Safety Coalition members were involved in the Fiscal Year 2006 planning process by meeting with the Office of Highway Safety staff members during impromptu interviews and formal round table discussions that was chaired by Highway Safety Coordinator Therese Matanane whenever a particular agenda required feedback from the respective agencies.

By assessing the information compiled during this process, the Guam Office of Highway Safety formulated the goals and performance measures for inclusion of the Fiscal Year 2006 Highway Safety Plan under advisement and consent of the Acting Governor's Highway Safety Representative.

PROBLEM IDENTIFICATION/TRAFFIC SAFETY

By member consensus, the Highway Safety Coalition identified those program objectives that are aligned with the national priority areas, and as listed below, ranked the programs in their order of importance in Guam:

- ❖ Alcohol/Drug Impaired Drivers
- ❖ Child/Occupant Protection
- ❖ Selective Enforcement/Speed
- ❖ Emergency Medical Services
- ❖ Roadway Safety/Traffic Records
- ❖ Safe Communities (pedestrians, bicyclists, motorcyclists, school bus)

In May 2005, our Section 402 sub-grantees were requested to develop and submit project agreement applications in the above program areas that address the recognized highway safety needs in Guam.

With the Highway Safety Coalition firmly established, the Highway Safety Coordinator spearheaded a campaign to increase and strengthen the number of active representatives from the many cultural sub-communities so that more people can become better informed about this serious and often fatal issues affecting everyone's safety on the roadways.

Highway Safety Problem Identification Assessments involved the periodic review of both national and local crash data by the Office of Highway Safety. The Planning, Research, and Development Section at the Guam Police Department and the Department of Public Works – Traffic Engineering and Control Section, compile localized crash data. This process also involves the Office of Highway Safety staff's observations and formal surveys to determine the usage rates of occupant restraint systems and other safety devices.

DEVELOPMENT OF GOALS AND PERFORMANCE MEASURES

The Office of Highway Safety formulated goals and performance measures based on the input compiled from: interviews and round table discussions with the Highway Safety Coalition; national information provided by the NHTSA-Western Region Office and the Governor's Highway Representative Association; and observational surveys on the usage rates of occupant protection systems. This activity continuously evolved during the development process until a consensus was reached by the Coalition under advisement and consent of the Acting Governor's Highway Safety Representative.

While considering the executive and legislative budgetary performance indicator requirements, coupled with remaining flexible strategic thought to best align our highway safety efforts with national priority issues while considering the variety of other related community-based programs, the final product remained consistent with national priority issues.

DEVELOPMENT OF SECTION 402 HIGHWAY SAFETY PROJECTS

The project agreement applications for Section 402 Grant funds for FY2006 will more than likely remain the same as FY2005 applications. The reason for this is because of the delay in the establishment, appropriating, and modifying of accounts during FY2005. A majority of the sub-grantees did not receive 402 funding until March of 2005. Following in-depth review to ensure alignment with our highway safety goals, performance measures, budget performance indicators and funding ability, a informal meeting with the Highway Safety Coordinator and Section 402 Grant applicants was conducted at the Office of Highway Safety.

Prior to meeting the September 1st deadline for submittal of the Fiscal Year 2006 Highway Safety Plan to NHTSA-Western Region Office in San Francisco, the draft was forwarded to the Acting Governor's Highway Safety Representative for review.

KEY LEGISLATION ACTION

Bill No. 59

This legislation addressed issue relating to the information of a Division of Alcoholism under the Department of Public Health and Social Services.

The proposed functions would include establishing alcohol treatment programs, and coordinating the development of any proposed legislative plan to secure funding assistance for federal health, welfare, or treatment-related problems.

Bill No. 213

This legislation addressed issues relating to the prohibited sale of alcoholic beverages to an intoxicated person.

Bill No. 245

This legislation addressed issues relating to the mandatory use of safety helmets in the operation of motorcycles.

Bill No. 336

This legislation addressed issues relating to the prohibited parking of peddler/vendor stands in designated crosswalks or sidewalks, and provided for the placement of permanent pedestrian markers wherever the roadway fronts a house of worship or school.

Bill No. 374

This legislation addressed issues relating to highway improvement projects funded by the Highway Revenue Bonds.

