

GUAM 2018 HIGHWAY SAFETY



GUAM'S 2018 HIGHWAY SAFETY PLAN

Territory of Guam

Highway Safety Plan

Federal Fiscal Year 2018

Prepared for:

U.S. Department of Transportation

National Highway Traffic Safety Administration

Developed and presented by:

Government of Guam

Department of Public Works

Office of Highway Safety

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Tamuning, GU 96913

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ACRONYM GUIDE

APD	Airport Police Division
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CIOT	Click It or Ticket
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CPSTI	Child Passenger Safety Technician Instructor
CY	Calendar Year
DMV	Division of Motor Vehicles
DPW	Department of Public Works
DRE	Drug Recognition Expert
DSOGPO	Drive Sober or Get Pulled Over
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EMT	Emergency Medical Technician
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Driver's License
GFD	Guam Fire Department
GHSA	Governor's Highway Safety Administration
GIAA	Guam International Airport Authority
GMH	Guam Memorial Hospital
GPD	Guam Police Department
GUCRS	Guam Crash Reporting System
HPD	Highway Patrol Division

HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ITSIS	Island-wide Traffic Safety Information System
MAP-21	Moving Ahead for Progress in the 21 st Century
MOU	Memorandum of Understanding
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupation Protection Use Survey
OBD	Operation Buckle Down
OHS	Office of Highway Safety
OSCAR	On-line System Crash Analysis Reporting
PAG	Port Authority of Guam
PPD	Port Police Division
RFP	Request for Proposal
SFST	Standard Field Sobriety Test
TRCC	Traffic Records Coordinating Committee
TREC	Traffic Records Executive Committee
TRIMS	Traffic Records Information Management System

Part I: Introduction to the Guam Office of Highway Safety Planning Process

■ 1.1 Executive Summary

The Highway Safety Plan (HSP) for FFY2018 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Section 402 – “Fixing America’s Surface Transportation (FAST ACT).” The Government of Guam, Department of Public Works – Office of Highway Safety (DPW-OHS) will continue to educate the public on highway safety issues and to facilitate the implementation of programs that reduces crashes, injuries, and fatalities on Guam’s roadways.

The FFY2018 Highway Safety Plan addresses the national priority program areas of the National Highway Traffic Safety Administration. The following areas will be addressed by the Office of Highway Safety in FFY2018, Territorial Safety Programs known as Section 402, being the primary source of funding for these initiatives, to the territory. Progress in meeting our objectives and strategies is measured based on **(23 CFR 1300)**.

The primary function of the DPW-OHS includes:

- Administration – Includes the management of federal highway safety funds, distribution of funds to sub-grantee agencies, and preparation of the Annual Highway Safety Plan and Annual Report Evaluations.
- Problem Identification – Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- Monitoring and Evaluation – Includes monitoring initiatives that impact highway safety and evaluation of the effectiveness of approved safety projects.

■ 1.2 Mission Statement



Glenn Leon Guerrero
Director/Governor's Highway Safety Representative

The mission of the Department of Public-Works Office of Highway Safety (DPW-OHS) is to develop, promote and coordinate traffic safety initiatives designed to reduce traffic crashes, injuries and fatalities on Guam's roadways. As everyone's ultimate goal is to reach zero fatalities, DPW-OHS produces a Highway Safety Plan (HSP) designed to help us reach that goal. This plan also services as our 2018 Highway Safety application for federal grant funds from the National Highway Traffic Safety Administration (NHTSA) and the island's guide for the implementation of evidence-based highway safety initiatives.

The 2018 Highway Safety Plan (HSP) was developed utilizing the FAST Act requirements and utilized federal funding as allowed by NHTSA to include carry-over funds from prior years, and contains an approximate estimate of what may be received in Federal Fiscal Year 2018.

Guam's 2018 Highway Safety Plan is directly aligned with the priorities and strategies that was used to justify, develop, implement, monitor and evaluate activities aimed at improving traffic safety throughout the federal fiscal year. The crash and injury data along with other information, such as seat belt use rates, were used to ensure that the planned projects are data driven with focus on areas of greatest need.

Together with our Partners for Highway Safety, DPW-OHS look forward to another successful year of working towards Zero Fatalities.

The DPW-OHS is responsible for coordinating and managing Guam's comprehensive highway safety program. DPW-OHS takes a leadership role in identifying Guam's overall traffic safety priorities, provides assistance in problem identification at the local level; and works with its partners to develop programs, public information campaigns, and other activities to address the problems identified.

The DPW-OHS establishes and implements a comprehensive program to accomplish its goals effectively. The Highway Safety Plan for FFY2018 describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and monitor the performance of those countermeasures. Section 2.0 represents the priority focus areas, including proposed strategies and objectives to meet its safety goals by identifying traffic safety problems and therein developing and implementing safety programs designed to reduce death and injury on Guam's roadways through partnerships with local, state and non-profit organizations.

DPW-OHS is the section responsible for implementing Federally Funded highway safety projects in Guam. As a fundamental component of improving the quality of life for the citizens and visitors to the Island, the mission of the DPW-OHS consists of two goals:

1. To reduce the number of fatalities and serious injuries on Guam's roadways; and
2. To reduce the number of traffic crashes and the severity of their consequences.

The DPW-OHS provides the required resources to plan and carry out activities to fulfill its mission and ensure effectiveness relationships are developed and maintained with advocacy groups, citizens, community safety groups, and local and federal law enforcement agencies. DPW-OHS conducts data analysis to monitor crash trends in the State and ensure state and Federal resources target the areas of greatest need. The DPW-OHS works closely with its Partners for Highway Safety to ensure coordination resulting in one comprehensive highway safety program for the Territory.

■ 1.3 Proposed Process and Timeline

Process: The FFY2018 Highway Safety Plan is developed to address problems related to fatalities, injuries, and property damage resulting from traffic crashes. The Highway Safety Plan identifies specific program areas along with specific countermeasures to address the crash problem. Each year DPW-OHS prepares the Highway Safety Plan and includes the projects that will be funded for the federal fiscal year, which is implemented beginning October 1st and ending September 30th. The projects presented in this year's Highway Safety Plan are a continuation of projects from prior years, but includes anticipated projects for FFY2018 as well.

The Highway Safety Plan begins early in the calendar year preceding the federal fiscal year. The Highway Safety Plan development process consists of a number of stages:

- Problem Identification
- Selection of goals, objectives and performance measures
- Input from traffic safety related partners
- Selection of funding priorities
- Grant Application Announcement
- Review, negotiation and approval of grant agreements
- Implementation
- Outcome Evaluation for next planning stages

For FFY2018, the DPW-OHS will use meeting reports, monitoring reports, and quarterly reports to assess the critical traffic safety issues that confront the territory.

Project Selection:

The criteria used in selecting projects and activities are determined by using the following methodology:

- How they are ranked in terms of their crash severity;
- Use of seatbelt/helmets or other passenger safety at the time of crash;
- Frequency of DUI involved in crashes;

- Review Crashes according to their contributing factors;
- Review fatalities by numbers, type and location;
- Projects that are selected are likely to be sustainable;
- Projects that support our goals throughout the territory;
- Projects that creatively incorporate “alcohol awareness and occupant protection safety”;
- Projects that are geared towards distracted driving; and/or
- Projects from government agencies that have territory wide significance and addresses the federal areas under the Fixing America's Surface Transportation (FAST ACT).

The DPW-OHS staffs reviews the data over a period of five years and identify the most significant problems and who should be funded and at what level compared to the previous years.

The respective coordinators, in collaboration with the Highway Safety Coordinator and the Regional Office, discuss components of the application that require additional details and supporting documentation from sub-grantees. Funding levels are discussed with the project managers. The project managers are questioned about items which are unallowable charges and equipment that does not meet or fulfill the objectives and goals of the program/project.

All projects continuing into the next fiscal year are identified and initial funding estimates are developed. The DPW-OHS program managers review the proposals submitted by the stakeholders. The problem identification process includes goals, objectives, performance measures and activities. DPW-OHS staff analyzes traffic safety data and information available from the Guam Police Department (GPD) and the Judiciary of Guam (JOG). The data is used to identify emerging problem areas, as well as to verify the problem identification by the agencies that have submitted proposals for funding consideration.

Timeline: In the interest of reducing the incidence and severity of vehicular collisions in the Territorial Highway & Local Street System, and in order to identify highway safety problems, remedial countermeasures, strategies, and project performance measurements for inclusion of the FFY2018 Highway Safety Plan, the DPW-OHS networked with,

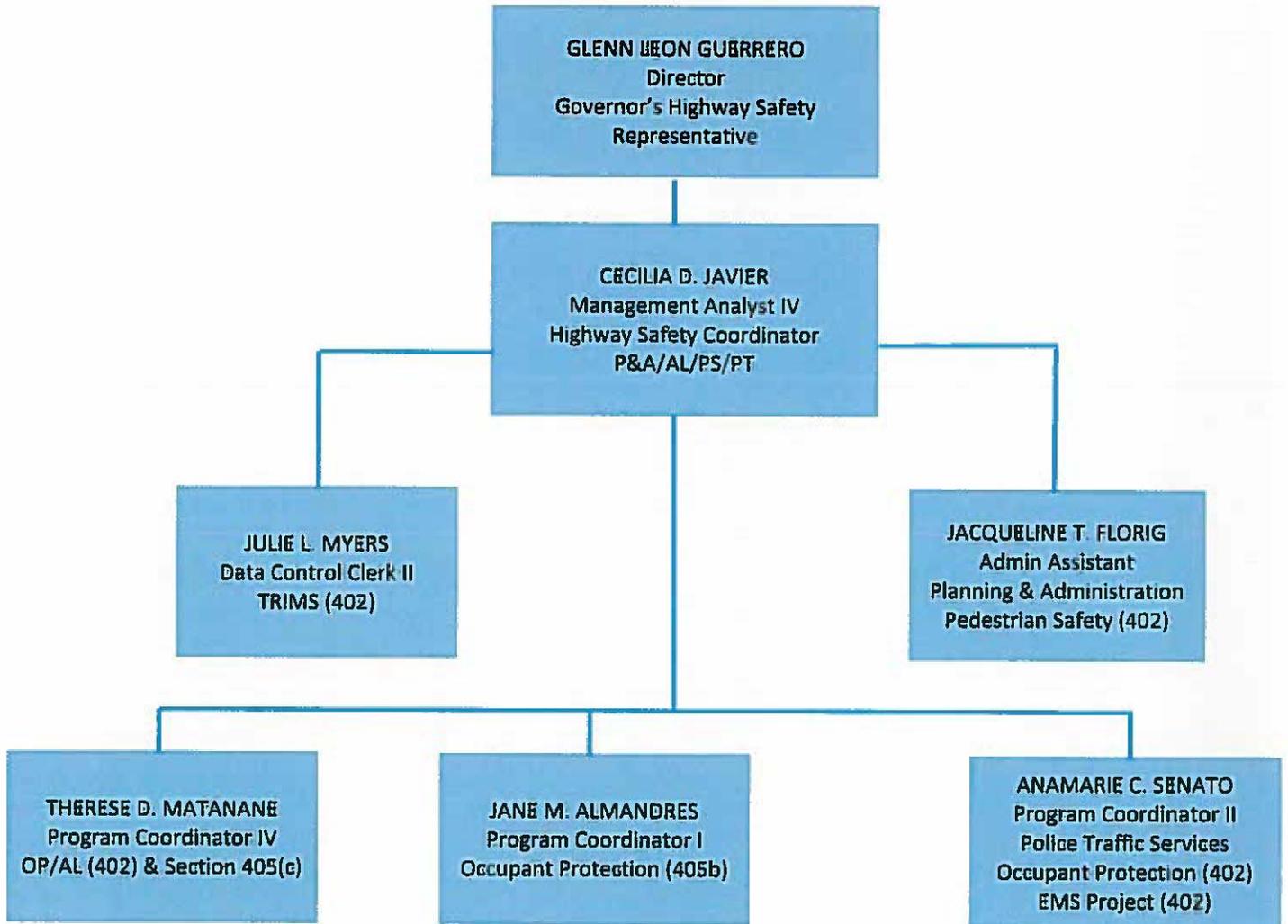
conferred with, and consulted with the Highway Safety Coalition, which comprises those government officials, public offices/agencies, and private organizations.

The DPW-OHS conducts transportation safety planning year-round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders.