Bill No. 430

This legislation addressed issues relating to the repeal of annual vehicle safety inspections.

Bill No. 511

This legislation addressed issues relating to the prohibited sale of alcoholic beverages to persons under the age of 21.

Bill No. 634

This legislation addressed issues relating to the required use of seat belts in school buses.

Bill No. 683

This legislation addressed issues relating to the definition of a motorcycle.

Bill No. 729

This legislation addressed issues relating to the provision of safety signs, crosswalks, and designated safety zones in front of all places of worship and schools.

Public Law 14-11

Established the Guam Emergency Medical Services System to ensure that prompt pre-hospital emergency care is provided.

Public Law 15-111

Established the annual vehicle registration notification program via mail.

Public Law 18-45

Established the mandatory use of federally approved occupant restraint devices for all passengers 12 years of age and under.

Public Law 22-20

The Safe Streets Act is a comprehensive revision of the Vehicle Code, Title 16 of the Guam Code Annotated, and addresses the issues of mandatory penalties for alcohol/drug-related traffic offenses, drivers licensing and licenses revocation procedures, pre-licensing traffic safety education requirements, and other related traffic safety issues.

Currently, the Office of Highway Safety is working with the Guam Legislature to amend the Safe Streets Act by requiring the mandatory use of passenger restraint systems by all vehicle occupants, raising the legal drinking age from 18 to 21 years, adopting a “ZERO TOLERANCE” blood/alcohol content level for persons under the legal drinking age, and making administrative adjustments to the provisions governing the pre-licensing traffic safety education requirements.

Executive Orders

2004-10

Designated the Department of Mental Health and Substance Abuse as the lead Government of Guam entity for addressing Underage Drinking among Guam’s children and youth population and the community-at-large.

OVERVIEW OF FY2006 SECTION 402 GRANT ACTIVITIES

In order to address the recognized highway safety concerns in Guam, this section will summarize the countermeasures activities that will be activated during Fiscal Year 2006 as contained in the Highway Safety Plan.

Alcohol & Other Drugs: Public Information and Education Project No.: AL06-01-01

The Guam Office of Highway Safety and the members of the Highway Safety Coalition will conduct presentations about alcohol & other drugs to 100% of all public & private elementary, middle, and high schools during School Year 2005-2006; distribute public information & education materials to at least 50,000 island residents; purchase equipments necessary to better address the problems associated with drunk/drugged driving; and conduct at least one exhibition during each quarterly period.

FY 2005 Counter Drug & DUI Program Project No.: AL06-01-02

The Guam Police Department – Highway Patrol Division, will conduct at least 25 DUI Checkpoints biennially at five different locations identified as high DUI/DWI crash sites; certified instructor staff will train at least 10 peace officers in effectuating DUI/DWI arrests; and police traffic personnel and the Highway Safety Coalition will distribute drunk/drugged driving education materials to at least 50,000 island residents.

This project will provide overtime for enforcement and support personnel to reduce traffic collisions and develop community-oriented traffic safety policing strategies for the island.

Highway Safety Traffic Prosecution Project No.: AL06-01-03

The Attorney General's Office will program the training for at least one Attorney, Prosecution Division, Attorney General's Office, Department of Law, in DUI/DWI-related matters, by the end of Fiscal Year 2006; increase the percentage of DUI/DWI convictions by at least 20% over the number of DUI/DWI convictions in Fiscal Year 2005.

Child/Occupant Restraints: Public Information & Education
Project No.: OP06-02-01

The Office of Highway Safety will update target audience-specific education programs, particularly in the area of passenger-side air bags; train at least 25 Partners for Highway Safety Coalition members to conduct presentations about child restraint procedures; ensure the completion of formal quantified seat belt surveys by the respective consultant; ensure that 100% of all car seats purchased for the Car Seat Inspection meets federal standards.

Child Traffic Safety Enforcement
Project No.: OP06-02-02

The Community Relations Section and the Highway Patrol Division of the Guam Police Department, as well as the Partners for Highway Safety Coalition, will conduct child traffic safety presentations for at least 30 pre-school nurseries and day care centers; conduct child traffic safety presentations for 100% of the island's public & private elementary schools during School Year 2005-2006; and show pre-recorded child traffic safety programs and distribute printed educational materials during seasonal campaigns numbering at least one per quarter.