■ 1.4 Department of Public Works-Office of Highway Safety’s Annual Safety Planning Calendar

Month	Activities
January – March	*Review progress of prior year programs with DPW-OHS staff as well as analyze data to identify upcoming fiscal year key program areas. * Review spending and determine revenue estimates. Grant application process begins for FFY2018. Obtain input from partner agencies and stakeholders on program direction.
April – June	*Staff conducts grant oversight and monitoring visits as well as strategic Planning session to create specific projects for each program area. *Staff develops the kick-off event and activities to support the National “Click It Or Ticket (CIOT)”and Distracted Driving campaigns. *Prepares Highway Safety Plan Sections 402 and 405 grant applications. *Review of project proposals for FFY2018. *Submit FFY2018 Highway Safety Plan to Region 9 and NHTSA Headquarters.
July-August	*Observation of the National Enforcement Mobilization 4 th of July – Drive Sober or Get Pulled Over. *Hold meetings with potential grantees.
September	*Observation of the Child Passenger Safety Week. *Close-out of FFY2017 Projects
October- December	*Implement grants and contracts. *Initiate work on the 2017 Annual Report. *Observation of the Impaired Driving Campaign: Buzzed Driving is Drunk Driving and Drive Sober or Get Pulled Over. *DPW-OHS closeout the prior fiscal year. *DPW-OHS collects and reviews year-end reports from its sub-grantees.

■ 1.5 Department of Public Works-Office of Highway Safety
FFY2018 Organizational Chart



■ 1.6 Strategic Partners

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

Honorable Eddie Baza Calvo
Governor of Guam

Honorable Ray Tenorio
Lt. Governor of Guam

Glenn Leon Guerrero
Director/Governor's Highway
Safety Representative
Department of Public Works

Cecilia D. Javier, MA IV
Highway Safety Coordinator
Office of Highway Safety,
Department of Public Works

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

Julie L. Myers
Data Control Clerk II
Office of Highway Safety
Department of Public Works

Jane M. Almandres
Program Coordinator I
Office of Highway Safety
Department of Public Works

Honorable Frank Aguon Jr.
Senator, 34th Guam Legislature
Chairman, Committee on Public
Safety,
Law Enforcement and Judiciary

AnaMarie C. Senato
Program Coordinator II
Office of Highway Safety
Department of Public Works

Jacqueline T. Florig
Administrative Assistant
Office of Highway Safety
Department of Public Works

Joseph I. Cruz
Chief of Police
Guam Police Department

Joey San Nicolas
Fire Chief
Guam Fire Department

John Camacho
Director
Dept. of Revenue & Taxation

Elizabeth Barrett-Anderson
Attorney General of Guam
Office of the Attorney General

Honorable Katherine Maraman
Chief Justice of Guam
Judiciary of Guam

Romualdo Domingo
Engineer
Division of Highway
Department of Public Works

Catherine S. Castro
President
Guam Chamber of Commerce

Michael Arcangel
Lieutenant/Operations Chief
GPD-Highway Patrol Division

Valerie Tenorio
Traffic Violations Clerk
Judiciary of Guam

Charles Ada
Executive Manager
Guam International Airport Authority

Joanne M.S. Brown
Executive Manager
Port Authority of Guam

James W. Gillan
Director, Dept. of Public Health & Social
Services

Andrew Quitugua
Major
Planning Research &
Development
Guam Police Department

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

Jeanette Gomez
Program Coordinator
Prosecution Section
Office of the Attorney General

Honorable Alberto Lamorena III
Presiding Judge/DWI Court
Judiciary of Guam

Robert Cruz
Acting Court Administrator
Judiciary of Guam

Robert Camacho
Airport Police Chief
Guam International Airport
Authority

Doris Aguero
Chief of Port Police
Port Authority of Guam

Marlene M. Carbullido
Acting EMS Administrator
Dept. of Public Health & Social Svcs.

Angel Sablan
Executive Director
Mayor's Council of Guam

1.7 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 2018-001 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		
AL18	\$187,671.00							
OP18	\$123,127.00							
PT18	\$298,013.00							
EM18	\$23,275.00							
TR18	\$56,222.00							
PA18	\$129,115.00							
PS18	\$81,265.00							
PM18	\$15,000.00							
M1PE18	\$78,503.00							
M1HVE18	\$20,142.00							
M1TR18	\$23,206.00							
M1CSS18	\$6,797.00							
M3DA18	\$377,354.00							
FESX18	\$45,210.00							
Total 402	\$913,688.00							
Total 405b	\$128,649.00							
Total 405c	\$377,354.00							
Total 405e	\$45,210.00							
Grand Total	\$1,464,901.00							

State Official Authorized Signature: _____

Name: Glenn Leon Guerrero
Title: Governor's Highway Safety Representative

Date: 6/10/17

Federal Official(s) Authorized Signature:
NHTSA:

Name: Christopher Murphy
Title: Regional Administrator

Date: _____

SECTION 2.0

FEDERAL FISCAL YEAR 2018

PROGRAM AREAS

CORE OUTCOME MEASURES			2011	2012	2013	2014	2015
C-1	Traffic Fatalities	Annual	15	16	18	19	9
	5-Year Moving Average Reduce total fatalities by 6 percent from 15 (2011-2015 average) to 14 by 2017.		15.8	15	16	16.8	15.4
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	916	1180	1121	848	941
	5-Year Moving Average Reduce serious traffic injuries by 10% from 1001 (2011-2015 average) to 900.1 by 2017.		513.4	659	793.6	909.8	1001.2
C-3	Fatalities/VMT	Annual	N/C	N/C	N/C	N/C	N/C
	VMT Data is not collected in the Territories. N/C – Not Collected NA – Not Applicable	5-Year Moving Average	NA	NA	NA	NA	NA
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	0	2	5	5	2
	5-Year Moving Average Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 50 percent from 3 (2011-2015) to 1 by 2017		0.4	0.8	1.8	2.4	3
C-5	Alcohol-Impaired Driving Fatalities	Annual	1	1	3	1	2
	5-Year Moving Average Reduce alcohol impaired driving fatalities 100 percent from 2 (2011-2015 average) to 0 by 2017.		4.4	3.2	2.8	1.2	1.6
C-6	Speeding-Related Fatalities	Annual	7	5	7	5	5
	5-Year Moving Average Reduce speeding-related fatalities by 10 percent from 6 (2011-2015 average) to 5.4 by 2017.		5.4	5.4	6.4	6.4	5.8
C-7	Motorcyclist Fatalities	Annual	3	4	2	1	3
	5-Year Moving Average Reduce motorcyclist fatalities by 50 percent from 3 (2011-2015 average) to 1.5 by 2017.		2.2	2.6	3	2.4	2.6
C-8	Un-helmeted Motorcyclist Fatalities	Annual	0	3	2	1	3
	5-Year Moving average Reduce un-helmeted motorcyclist fatalities 100 percent from 2 (2011-2015 average) to 0 by 2017.		0.4	0.4	1.4	1.2	1.8
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	1	0	1	1	1
	5-Year Moving Average Reduce drivers age 20 and younger involved in fatal crashes by 100 percent from 1 (2011-2015) to 0 by 2017.		0.8	0.6	0.6	0.6	0.8
C-10	Pedestrian Fatalities	Annual	2	4	6	10	3
	5-Year Moving Average Reduce pedestrian fatalities by 20 percent from 5 (2011-2015 average) to 4 by 2017.		4.2	3.4	4	5.2	5.0
C-11	Bicyclist Fatalities	Annual	0	0	1	0	0
	5-Year Moving Average Reduce bicyclist fatalities 100 percent from 1 (2011-2015 average) to 0 by 2017.		0	0	0.2	0.2	0.2
CORE BEHAVIOR MEASURE			2011	2012	2013	2014	2015
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	84%	81.4%	93.81%	90.81%	91.56%
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 3.7 percentage points from 91.56 percent in 2015 to 94.95 percent by 2017.						
GRANT FUNDED ENFORCEMENT			2011	2012	2013	2014	2015
	Speeding Citations		6897	5004	4315	4605	3596
	Seat Belt Citations		5541	1796	1126	1006	632
	DUI Arrests		471	396	346	442	169

■ 2.2 FFY2018 PERFORMANCE MEASURES

C-1: Traffic Fatalities

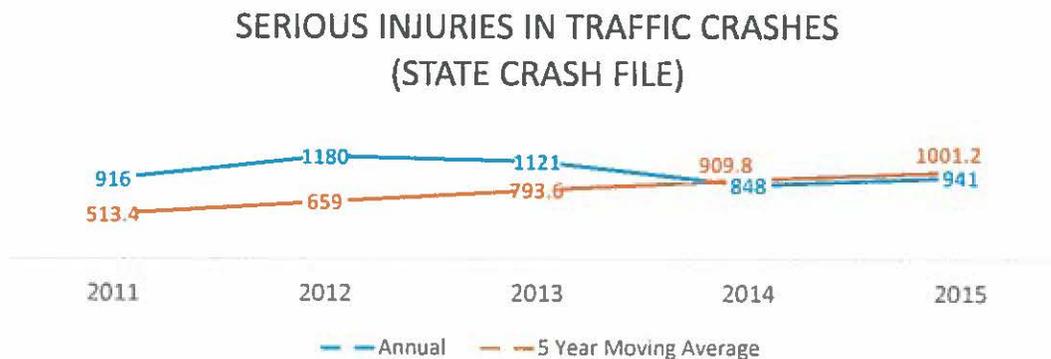
Goal: Reduce traffic fatalities by 6% from 15 (2011-2015 average) to 14 by 2017.



Justification/Analysis: No FARS data collected in Territories. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Moving averages are not used because values are so small. Guam's fatality rate from 2014 to 2015 decreased significantly from 19 in 2014 to nine (9) in 2015.

C-2: Serious Injuries in Traffic Crashes

Goal: Reduce serious injuries by 10% from 1001 (2011-2015 average) to 900 by 2017.



Justification/Analysis: Guam is using local data, which is more current than FARS. Actual baseline years are from 2011-2015 covering five years of data. Because values are so small, trend line is not stable. Given that data, Guam decided on a 10% decrease.

C-3: Fatalities/VMT

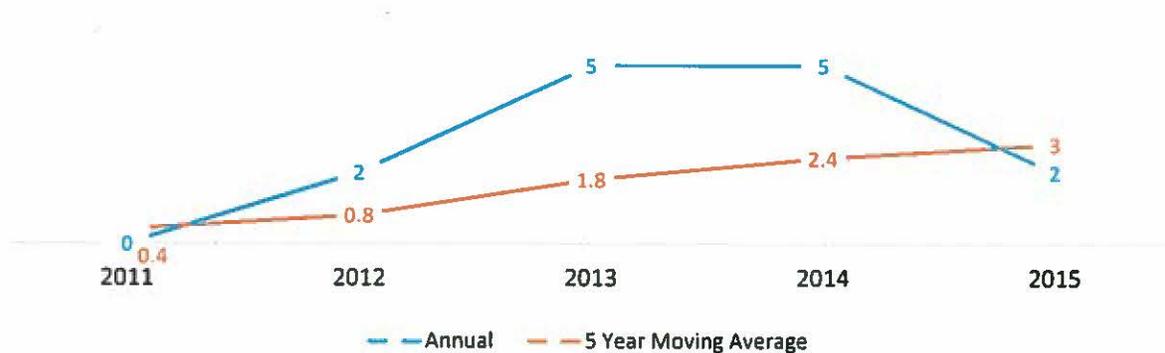
Goal: FARS/FHWA data not collected in the Territories.

Justification/Analysis: No FARS data collected in the Territories. No FHWA VMT data collected in Territories either.

C-4: Unrestrained Passenger Vehicle Occupant Fatalities, all seating positions

Goal: Reduce the number of unrestrained passenger vehicle occupant fatalities by 50% from three (3) (2011-2015 average) to one (1) by 2017.

**UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES,
ALL SEAT POSITIONS**



Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values in previous years, this goal is reasonable.

C-5: Alcohol-Impaired Driving Fatalities

Goal: Reduce alcohol-impaired driving fatalities by 100% from two (2) (2011-2015 average) to zero (0) by 2017.

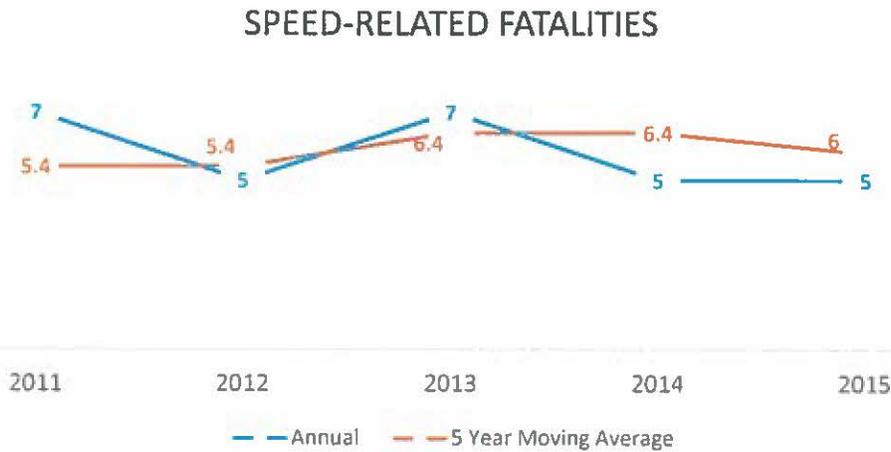
ALCOHOL-IMPAIRED DRIVING FATALITIES



Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values in previous years, this goal is reasonable.

C-6: Speed-related Fatalities

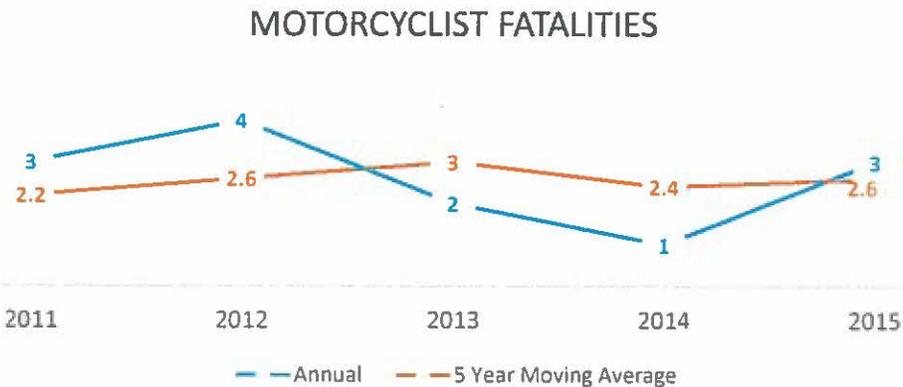
Goal: Reduce speed-related fatalities by 10% from six (6) (2011-2015 average) to five (5) by 2017.



Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values and an unstable trend line, even a reduction of one (1) would be considered a significant achievement

C-7: Motorcyclist Fatalities

Goal: Reduce motorcyclist fatalities by 50% from three (3) (2011-2015 average) to 1.5 by 2017.

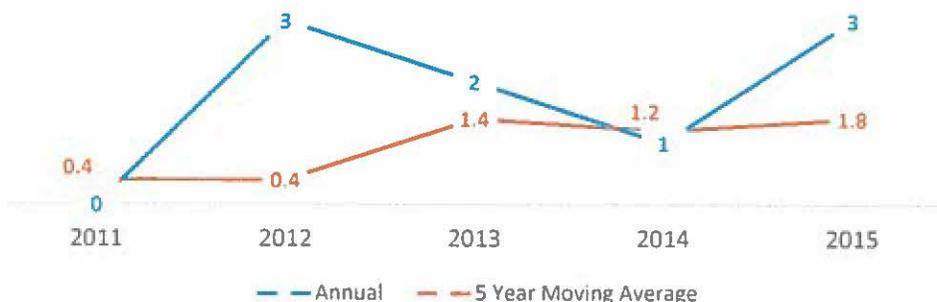


Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values in previous years, this goal is reasonable and achievable.

C-8: Un-helmeted Motorcyclist Fatalities

Goal: Reduce un-helmeted motorcyclist fatalities by 100% from two (2) (2011-2015 average) to zero (0) by 2017.

UN-HELMETED MOTORCYCLIST FATALITIES



Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values in previous years, this goal is reasonable.

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

Goal: Reduce drivers age 20 and younger involved in fatal crashes by 100% from one (1) (2011-2015 average) to zero (0) by 2017.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES



Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values in previous years, this goal is reasonable.

C-10: Pedestrian Fatalities

Goal: Reduce pedestrian fatalities by 20% from five (5) (2011-2015 average) to four (4) by 2017.



Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values in previous years, this goal is reasonable.

C-11: Bicyclist Fatalities

Goal: Reduce bicyclist fatalities by 100% from one (1) (2011-2015 average) to zero (0) by 2017.

BICYCLIST FATALITIES



Justification/Analysis: No FARS data collected in Territories. Local data is used, which is more current than FARS. Actual baseline years are from 2011-2015. Five years of data are used as per Region 9's request. Given low values in previous years, this goal is reasonable.

B-1: Observed Seat Belt Use for Passenger Vehicles. Front seat Outboard Occupants

Goal: Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 3.7 percentage points from 91.56 percent in 2015 to 94.95 percent by 2017.

Justification/Analysis: Target based on trend line analysis.

■ 2.3 Evidenced Based Enforcement Plan (EBE)

The Department of Public Works-Office of Highway Safety (DPW-OHS) administers grant funding to implement an Evidenced-Based Traffic Safety Enforcement Program with the finality of preventing traffic violations, crashes, and crash fatalities and injuries in areas of high risk. Through the enforcement mobilization campaigns assigned to focus on speed, impaired driving, distracted driving, and seatbelts; the vast amount of Guam's highway safety grant funds is allocated on these grants to our law enforcement agencies for the execution of these mobilizations each fiscal year.

The justification of this evidenced based program, derives from three main components: (1) data-driven problem identification, (2) deployment of resources based on these analyses and (3) continuous follow-up and adjustments, when necessary. The components are necessary to ensure that resources are being used effectively and that these support the achievement of overall goal and objectives identified in the Highway Safety Plan.

The law enforcement grants are awarded based on the seriousness of problem(s) identified, likelihood of success and potential traffic safety impact. DPW-OHS obtains data necessary for the problem identification process from various data sources:

- Online State Crash Analysis Reporting System (OSCAR)
- Guam Police Department (State Crash File)
- Judiciary of Guam – Traffic Court Division

Problem identification is also essential in identifying traffic crash cluster areas, or hotspots. Data records provides essential information to understand which roadways have the highest rates of traffic crashes in order to determine where the resources can be efficiently directed.

DPW-OHS outlines an approach to address key problem enforcement areas, and guides the law enforcement agencies in the development of appropriate countermeasures for their specific areas, i.e., targeting enforcement on a specific traffic violation for speeding and unrestrained vehicle occupants, or on a specific period of day or year when most violations occur. Example: Law enforcement efforts and execution apply best practices as listed in NHTSA's "Countermeasures That Work", 8th Edition, such as DUI saturation patrols through the Hotspot areas that integrate top traffic fatality factors such as distracted driving, speed and unrestrained vehicle occupants. These DUI saturation patrols take place in periods with high numbers of alcohol impaired traffic crashes.

In addition, local enforcement agencies execute high visibility enforcement through their participation in national campaigns such “Drive Sober or Get Pulled Over”, “Click It or Ticket” in May and “Distracted Driving Awareness Month” in April, and other local campaigns.

Further detail on specific enforcement efforts can be found in each of the program areas.

Continuous monitoring of law enforcement implementation programs is another important fact of the enforcement program. Participating law enforcement agencies that receive grants are obligated to report their progress, the activities conducted and their results (number of citations issued, number of arrests) to ensure that goal, objectives and tasks performed are as they were established on work plans.

Overtime work scheduled must be established by the law enforcement agencies, and once approved, are subject to performance monitoring during the mobilizations period in order to assure their progress and achievement of goal. Upon completion of mobilization periods, a report must be submitted outlined the number of officers worked, hours and citations. This report is analyzed and reviewed by the program manager to establish if the law enforcement agency was successful and identifying areas that need to be improved.

DPW-OHS will continue to educate and conduct outreaches to the general public at large on highway safety issues and concerns in areas of impaired driving, speed, occupant protection, pedestrian/bicycle safety, and distracted driving. Paid Advertisement is a very effective tool, particularly in messaging outreach to Guam's versatile community. DPW-OHS will also address more into the awareness of sobriety checkpoints and seatbelt checkpoints and provide accurate figure showing exactly how much of the audience were reached and whether the messages changed their behavior.

▪ 2.4 Highway Safety Projects for FFY2018 (by Program Area)

Section 2.0 provides details on the program areas, performance targets and measures, task or project descriptions, and funding levels and sources. The program areas in Guam's FFY2018 Highway Safety Plan include impaired driving, occupant protection, speeding, traffic records, pedestrian and bicycle safety, paid media, and planning and administration. Each section contains the following information:

- **Safety Focus Area:** The areas of highway safety that will be focused on in FFY2018.
- **Problem Identification:** A description of the problem using crash and demographic data that provide justification for including the program area and guide selection and implementation of countermeasures.
- **Strategic Partners:** A list of partnerships to assist the DPW-OHS in delivering programs and projects and meeting the FFY2018 performance targets.
- **Countermeasures:**
 - Determine seat belt usage and identify the characteristics of non-users and, if possible, part-time seat belt users during any day and night periods.
 - Reduce the number of repeat DUI offenders
 - Enhance/increase educational opportunities on Impaired Driving, Occupant Protection, Police Traffic, and Distracted Driving on Guam's traffic laws.
 - Target safety messaging to minority and low-income neighborhoods/communities.
 - Create pedestrian and bicycle safety educational materials for schools and non-profit organizations.
 - Enforce traffic laws at high-crash location; conduct highly visible enforcement campaigns.
- **Performance targets:** Encourage additional partners and traffic safety advocates to participate in high visibility enforcement of Guam's safety belt, DUI, distracted driving, pedestrian and bicycle, and speeding laws.
- **Programs/Projects:** Data-driven activities that will be implemented in the next year to achieve the identified goals and objectives for each program area.

2.5 PLANNING AND ADMINISTRATION PROGRAM

Program Overview: The Department of Public Works -Office of Highway Safety (DPW-OHS) serves as the primary department responsible for ensuring that highway safety concerns for Guam are identified and addressed through the development and implementation of appropriate countermeasures.

DPW-OHS' professional and administrative staff created the annual Highway Safety Plan and then award, authorize, monitor, and evaluate grant-funded projects throughout the grant year. To accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed as needed. DPW-OHS staff members are diverse and play a vital role in determining performance measures and performance goals; setting up and coordinating administrative meetings, researching materials, disseminating materials; and coordinating general office administration. The planning administrative staff also handle fiscal duties; respond to questions from the general public; maintain records per state and federal record retention requirement; monitor projects; maintain correspondence; and perform a variety of other tasks related to support of the DPW-OHS mission and purpose. Without this support, it would be impossible for DPW-OHS program personnel to adequately and efficiently administer the grant funds awarded to the sub-grantees.

Performance Targets: The goal of the P&A program is to provide management, supervision, and support services for the activities of Guam's traffic safety program.

Target #1: Developing a consolidated S. 402 and S. 405 coordinated Highway Safety Plan to submit to NHTSA by July 3, 2017.

Target #2: Submitting an annual performance report to NHTSA by December 31st.

Strategic Partners:

DPW-OHS will continue to work with their Strategic Partners, including local and federal law enforcement agencies and all grant recipients.

Strategies:

1. Administer the Highway Safety Program:
 - a. Implement the FFY2018 HSP;
 - b. Develop projects to support the current programs goals;

- c. Provide sound fiscal management on all the traffic safety programs;
 - d. Coordinate plans with other local and federal agencies;
 - e. Assess program and projects outcomes; and
 - f. Share this vital information and relevant data with the public.
2. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
 3. Identify and prioritize highway safety programs and activities.
 4. Implement program management, oversight, and monitoring for activities within this priority area.
 5. Provide data required for Federal and local reports.
 6. Provide program staff, professional development, travel costs for the Governor's Highway Safety Representative, Highway Safety Coordinator, and other Government of Guam department heads, i.e., Directors, Chief of Police, etc., equipment, materials, and fiscal support for all programs.