The Highway Patrol Division will continue to conduct scheduled seat belt enforcement checkpoints incorporated with the laser/radar enforcement. This project will provide overtime for enforcement and support personnel to reduce traffic collisions and develop community-oriented traffic safety policing strategies for the island.

Selective Traffic Enforcement Program (S.T.E.P.)
Project No.: PT06-03-01

The certified instructor staff with the Guam Police Department will train at least 25 peace officers in traffic supervision, photography and crash reconstruction techniques and conduct both basic and advanced traffic crash investigation courses for at least 30 peace officers. The Traffic Investigation Section will increase speed radar checkpoints to at least 25 and increase the number of speeding citations and seat belt non-compliance by at least 1,000.

This project will provide overtime for enforcement and support personnel to reduce traffic collisions and develop community-oriented traffic safety policing strategies for the island.

**Emergency Medical Services Injury Prevention and EMT Education
Project No.: EM06-04-01**

The State Emergency Medical Services Office with the Department of Public Health and Social Services will develop programs to prevent traffic-related injuries and fatalities and improve Guam's Emergency Medical Services to better respond and administer medical treatment to individuals injured during motor vehicle crashes.

**Traffic Records Information Management System
Project No.: TR06-05-01**

The Traffic Records Information Management System (T.R.I.M.S.) will collect traffic data, provide needed information for reporting and analysis, and produce enhanced statistical reports so those agencies involved in highway safety planning activities can better identify, evaluate, and resolve complex traffic control problems.

**Roadway Safety
Project No.: RS06-06-01**

The Office of Highway Safety will continue improving traffic signs and roadway markings and implement demonstration projects at a minimum of seven high-hazard locations while using visual clocking monitors.

**Planning & Administration (NHTSA 402)
Project No.: PA06-07-01**

The Office of Highway Safety will recruit one (1) Administrative Assistant during Fiscal Year 2006 to effectively administer all phases of Section 402 Grant funded activities; and effectuate the means of promoting NHTSA funded highway safety priority programs with updated technology.

**Youth for Youth Alcohol/Drug Free
Project Nos.: YA065-08-01/02**

The Office of Highway Safety and the Partners for Highway Safety Coalition will enhance the awareness of at least 80% of Guam's youth community about the effects of alcohol and drugs by distributing pre-printed materials and by the production of public service announcements aired via electronic media sources.

The Guam Police Department – Highway Patrol Division will concentrate on reducing the number of youths involved in DUI crashes biennially by conducting DUI checkpoints during the holiday season, school functions (Christmas/Valentine/Prom Balls), and graduation.

**Safe Communities
Project No.: SA06-09-01**

The Office of Highway Safety will establish a community based highway safety coalition on Guam targeting traffic safety issues and concerns aligned with the national priority areas like Alcohol and Other Drugs, Occupant Protection/Child Passenger Safety, Emergency Medical Services, Selective Traffic Enforcement, Roadway Safety/T.R.I.M.S., and Safe Communities.

**Pedestrian and Bicycle Safety Program
Project No.: PS06-17-01**

The Office of Highway Safety will identify the needed school crossing locations island wide and provide educational information regarding pedestrian and bicycle safety. Concentration will be placed on the promotion of bicycle helmets, safe practices while walking, and emphasis on traffic safety at school zones for pedestrians and motorist.

Guam will send two representatives to attend the Annual Bicycle/Pedestrian Safety Coordinators meeting/workshop.

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 2006-00

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		
AL06	260,000.00							
OP06	151,104.00							
PT06	127,110.00							
EM06	35,422.00							
TR06	22,890.00							
RS06	22,481.00							
PA06	58,569.00							
YA06	15,520.00							
SA06	26,025.00							
SB06	11,760.00							
PS06	15,713.00							
J306	15,135.00							
J906	205,868.00							
Total NHTSA	967,597.00							
Total FHWA								
NHTSA & FHWA	967,597.00							

State Official Authorized Signature:

Federal Official(s) Authorized Signature:
NHTSA:

Name: LAWRENCE P. PEREZ, Acting Director
Title: Governor's Highway Safety Representative
Date: _____

Name: DAVID J. MANNING, PH.D
Title: Regional Administrator
Date: _____