PLANNING AND ADMINISTRATION PROJECT

Project Name: Planning & Administration

Project Numbers: PA18-07-01OHS

Agency: Department of Public Works-Office of Highway Safety

Budget Breakdown:

Task I: Personnel - This task will fund 20% of the salary and fringe benefits for one (1) Administrative Assistant to handle administrative work; and to fund 10% of the salary and fringe benefits for the Highway Safety Coordinator (Management Analyst IV) to administer the Highway Safety Programs.

Budget: \$20,992.00 Section 402

Task II: Travel - Funds will be used to cover the costs for off-island travel for the Governor's Highway Safety Representative, the Highway Safety Coordinator, and other Government of Guam department heads, i.e. Directors, Chief of Police, etc., to attend meetings, trainings, and conferences.

Title	Meeting	Conf.	Airfare	Per Diem	Reg.	Car Rental	Total Costs
GR		Lifesavers	\$3,500	\$880	\$350		\$4,730.00
HSC		Lifesavers	\$3,500	\$704	\$350		\$4,554.00
*Other		Lifesavers	\$3,500	\$704	\$350		\$4,554.00
GR	Region 9 Leadership		\$3,500	\$704			\$4,204.00
HSC	Region9 Leadership		\$3,500	\$704			\$4,204.00
*Other	Region 9 Leadership		\$3,500	\$704			\$4,204.00
GR	Pre-HSP						
HSC	Pre-HSP						
GR		NAWSHL GHSA	\$3,500	\$1,912.50	\$675		\$6,087.50
HSC		NAWSHL GHSA	\$3,500	\$1,530.00	\$675		\$5,705.00
Misc. Training Meeting							\$26,757.60
TOTAL PA							\$65,000.10

*Other traveler(s) may include Chief of Police, Fire Chief, and/or sub-grantee representative. Therefore, total costs for FFY2018 travel varies with the number of travelers attending different conferences.

Budget: \$65,000.10

Task III: Operational Costs - Funds will be used to cover the costs for operational expenses for DPW-OHS (Xerox services, Annual Dues (GHSA/NAWSHL), Cable/TV services, and long distance services, etc. To procure awards for superior performance or exceptional contributions related to traffic safety enforcement project.

Budget: \$16,760.00

Task IV: Supplies - Funds will be used to procure materials and supplies for the Office of Highway Safety's Planning and Administration's operations.

Budget: \$8,000.00

Task V: Equipment – To procure one Poly-com Instrument for DPW-OHS' teleconference calls/webinars and to procure six (6) desk top computers for the staff of the DPW-OHS.

Budget: \$14,042.72

Task VI: Utilities - To cover the costs for DPW-OHS' monthly telephone services.

Budget: \$4,320.00

Program Manager/Staff: Cecilia Javier (Highway Safety Coordinator/Management Analyst IV) and Jacqueline Florig (Administrative Assistant)

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	Planning & Administration Project Budget Breakdown	Section 402 Allocation
PA18-07-01OHS		
Task I	Personnel	\$20,992.00
Task II	Travel	\$65,000.10
Task III	Contractual	\$16,760.00
Task IV	Supplies	\$8,000.00
Task V	Equipment	\$14,042.72
Task VI	Utilities	\$4,320.00
TOTAL FUNDING		\$129,114.82

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2.6 IMPAIRED DRIVING

Program Overview: The Department of Public Works-Office of Highway Safety (DPW-OHS) will continue to conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. This project supports island-wide impaired driving educational, media and public awareness initiatives. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).

Strategies:

- Increase support among law enforcement agencies for high visibility DUI enforcement programs
- Encourage other law enforcement agencies to set up impaired driving programs
- Increase earned media coverage of law enforcement activity
- Determine high-crash locations/corridors for impaired driving
- Encourage law enforcement agencies to conduct refresher-training programs on SFST.
- Enhance DUI education within existing safe driving programs
- Continue to expand the use of technology to reduce impaired driving such as Fatal Vision Goggles for schools and other young driver education program.
- Continue to expand support to the judicial system and encourage the development of court and prosecutor training.
- Continue to foster an effective statewide impaired driving action committee
- Promote community programs emphasizing alternatives to driving impaired, such as designated drivers and public transportation

There continues to be a great need for an effective traffic law enforcement program that would serve two (2) roles: 1) to deter potential impaired drivers by providing a regular and highly visible enforcement presence; and 2) to arrest DUI and DUID impaired drivers. Guam's law enforcement agencies/departments will be aggressively conducting sobriety checkpoints around the island, to alleviate the problem of drunk and drugged drivers on our roadways and ensure the motoring public that our roads are safe to drive on.

Strategic Partners

The Department of Public Works – Office of Highway Safety (DPW-OHS) and its Coalition members, consisting of the Guam Police Department (GPD), the Guam International Airport Authority-Airport Police Division (GIAA-APD), the Port Authority of Guam-Port Police Division (PAG-PPD), the Office of the Attorney General (OAG), Judiciary of Guam (JOG), Guam Behavioral Health and Wellness Center (GBHWC), Guam Fire Department (GFD), Department of Revenue and Taxation (DRT), and the Department of Public Health & Social Services (DPH&SS), will take a collaborative and aggressive approach to change the attitudes of the general public on the dangers and consequences of impaired driving by expanding outreach efforts to include the various organizations, associations, and other ethnic group such as Japanese, Chinese, Filipino, Korean, Russian and Federated States of Micronesia (FSM).

ALCOHOL PROJECTS

Project Name: Alcohol & Other Drugs Countermeasures (PI&E)

Project Numbers: AL18-01-01OHS

Agency: Department of Public Works-Office of Highway Safety

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

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

Budget Breakdown:

Task I: Personnel - To fund 20% for salary and fringe for one (1) Program Coordinator IV and 35% for one (1) Highway Safety Coordinator/Management Analyst IV to oversee and provide guidance to impaired driving-related projects to include reporting, monitoring, technical assistance and development of plans and application for impaired driving related countermeasures. Program Coordinator and Management Analyst will encumber and manage the fiscal resources necessary to provide staff time and operational needs of DPW-OHS that relate directly to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of impaired driving projects within that program area.

Budget: \$44,224.70

Task II: Travel – To send Alcohol Program Managers (PCIV and MAIV) and one sub-grantee to trainings, meetings, and/or conferences relating to Alcohol and Other Drugs Countermeasures. In addition, to contract an off-island ARIDE instructor to conduct ARIDE training in Guam. (NOTE: Chart below are anticipated costs.)

Title	Meeting	Conf.	Airfare	Per Diem	Reg.	Car Rental	Total Costs
OHS/Sub-grantee		Lifesavers	\$3,500	\$880.00	\$350	\$300	\$5,030.00
OHS	Region 9 Leadership/Pre-HSP		\$7,000	\$1,408.00		\$300	\$4,504.00
OHS		NAWSHL GHSA	\$5,022	\$2,761.00	\$1,350		\$9,133.00
ARIDE Instructor	ARIDE Training on Guam		\$1,800	\$1,700			\$3,500.00
TOTAL AL							\$22,167.00

Budget: \$22,167.00

Task III: Contractual - To fund for contractual services to produce and/or reproduce educational materials on the dangers of Alcohol and Other Drugs in various languages and to be distributed island-wide during outreaches and school presentations.

Budget: \$2,000.00

Task IV: Supplies – To fund for materials and supplies for the Alcohol and Other Drugs Countermeasure project such as operational costs, i.e. paper, ink cartridge for printer, notebooks, etc. to be used by the Alcohol Program Managers for their outreaches and school presentations.

Budget: \$2,478.81

TASK V: Equipment - Intoximeter EC/IR II Breath Analyzer Unit. This equipment is used during GPD-HPD's DUI checkpoints. The sampling system in the Intoximeter EC/IR II utilizes advantages of both electrochemical sensor (EC) and infrared sensor (IR) technology. The Infrared system is capable of measuring both alcohol and carbon dioxide concentrations in the breath. Software settings and test database are monitored to insure their integrity. (One (1) Intoximeter @\$7,695)

Budget: \$7,695.00

Program Manager: Cecilia Javier (Management Analyst IV) and Therese Matanane (PCIV)

	Alcohol & Other Drugs (PI&E) Project Breakdown	Section 402 Allocation
AL18-01-01OHS		
Task I	Personnel	\$44,224.70
Task II	Travel	\$22,167.00
Task III	Contractual	\$2,000.00
Task IV	Supplies	\$2,478.81
Task V	Equipment	\$7,695.00
TOTAL FUNDING		\$78,565.51

Project Title: Driving Under the Influence of Drugs (DUID) Education/Training

Project Numbers: AL18-01-02OHS

Agency: Department of Public Works-Office of Highway Safety

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

Impaired driving continues to be a significant factor in crashes in Guam with a widespread advent of decriminalized and legalized medicinal marijuana. This program will provide multi-disciplinary law enforcement and prosecutor trainings to bring proactive and effective responses to investigating and prosecuting drug impaired driving, and to encourage applying consistent best practices in a statewide response to all impaired driving.

In CY2011, Guam recorded 471 DUI arrests and 132 Drug-related arrests. CY2012, Guam recorded 396 DUI arrests and 102 Drug-related arrests. In CY2013, Guam recorded 346 DUI arrests and 106 Drug-related arrests. In CY2014, Guam recorded 442 DUI arrests and 114 Drug-related arrests. In CY2015, Guam recorded 169 DUI arrests and 297 Drug-related arrests.

Law enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Training beyond the basic NHTSA 24-hour Standardized Field Sobriety Testing course and ARIDE course are needed. Other law enforcement agencies have recognized the need for ARIDE training and it's our goal to certify 35 additional officers. Guam currently has 36 certified ARIDE officers and three (3) DRE certified officers. With the funding from this project, Guam will be able to train and certify more officers to become highly effective officer's skilled in the detection and identification of persons impaired and/or drugs.

With Public Law 32-237 – An Act to Add a new Article 24 to Chapter 2, Title 10 of the Guam Code Annotated, relative to allowing the medical use of Cannabis, amending provisions of the controlled substances act, providing penalties, and for other purposes, to be known as the “Joaquin (KC) Concepcion II compassionate cannabis use Act of 2013”, continue training and education is needed to address drugged driving and the dangers it may cause. Guam Department of Public Works-Office of Highway Safety has recently developed and completed its own Blueprint for Driving Under the Influence of Drugs (DUID) in FFY2017.

Budget Breakdown:

Task I: Travel - (NOTE: Chart below are anticipated costs.)

1. To send two (2) police officers, who are SFST and ARIDE certified, to the Drug Recognition Expert (DRE) training. Travel costs will include airfare, per diem, registration, course materials, and car rental.

Title	Meeting	Conf	Airfare	Per Diem	Reg.	Car Rental	Total Costs
DRE training/HPD	DRE Training (2 officers)		\$5,300	\$3,530			\$8,830.00
TOTAL AL							\$8,830.00

Budget: \$8,830.00

Task II: Equipment - to be purchased and utilized by DRE officers. All equipment below will be subject to the compliance of the Buy America Act.

- Intoximeter FST unit (AKA: Alco-Sensor FST). The Alco-Sensor FST provides precise, accurate, repeatable results on direct breath sample testing. (5 Intoximeter FST units @\$580 each = \$2,900.00)
- Alere DDS2 Oral Fluid Test Kit. The Alere DDS2 mobile test system is a portable system designed for rapid screening and detection for drugs of abuse in oral fluid. With test results in 5 minutes, the battery-operated device is portable, lightweight, and easy to use, making it ideal for roadside drug screening. (\$875.00)

Budget: \$3,775.00

Program Manager: Cecilia Javier (Management Analyst IV) and Therese Matanane (PCIV)

	DUID Education/Training Project Budget Breakdown	Section 402 Allocation
AL18-01-02OHS		
Task I	Travel	\$8,830.00
Task II	Equipment	\$3,775.00
TOTAL FUNDING		\$12,605.00

Project Name: DUI/Impaired Driving

Project Numbers: AL18-01-03HPD

Agency: Guam Police Department-Highway Patrol Division

Impaired Driving in Guam 2011-2015	2011	2012	2013	2014	2015	TOTAL
Total Crashes	6699	7031	6548	6473	7206	33,957
Total DUI Crashes	87	82	63	67	57	356
Total Traffic Fatalities	15	16	18	19	9	77
Total Fatal Crashes	15	16	18	19	9	77
DUI-related fatalities	6	7	9	6	6	34
Serious Traffic Injuries	916	1180	1121	848	941	5006
DUI crash w/injuries	28	33	20	67	13	161
DUI arrests	471	396	346	442	169	1824
Drug-related arrests	132	102	106	114	297	751

Performance Measures: Reduce total fatalities by 6% from 15 (2011-2015 average) to 14 by December 31, 2017 by funding overtime to Guam Police Department-Highway Patrol Division and the Guam International Airport Authority-Airport Police Department to enhance their impaired driving enforcement with a focus on targeting specific areas where high impaired driving crashes, injuries, and fatalities occur. (Route 1 {in front of Andersen Air Force Base down to Route 1 Naval Base Guam}, Route 3, Route 8, Route 9, Route 10A, and Route 16). GPD-HPD knows the “hot spots” in Guam’s roadways and review statistics to determine high traffic locations for their enforcement activities. Activities will take place on various days, during various times, based on events taking place within the community and the statistics. Statistics also show the effectiveness of the program. Saturation patrols combined with more skilled and better-trained officers, supported with overtime funding, greatly increase DUI enforcement efforts that lead to less DUI-related fatalities and injuries.

Performance Targets:

- 1) GPD-HPD will conduct two (2) D.U.I checkpoints a month to include during the national High Visibility Enforcement (HVE) campaigns totaling 24 DUI checkpoints for FFY2018. This activity will also be achieved through the roving D.U.I. suppression which will be conducted after the scheduled checkpoints. This type of an activity will help GPD-HPD to detect and arrest D.U.I./D.W.I. offenders. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).



Budget Breakdown:

Task I: Overtime - To fund overtime to GPD-HPD to enhance their Impaired Driving Enforcement Program with the focus on targeting specific areas where high impaired driving crashes occurs. GPD-HPD will conduct 24 DUI checkpoints along with saturation patrols during the High Visibility Enforcement Campaigns (Impaired Driving National Enforcement Crackdown, Drive Sober or Get Pulled Over, and Buzzed Driving is Drunk Driving). Overtime enforcement activities is to cover the costs for law enforcement officers, i.e. Police Officer I, Police Officer II, Police Officer III, and Sergeants/Operations Supervisor.

Budget: \$35,000.00

Program Manager: Therese Matanane (PCIV)

	DUI Impaired Driving Project Budget Breakdown	Section 402 Allocation
AL18-01-03HPD		
Task I	Personnel-Overtime	\$35,000.00
TOTAL FUNDING		\$35,000.00

Project Title: Highway Safety Prosecution Project

Project Number: AL18-01-04OAG

Agency: Office of the Attorney General

DUI PROSECUTION 2012 – DECEMBER 2016 CALENDAR YEAR

	2011	2012	2013	2014	2015	TOTAL
DUI Referred from GPD	892	571	389	420	397	2669
DUI Filed	683	324	356	337	381	2081
DUI Convictions	651	285	265	399	350	1950
# of Deferred pleas	0	2	0	0	0	2

Performance Measures: Impaired Driving cases can be highly complex and difficult to prosecute, presenting a challenge for involved in effective conviction of DUI offenders. Prosecution and adjudication are key components of a successful impaired driving program and opportunities to attend specialized training on the prosecution and adjudication of DUI cases are critical. Prosecution’s role is to aggressively and effectively prosecute impaired driving cases and through adjudication, judges impose effective, appropriate and research-based sanctions or close supervision on monitoring to address the impaired driving offense. DPW-OHS works with the Administrative Office of the Courts (AOC) and the Office of the Attorney General (OAG) to coordinate and deliver training to Guam’s judges, prosecutors, or DUI Courts as opportunities arise including off-island and local seminars and workshops.

Performance Targets:

- To improve the prosecution of Driving under the influence (DUI) or Driving while impaired (DWI) Alcohol, Drug, or Combo cases and increase the filing numbers and rates of DUI/DWI Alcohol, Drug, or Combo cases.

- To decrease the number of DWI arrests and prosecution in FFY2018 by a moderate rate between 3%-5% as reported in the previous years by continuing to partially fund for one (1) dedicated DUI Prosecutor.
 - The program will help facilitate the prosecution of all DUI/DWI Alcohol, Drug, or Combo cases, including all misdemeanor and felony DUI/DWI Alcohol, Drug, or Combo cases, as well as all DUI cases with death or injury.
 - To further develop the current system of gathering, tracking, and reporting all DUI/DWI case reviews, filings, and outcomes in the Territory, differentiating between - 1) DUI alcohol only (and whether if it's a refusal or Blood Alcohol Content {BAC} case); or 2) DUI Drug only, and DUI combination of Drug and Alcohol cases.
- To participate in at least one DUI saturation ride-along and to attend/observe at least one DUI checkpoint.

Budget Breakdown:

Task I: Personnel – To partially fund one (1) dedicated DUI Prosecutor with OAG to prosecute DUI/DWI cases and work in collaboration with the GPD's goals on DUI/DWI arrest and convictions.

Budget: \$46,000.00

Task II: Equipment – To procure one (1) computer laptop with case to be utilized by the DUI Prosecutor.

Budget: \$4,000.00

Program Manager: Cecilia Javier (Highway Safety Coordinator/Management Analyst IV)

	Highway Safety Prosecution Project Budget Breakdown	Section 402 Allocation
AL18-01-04OAG		
Task I	Personnel	\$46,000.00
Task II	Equipment	\$4,000.00
TOTAL FUNDING		\$50,000.00

Project Title: DWI Alcohol Education Project

Project Numbers: AL18-01-05JOG

Agency: Judiciary of Guam

Performance Measures: The mission of the Judiciary of Guam (JOG) is to provide DWI Court clients with an alcohol education, prevention and intervention program that teaches the dangers of driving while impaired by alcohol or other drugs and to prevent future DUI incidences.

Performance Targets: JOG proposes to increase the number of DWI clients who complete the alcohol education program by 5% through these **priority areas:** 1) add alcohol education classes to its existing class schedule, 2) translate education and program materials for outreach events and school presentations, and 3) provide DWI Court Judge and program staff with necessary training opportunities in order to meet the needs of our clients, 4) monitor DWI clients by conducting random breathalyzer tests.

The DWI Court Program is a court-supervised, comprehensive treatment court for misdemeanor DUI offenders operating under the 10 key components of the national drug court model. The program's goal is to improve public safety and reduce DUI recidivism among its participants through treatment intervention and alcohol/drug testing, court supervision, house arrest, and community supervision, along with drug/alcohol use monitoring technology.

Although the minimum legal age for alcohol consumption was raised from 18 to 21 years in 2010, alcohol is still highly available through social gatherings or "hot spots". As part of our culture these social gatherings include elaborate village fiestas honoring patron saints, family parties to celebrate christenings, fandangos/weddings, novenas, funerals, death-anniversary rosaries, or even casual barbeques at the beach. Although law enforcement agencies recognize that a drunk driver is a significant cause of accidents on Guam, a fundamental reason for difficulties in enforcement is due to the wide social acceptance and use of alcohol beverages by most people.

Local publications of 2014 data report the following: 443 DUI related arrests and 157 drunkenness related arrests, per the 2014 Guam Police Department (GPD) Uniform Crime Report; 67 DUI-related crashes and 19 traffic fatalities, per the Department of Public Works-Office of Highway Safety (DPW-OHS) 2016 Highway Safety Plan; and according to the Guam State Epidemiological Outcomes Workgroup (SEOW) 2015 Update, alcohol-related arrests comprised 31% of all arrests cleared in 2014. Alcohol was a factor in 37% of all traffic-related deaths in 2014.

In FFY2016 alone, there were a total of 1,963 pretrial cases, of that number 31% or 604 are DWI cases (pending adjudication), and of the total 3,170 adult probation cases, 41% or 1,299 are DWI cases (post judgement).

Finally, the Department of Corrections (DOC) reports that 70% of the inmates currently remanded to its custody had alcohol and drug abuse problems as a factor in the crimes they committed.

Since the implementation of the *“Driving with Care Program,”* at JOG there has been a total of 545 DWI clients enrolled in the alcohol education program. Of that number 61% or 333 clients completed the alcohol education classes, whereas 198 or 36% of DWI clients did not. This project targets first time offenders who drive under the influence of alcohol, controlled substances, or a combination of both.

Budget Breakdown:

Task I: Travel - To send one (1) DWI Judge to attend the annual National Association of Drug Courts Professionals (NADCP).

Budget: \$9,000.00

Task II: Contractual – Printing of prevention and educational materials such as brochures, pamphlets, etc. for outreach events.

Budget: \$2,500.00

Program Manager: Cecilia Javier (Highway Safety Coordinator/Management Analyst IV)

	DWI Alcohol Education Project Budget Breakdown	Section 402 Allocation
AL18-01-05JOG		
Task I	Travel	\$9,000.00
Task II	Contractual	\$2,500.00
TOTAL FUNDING		\$11,500.00

2.7 OCCUPANT PROTECTION PROGRAM (Section 402)

Program Overview: The Department of Public Works-Office of Highway Safety (DPW-OHS) will do the following:

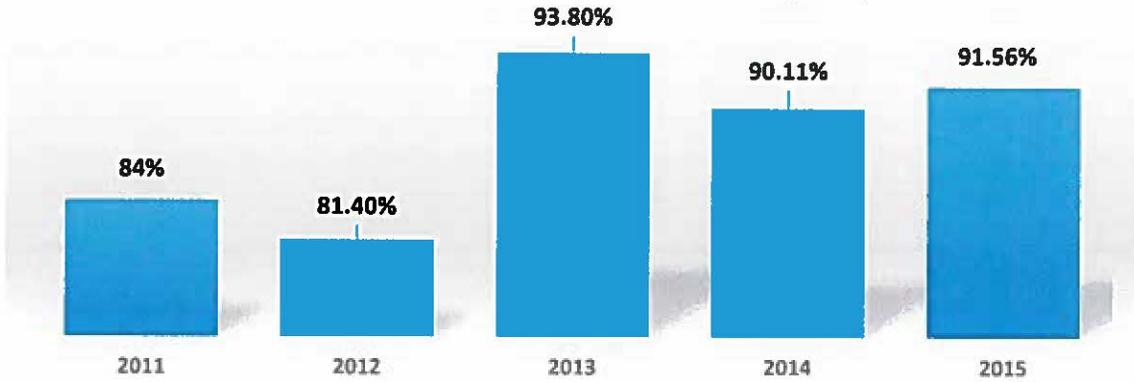
- Continue to emphasize public education of Guam's Seat Belt Laws through enforcement and paid and earned media venues.
- Provide paid media to support the Click It or Ticket enforcement campaigns.
- Provide paid overtime for law enforcement to enforce seat belt laws throughout the year and not just during national campaigns.
- Combine DUI and seatbelt enforcement events throughout the year.
- Provide training to law enforcement officers, firefighters, and first responders statewide on Guam seat belt and child restraint laws, proper usage of a car seat and the availability of local resources.
- Continue to provide public education programs, and partner with other traffic safety advocates on safety belts, child passenger safety, proper usage and installation of a car seat.
- Enhance public education to population groups with lower than average restraint use.
- Provide traffic safety-related education to both local and visiting motorists.
- Another key activity is the inspection of child safety seats and replacement of defective seats. Improving the safety of children riding in motor vehicles also continues to be a major objective in FFY2018. A variety of efforts to increase awareness and educate parents and other caregivers on the best way to protect young passengers riding in motor vehicles through the Occupant Protection Program will continue throughout FFY2018.
- Encourage seat belt enforcement at all times, and in all HVE events island-wide, regardless of the main focus area of the event.

SEAT BELTS (ALL PASSENGERS)

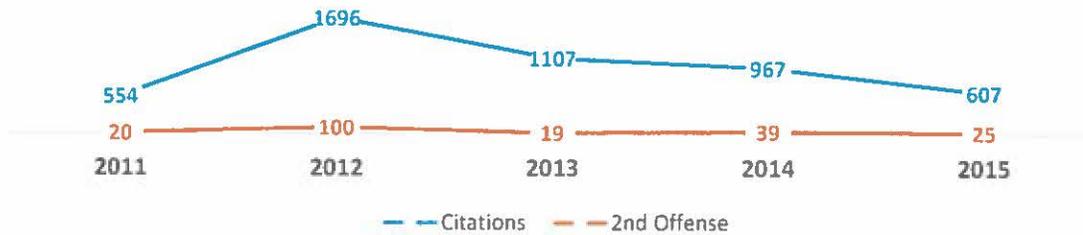
Seat Belts (All Passengers)					
	2011	2012	2013	2014	2015
Usage	84%	81.4%	93.8%	90.11%	91.56%
Citations	554	1696	1107	967	607
2 nd Offense	20	100	19	39	25

*This figure is amended to show actual and accurate statistic. (Judiciary of Guam)

Seatbelt Usage (All Passengers)



CITATIONS

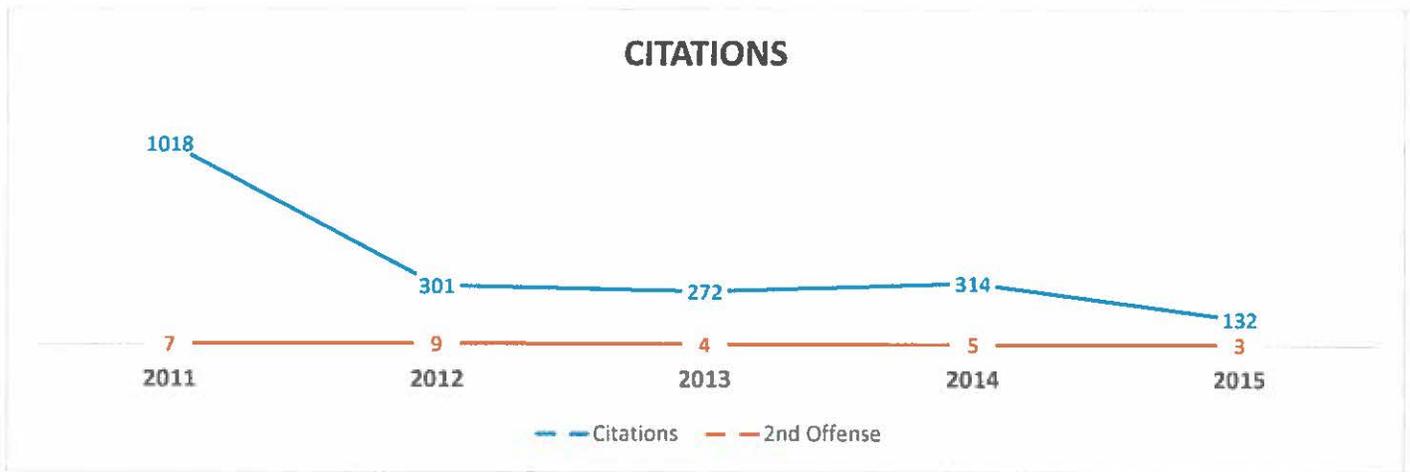


*This figure is amended to show actual and accurate statistic. (Judiciary of Guam)

CHILD RESTRAINTS BELOW 12

Section 26101-26102 (Children below 12)	2011	2012	2013	2014	2015
CITATIONS	1018	301	272	314	132
SECOND OFFENSE	7	9	4	5	3

CITATIONS

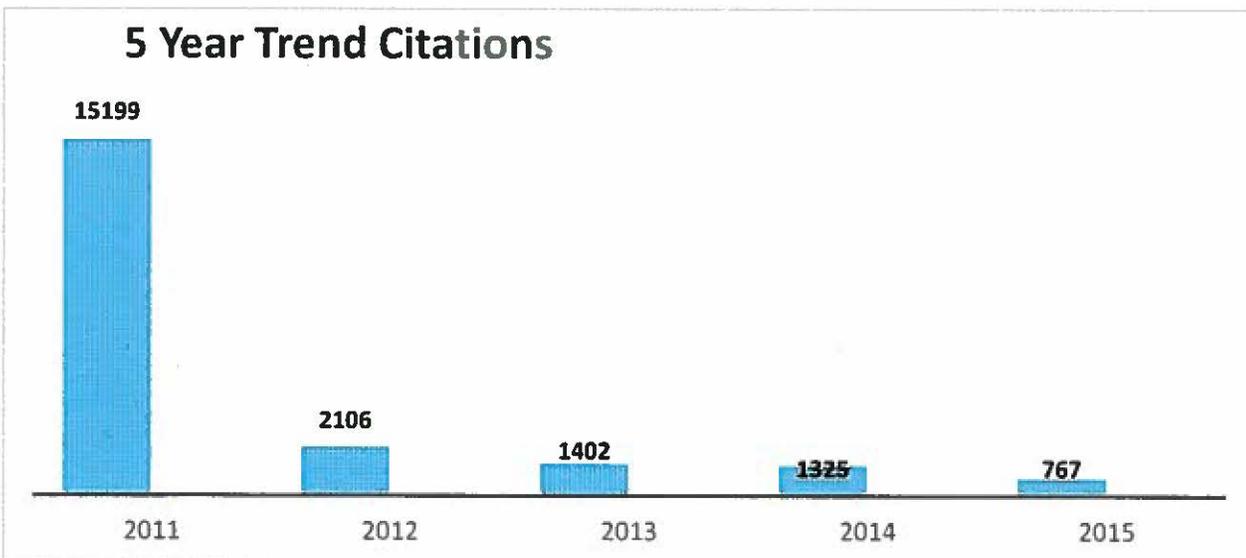


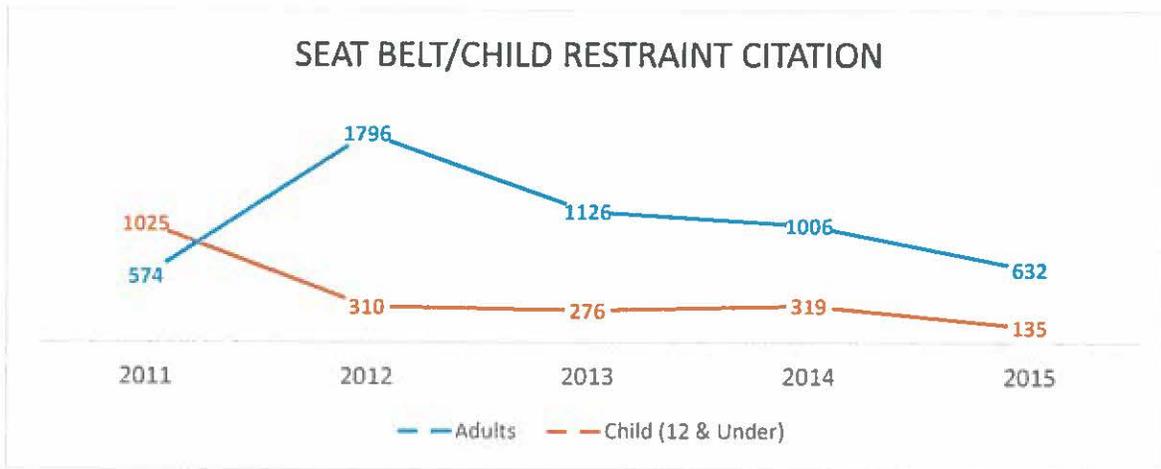
This figure is amended to show actual and accurate statistic. (Judiciary of Guam)

TOTAL SEAT BELT AND CHILD RESTRAINT CITATIONS

ANNUAL SEAT BELT/CHILD RESTRAINT CITATIONS ISSUED					
YEAR	2011	2012	2013	2014	2015
Adults	574	1796	1126	1006	632
Child (12 & under)	1025	310	276	319	135
Total Seat Belt Citations	15199	2106	1402	1325	767

5 Year Trend Citations





Strategic Partners:

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

OCCUPANT PROTECTION PROJECTS

Project Name: Occupant Protection/Child Restraints (PI&E)

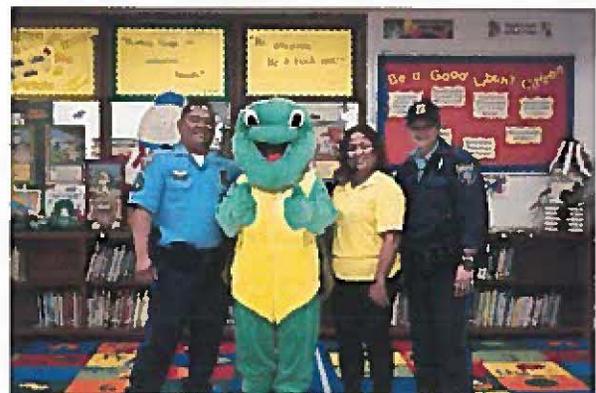
Project Numbers: OP18-02-01OHS

Agency: Department of Public Works-Office of Highway Safety

This project will provide resources to facilitate occupant protection countermeasures and projects to increase seat belt usage by all vehicle occupants. DPW-OHS is 100 percent federally funded. Funding will include personnel costs for the management and operating costs for the DPW-OHS occupant protection program managers.

Increasing seat belt usage is a priority area. Motorists should always wear seat belts and never drive impaired. Occupant Protection covers all ages, all vehicles, and all roadway classifications. Educating the public on the need to always buckle up is a continuous process to both educate tourists and new citizens, and to convince the die-hard nonusers to buckle up, every trip, every time.

DPW-OHS program managers will encumber and manage the fiscal resources necessary to provide staff time and operational needs of DPW-OHS that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of occupant protection projects within those project areas. This project provides funds for direct program management and direct costs incurred for the program by professional and administrative staff.



Strategies:

1. DPW-OHS will expand the Child Passenger Safety Technician Training to include the military enforcement and Emergency Medical Service personnel during FFY2018.
2. To procure and produce educational materials in various ethnic languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences, will be produced and distributed island-wide throughout FFY2018. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers and the Micronesian islanders.
3. To increase adult usage rate from 91.56% in CY2015 to 93.33% in CY2018 by continuing high-visibility enforcement of strong occupant restraint use laws and implement an effective program to reduce highway fatalities and injuries resulting from individuals riding unrestrained

or improperly restrained in motor vehicles.

4. DPW-OHS will fund 70% for salary and fringe for one (1) Program Coordinator IV and 20% for one (1) Program Coordinator II to administer, implement, and enforce policy issues concerning Occupant Protection.
5. To send the Occupant Protection Program Managers and sub-grantee(s) to off-island trainings, meetings, and/or conferences during FFY2018.
6. Conduct the annual observation surveys of occupant protection use.
7. To procure various types of child restraints, i.e., infant-only, convertible, forward-facing, combination, and booster seats.

Budget Breakdown:

Task I: Personnel - To fund 70% for salary and fringe for one Program Coordinator IV and 20% for one (1) Program Coordinator II to administer, implement, and enforce policy issues concerning Occupant Protection.

Budget: \$69,002.60

Task II: Travel – To send Occupant Protection Program Managers and one (1) GPD-HPD officer and/or a designee to off-island trainings, meetings, and/or conferences during FFY2018. (Chart below are given estimated costs.)

Title	Meeting	Conference	Airfare	Per Diem	Reg.	Total Costs
PCII/PCIV		Lifesavers	\$3,500	\$880.00	\$350	\$4,554.00
PCII/PCIV		NAWHSL GHSA	\$3,500	\$1,912.50	\$675	\$6,087.50
PCII/PCIV		KIMZ	\$3,500	\$800.00	\$500	\$4,800.00
Other meeting – conferences (HPD)			\$3,500	\$880.00	\$350	\$4,554.00
Other (OHS)			\$3,500	\$880.00	\$350	\$4,554.00
TOTAL OP						\$24,549.50

Budget: \$24,549.50

Task III: Contractual - To procure and produce educational materials in various ethnic languages, which will include bi-lingual components for Japanese, Korean, Chinese, Filipino, and the Federated States of Micronesia audiences, and will be distributed island-wide throughout FFY2018. Initiatives will be developed to promote awareness to the identified high risk groups, i.e. young teenagers and the Micronesia islanders.

Budget: \$2,000.00

Task IV: Supplies – To fund for materials and supplies for the Occupant Protection project such as operational costs, i.e. paper, ink cartridge for printer, notebooks, etc. to be used by the Occupant Protection Program Managers for their outreaches and school presentations.

Budget: \$2,574.54

Task V: Equipment - To procure various types of child restraints, i.e., infant-only, convertible, forward-facing, combination, and booster seats.

Budget: \$5,000.00

Program Manager: Therese Matanane (Program Coordinator IV) and AnaMaria Senato (Program Coordinator II)

	Occupant Protection (PI&E) Project Budget Breakdown	Section 402 Allocation
OP18-02-01OHS		
Task I	Personnel	\$69,002.60
Task II	Travel	\$24,549.50
Task III	Contractual	\$2,000.00
Task IV	Supplies	\$2,574.54
Task V	Equipment	\$5,000.00
TOTAL FUNDING		\$103,126.64

Project Title: Operation CIOT/Buckle Down

Project Numbers: OP18-02-02HPD

Agency: Guam Police Department-Highway Patrol Division

Occupant Protection in Guam 2011-2015	2011	2012	2013	2014	2015	TOTAL
Total Crashes	6,699	7,031	6,548	6,473	7,206	33,957
Total Fatalities	15	16	18	19	9	77
Total unrestrained passenger vehicle occupant fatalities	0	2	5	5	3	15

Performance Measures: (C-4) To reduce the number of unrestrained passenger vehicle occupant fatalities by 50% from three (3) (2011-2015 average) to one (1) CY2018 by increasing Highway Patrol Division's enforcement activities from 18 in FFY2015 to 20 FFY2018 and fund overtime to GPD-HPD to enhance their occupant protection enforcement activities. Statistics have shown within the past five (5) years that traffic fatalities occurred in the central part of Guam and has been identified as high-crash areas. Locations identified are Route 1 and 14 (Tamuning, Tumon, and Harmon), Route 4 (Sinajana and Chalan Pago), Route 8 (Mongmong, Toto, and Maite), and Route 10a and Route 16 (Barrigada and Mangilao). GPD-HPD knows the "hot spots" in Guam's roadways and review statistics to determine high traffic locations for their enforcement activities. Activities will take place on various days, during various times, based on events taking place within the community and the statistics. Statistics also show the effectiveness of the program. Saturation patrols combined with more skilled and better-trained officers, supported with overtime funding, that lead to less unrestrained passenger vehicle occupant fatalities and injuries. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).



Performance Targets:

- 1) GPD-HPD will coordinate the enforcement operations and will use personnel resources from the various precincts, divisions, sections, and units, to work overtime for the stationary and/or saturation seatbelt enforcement operations.
- 2) GPD-HPD will increase seatbelt enforcement activities during day and night by increasing the number of night-time seat belt enforcement from 18 in FFY2017 to 20 in FFY2018. GPD-HPD will conduct one (1) Operation CIOT/Buckle Down checkpoints a month and additional enforcement activities during the national High Visibility Enforcement (HVE) campaigns totaling 20 checkpoints for FFY2018.
- 3) GPD-HPD will coordinate and conduct synchronized enforcement activities with Airport Police Division (APD), Port Police Division (PPD), and military law enforcement agencies (Navy and Air Force) during the national mobilization enforcement campaigns for "Click It or Ticket" and "Child Passenger Safety Week".
- 4) To continue to fund overtime for GPD-HPD for their Seatbelt enforcement activities.

GPD-HPD's three strategy components are – laws, enforcement, and publicity – which cannot be separated; effectiveness decreases if any one of the components is weak or lacking.

DPW-OHS continues to place a strong emphasis on grant funding for nighttime seat belt enforcement efforts, when usage rates especially in fatal and injury crashes continue to be a factor.

Both DPW-OHS and GPD-HPD coordinates education and enforcement, respectively. Data-driven projects, such as CIOT/Buckle Down are developed under the Guam Highway Safety Plan's strategies which includes enforcement day and nighttime hours when the use of seat belts is lowest, especially around low income areas.

This comprehensive campaign will include funding safety belt enforcement through checkpoints and roving/saturation patrols both day and night. DPW-OHS will encourage participation in nighttime safety belt enforcement and track data from this initiative during the national mobilizations.

Budget Breakdown:

Task I: Overtime - To fund overtime to GPD-HPD to enhance their Operation CIOT/Buckle Down Enforcement Project with the focus on non-usage of seatbelts and car seats. GPD-HPD will conduct one (1) Operation CIOT/Buckle Down checkpoints a month and additional enforcement activities during the national High Visibility Enforcement (HVE) campaigns totaling 20 checkpoints for FFY2018 and continue to conduct saturation patrols during the High Visibility Enforcement Campaigns (Click It or Ticket and Child Passenger Safety Week). Covered in the overtime funding are HPD Police Officers I, Police Officers II, Police Officers III, and Sergeants/Operations Supervisor.

Budget: \$20,000.00

Program Manager: AnaMarie Senato (Program Coordinator II)

	Operation CIOT/Buckle Down Enforcement Project Budget Breakdown	Section 402 Allocation
OP18-02-02HPD		
Task I	Overtime	\$20,000.00
TOTAL FUNDING		\$20,000.00

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2.8 POLICE TRAFFIC SERVICES

Program Overview: Speed has been an indicator in serious and fatal crashes in Guam and represented at least 30 percent of causation for the past decade. It is also the most common traffic violation issued by Guam law enforcement agencies during grant-funded highly visible enforcement events conducted by joining forces with other law enforcement agencies. The Guam Police Department-Highway Patrol Division (GPD-HPD) proposes an expansion of Selective Traffic Enforcement Program (STEP), Operation HEAT and Operation Safe Streets Safe Guam to include Airport Police Division (APD) and Port Police Division (PPD) to their manpower. These enforcement programs can be conducted at all levels of each department/agency if properly equipped and funded to do so. Primarily enforcement occurs during the morning, afternoon commute, and evening drive home. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).

Speed contributes to an over-represented proportion of Guam's crashes, fatalities, and injuries, and is the largest contributor to aggressive driving violations. It is also known that as speed increases the risk of serious injury or death in a crash rises exponentially. Speed enforcement and improved awareness and education of the dangers of excessive speed while driving should remain major focus points for traffic safety professionals.

Part of the multifaceted approach to this issue is paid media. DPW-OHS has increased its' level of paid media to support the annual speed enforcement campaign in Guam during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly. The combination of enforcement and education, during concentrated mobilizations, seeks to eliminate the dangers posed by aggressive and speeding drivers. Training and equipment purchases are provided as a component of many of these programs, along with various media and education campaigns to address specific characteristics of aggressive driving.

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

All three (3) enforcement projects are intended to enhance and supplement the existing efforts to conduct traffic related events of speeding reckless driving imprudent driving and unsafe driving habits. Such efforts will be to continue to conduct numerous training on laser and radar to the GPD and other law enforcement agencies on Guam, to include the military installations. Training manuals are being reproduced for students attending the training. Throughout the year, GPD-HPD is called upon to conduct awareness presentations on best driving practices, the dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits, and the rules of the roadway. Presentations are also being conducted for all in-coming new personnel for the various military branches on island, as well as public and private high schools on island stressing on teen driving, dangers of speeding, reckless driving, imprudent driving, and unsafe driving habits. Pamphlets and brochures, flyers, posters and other promotional items must be purchased and distributed to these individuals to reinforce the message and increase their awareness of the dangers associated with speeding, reckless driving, imprudent driving, and unsafe driving habits.

DPW-OHS plays a major role in the coordination of enforcement efforts among law enforcement agencies at all jurisdictional levels. Effective, high-visibility communications and outreach are an essential part of a successful speed and aggressive-driving enforcement program. The objective is to provide information about the program and persuade motorists that detection and punishment for violations is likely.

Another key element is the High-Visibility Enforcement campaigns that have been used to deter aggressive driving and speeding through both specific and general deterrence.

Strategic Partners:

The Department of Public Works – Office of Highway Safety (DPW-OHS) will work closely with Guam's law enforcement agencies consisting of the Guam Police Department (GPD), Airport Police Division (APD), Port Police Division (PPD); Office of the Attorney General (OAG), Judiciary of Guam (JOG), and the private and military enforcement agencies which will take an overall collaborative and aggressive approach to change the attitudes of the general public on the dangers of speeding, reckless driving, aggressive driving and distracted driving by increasing their high visibility enforcement activities island-wide.

POLICE TRAFFIC PROJECTS

Project Name: Police Traffic Education Project

Project Numbers: PT18-03-00OHS

Agency: Department of Public Works-Office of Highway Safety

Program Measures: Through the Police Traffic Education Project, DPW-OHS provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies identify these issues through analyses of crash data that focus on where and when crashes are occurring and the contributing factors to those crashes. A review of these analyses provides law enforcement agencies with the information they need to design and implement traffic safety education and enforcement programs that will be effective in reducing the frequency of crashes in the targeted area. The primary emphasis will continue projects which focus on unsafe speed, aggressive and distracted driving behaviors. Occupant restraint enforcement will also be eligible for PTS funding, as well as, enforcement efforts focusing on special categories of vehicles such as commercial vehicles and school buses.

Strategies:

1. To fund 80% for salary and fringe for one (1) Program Coordinator II and 35% for salary and fringe for one (1) Highway Safety Coordinator/Management Analyst IV to administer and manage the projects with GPD-HPD, APD, PPD and to recruit one (1) Program Coordinator III.
2. To continue to conduct public awareness presentations on the dangers of speeding, reckless driving, imprudent driving, and distracted driving to include drunk and drugged driving, excessive speed, distracted driving, special problems (running red lights, unsafe driving behavior, etc.), and benefits of occupant protection at various public and private schools, and community events. This project will include funding for contractual services to print educational materials and supplies that will be distributed island-wide on the dangers of speeding on Guam's roadways.
3. To send the Police Traffic Service-Program Managers to the 2018 Lifesavers Conference, National Highway Traffic Safety Administration-Region 9 Leadership Meeting, Communication Skill for Highway Safety Professional, and Speed Program Management to enhance the administration, awareness, implementation and effectiveness of the program when dealing with police traffic safety issues.

4. DPW-OHS will conduct program management and oversight for all activities within its priority area.
5. To send two (2) GPD-HPD officers to the Advanced Traffic Crash Investigation training, (estimated total cost to include airfare, per diem, registration and car rental is \$4,520.00 per traveler). This training is the advanced concepts of traffic crash investigation. Police officer must have completed IPTM's At-Scene Traffic Crash/Homicide Investigation Course.
6. To send two (2) GPD-HPD officers to the Crash Data Retrieval Technician Level I & II and CDR Analyst Course. (Estimated costs are \$2,500.00 airfare, \$275.00 registration for the CDR Tech and \$675.00 for the registration for the CDR Analyst course, per diem is dependent upon the location of the training.) This course offers the collision reconstructionist who has completed the basic CDR Technician Course further insight into the function of the automobile Event Data Recorder (EDR) function or subcomponent, its history and evolution as well as an expanded interpretation skills enabling the application of a Bosch Crash Data Retrieval (CDR) Tool report to a situational complete crash reconstruction.
7. To procure one (1) Bosch Crash data retrieval Deluxe Kit. This kit is the entry level or what some call the "DLC" kit. It contains all of the hardware required to perform a DLC retrieval of the EDR data. (\$9,700.00)
8. To procure one (1) speed display to be used by GPD-Highway Patrol Division. (\$4,000.00)
9. To procure one (1) VC4000 - The package is specially designed to meet the technical needs of the Traffic Crash Reconstructionist. The VC4000 Vericom is known world-wide for its accuracy in calculating vehicle speed and distance from acceleration and time. Used by accident reconstructionist and transportation authorities because of its accuracy and acceptance into court. Vericom is the only performance computer in its price range that can accurately synchronize acceleration, speed, time and distance during vehicle braking which is partially due to Vericom's RDP™ (Run Duration Protocol). Now with OBDII CAN and built in 10Hz GPS interface the VC4000DAQ is its own working test module allowing the speed to be easily confirmed. This equipment is used to assist in the investigation of vehicular crashes by providing information in regards to the co-efficient of friction, time and distance, etc. (\$10,000.00)

Budget Breakdown:

Task I: Personnel - To fund 80% for salary and fringe for one (1) Program Coordinator II; 35% for salary and fringe for one (1) Highway Safety Coordinator/Management Analyst IV to administer, manage and enforce policy issues concerning Police Traffic Service; and recruitment of one (1) Program Coordinator III.

Budget: \$131,115.10

Task II: Travel – To send Police Traffic Service- Program Managers and/or sub-grantees to off-island trainings, meetings, and/or conferences during FFY2018.

Title	Meeting	Conference	Airfare	Per Diem	Reg.	Total Costs
PCII/MAIV		Lifesavers	\$3,500	\$880.00	\$350	\$4,730.00
PCII/MAIV	Region 9 Leadership/Pre-HSP		\$3,500	\$704.00		\$4,204.00
PCII/MAIV		NAWSHL GHSA	\$3,500	\$1,912.50	\$675	\$6,087.50
Other training (OHS)			\$1,800	\$1,700.00		\$3,500.00
Other training (HPD)	Advanced Traffic Investigation/Crash Data Retrieval Technician Level I & II and CDR Analyst Course training.					\$15,381.50
TOTAL PT						\$33,903.00

Budget: \$33,903.00

Task III: Contractual - This project will include funding for contractual services to print educational materials and supplies that will be distributed island-wide on the dangers of speeding on Guam’s roadways.

Budget: \$2,000.00

Task IV: Supplies - To fund for materials and supplies for the Police Traffic Education project such as operational costs, i.e. paper, cartridge ink for printer, notebooks, etc. to be used by the Police Traffic Education Program Managers for their outreaches and school presentations.

Budget: \$2,000.00

Task V: Equipment – All equipment below will be subject to the compliance of the Buy America Act.

- To procure one VC4000 equipment. (See above for description) (\$10,000.00)
- To procure one (1) Bosch Crash data retrieval Deluxe Kit. This kit is the entry level or what some call the “DLC” kit. It contains all of the hardware required to perform a DLC retrieval of the EDR data. (\$9,700.00)
- To procure one (1) speed display to be used by GPD-Highway Patrol Division. (\$4,000.00)

Budget: \$23,700.00

Program Managers: AnaMarie Senato (Program Coordinator II) and Cecilia Javier (Highway Safety Coordinator/Management Analyst IV)

	Police Traffic Education Project Budget Breakdown	Section 402 Allocation
PT18-03-00OHS		
Task I	Personnel	\$131,115.10
Task II	Travel	\$33,903.00
Task III	Contractual	\$2,000.00
Task IV	Supplies	\$2,000.00
TASK V	Equipment	\$23,700.00
TOTAL FUNDING		\$192,718.10

Project Name: Operation H.E.A.T. Project

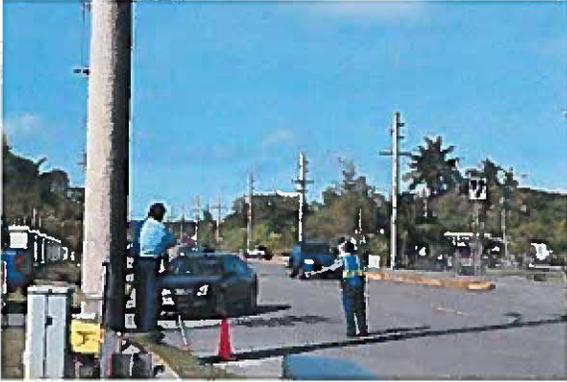
Project Numbers: PT18-03-01HPD

Agency: Guam Police Department-Highway Patrol Division

Performance Measures: Reduce speeding-related fatalities by 10% from six (6) (2011-2015 average) to five (5) by December 2018.

Performance Target: GPD-HPD will conduct 108 speed-related enforcement including stationary and saturation activities over 12-month period (twice a month) with a focus on targeting specific areas where high speed related crashes, injuries, and fatalities occur (Route 1, Marine Corps Drive, Tamuning/Dededo, Route 4, Hagatna/Sinajana, Route 8, Maite/Barrigada, and Route 16, Harmon) in

FFY2018. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).



GPD-HPD will continue to implement and deploy a Selective Traffic Enforcement Program (STEP) and Operation H.E.A.T. (Highway Enforcement Action Team) in order to address deficiencies in existing enforcement efforts and services targeting fatal collisions and other hazardous events, inclusive of Operation Safe Street, Safe Guam and patrol level laser/radar enforcement activities. Currently, GPD-HPD is the only unit in GPD that routinely and regularly conduct speed enforcement throughout Guam's roadways.

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

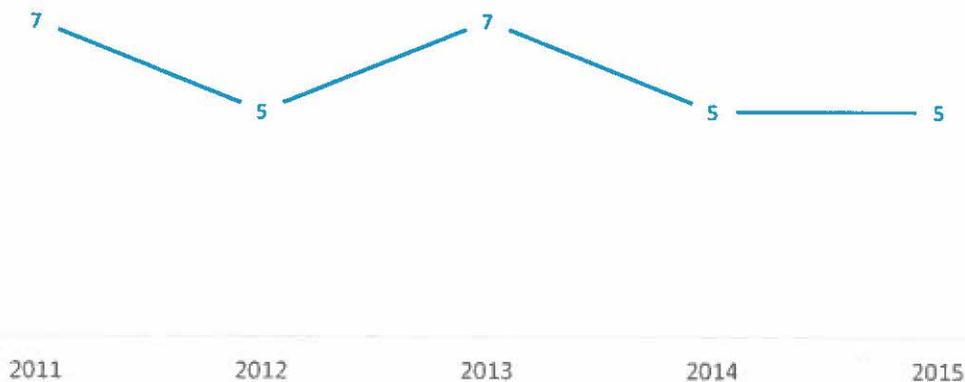
Despite all GPD-HPD's efforts to deter irresponsible driving behavior, the reality is to anticipate fatal crashes. GPD-HPD will need to plan for the event of such occurrences by training up the personnel in investigation related training. The need for an instructor to be brought to Guam to teach our officers

will bring more “bang for the buck” than sending one or two officers off island. GPD-HPD requires the need to train officers on Motorcycle Crash investigations since the dynamics of a regular passenger vehicle crash and a motorcycle crash are different. There have been 10 motorcycle fatalities throughout the past five years. Of those fatalities, nine (9) were un-helmeted motorcyclists. GPD-HPD will update its investigation techniques to include motorcycle crashes and certify personnel on the fundamentals of crash investigations in order for them to advance to more technical crash investigation training. Lastly, GPD-HPD has a deteriorating fleet of vehicles that needs to be supplemented. The last purchase of vehicles was over four years ago and despite the personnel’s efforts to maintain the fleet, the vehicles have exceeded their depreciation value.

SPEED STATISTICS

	2011	2012	2013	2014	2015
Total Fatalities	15	16	18	19	9
Speed-related Fatalities	7	5	7	5	5
Total Crashes	6699	7031	6548	6473	7206
Total Speed-related Citations	6897	5004	4315	4605	3596

5 YEAR TREND: 77 TOTAL FATALITIES 34 WERE SPEED RELATED



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

- 1) GPD-HPD will conduct sustained monthly enforcement for statewide high-publicity speed activities as well as one annual high-visibility "speed wave" enforcement.
- 2) Develop and implement aggressive driving enforcement practices.
- 3) Continue to fund for overtime for speed enforcement activities for GPDHPD.
- 4) GPD-HPD will continue to conduct laser/radar training for law enforcement agencies including the military installations.
- 5) To procure one (1) Police Package Vehicle SUV for GPD-HPD.

Budget Breakdown:

Task I: Overtime - To fund overtime to GPD-HPD to continue its Operation H.E.A.T. project with the focus on speeding, imprudent driving, reckless driving, and distracted driving. GPD-HPD will conduct 90 speed related enforcement including stationary and saturation activities over the 12 months with a focus on targeting specific areas where high speed related crashes, injuries, and fatalities occur (Route 1, Marine Corps Drive, Tamuning/Dededo, Route 4, Hagatna/Sinajana, Route 8, Maite/Barrigada, and Route 16, Harmon).

Budget: \$35,000.00

Task II: Vehicle - To procure one (1) Police Package Vehicle SUV for GPD-HPD as the last time vehicles were purchased under the grant was in FFY2011 and have exceeded the depreciation cost value. All equipment below will be subject to the compliance of the Buy America Act.

Budget: \$49,995.00

Program Manager: AnaMarie Senato (Program Coordinator II)

	Operation H.E.A.T. Budget Breakdown	Section 402 Allocation
PT18-03-01HPD		
Task I	Overtime	\$35,000.00
Task II	Vehicle	\$49,995.00
TOTAL FUNDING		\$84,995.00

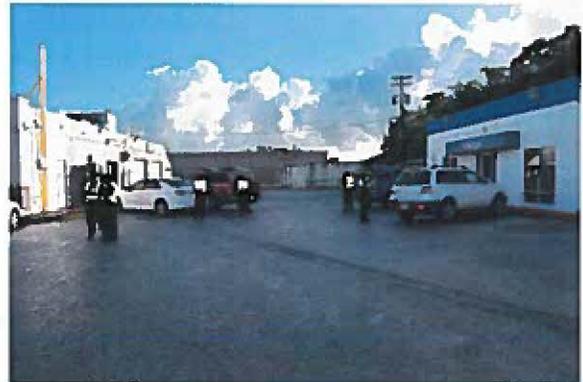
Project Name: Traffic Enforcement Project

Project Numbers: PT18-03-02APD

Agency: Guam International Airport Authority-Airport Police Division

Performance Measures: Reduce speeding-related fatalities by 10% from six (6) (2011-2015 average) to five (5) by December 2018.

Performance Target: APD will decrease speed-related crashes by 10% from 287 to 258 by September 30, 2018 on Guam International Airport Authority's jurisdictional Routes 10-A and Route 1, Tiyan (Sunset Blvd) towards Route 8, Route 10A and Route 16 by funding overtime for APD to conduct enforcement activities approximately 10 hours per month on targeted roadways throughout FFY2018. The DPW-OHS uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work (2015, 8th Edition).



Strategies:

- 1) APD Officers will continue to work saturation patrols and traffic checkpoints during the "Drive Sober or Get Pulled Over" mobilization along their roadway jurisdiction.
- 2) Continue to fund overtime for speed enforcement activities for the APD.

Budget Breakdown:

Task I: Overtime - To fund overtime to APD to continue their focus on targeting specific areas where high-crashes occurs. APD will work overtime traffic enforcement approximately 10 hours per month on targeted roadways throughout FFY2018 along Routes 10A and Route 1 to Route 10A and Route 16 during the High Visibility Enforcement Campaigns.

Budget: \$15,000.00

Task II: Travel – To send one (1) officer and/or designee to the 2018 Lifesavers Conference.

Budget: \$4,500.00

Program Manager: AnaMarie Senato (Program Coordinator II)

	Traffic Enforcement Project Budget Breakdown	Section 402 Allocation
PT18-03-02APD		
Task I	Personnel - Overtime	\$15,000.00
Task II	Travel	\$4,500.00
TOTAL FUNDING		\$19,500.00

Project Name: Operation “a dai he’ hao’ Project

Project Numbers: PT18-03-03PPD

Agency: Port Authority of Guam-Port Police Division

Performance Measures: Reduce speeding-related fatalities by 10% from six (6) (2011-2015 average) to five (5) by December 2018.

Performance Target: The PAG-PPD will implement OPERATION “a dai he’ hao,” (Watch Out!). OPERATION “a dai he’ hao,” (Watch Out!) objectives will target crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits along the roadways on Route 11 & 18 Cabras Highway & Naval Fuel Dock in Piti, Route 1 – Hagatna, Asan, & Piti, Route 2, 2A – Sumay and Agat by providing high-visibility enforcement throughout FFY2018. The DPW-OHS uses the cost-effective

strategies documented within the National Highway Traffic Safety Administration’s Countermeasures That Work (2015, 8th Edition).



Strategies:

- 1) Continue to fund overtime for speed enforcement activities for PAG-PPD.
- 2) To send one (1) officer or designee from PAG-PPD to the 2018 Lifesavers Conference.

Budget Breakdown:

Task I: Overtime - To fund overtime to PAG-PPD to continue Operation ‘a dai he’ hao enforcement project with the focus on targeting specific areas where high-speed related crashes occurs. OPERATION “ã dai he’ hao,” (Watch Out!) objectives are to target speeding, crashes related to speeding, reckless driving, imprudent driving and unsafe driving habits along the roadways of Route 11 & 18 Cabras Highway & Naval Fuel Dock in Piti, Route 1 – Hagatna, Asan, & Piti, Route 2, 2A – Sumay and Agat throughout FFY2018.

Budget: \$10,000.00

Task II: Travel - To send one (1) officer and/or designee from PAG-PPD to the 2018 Lifesavers Conference. Funding will include airfare, per diem, and registration.

Budget: \$4,500.00

Program Manager: AnaMarie Senato (Program Coordinator II)

	Operation Ai Dai He’ Hao Project Budget Breakdown	Section 402 Allocation
PT18-03-03PPD		
Task I	Overtime	\$10,000.00
Task II	Travel	\$4,500.00
TOTAL FUNDING		\$14,500.00

2.9 TRAFFIC RECORDS

Program Overview: Traffic records are the backbone for problem identification in all of the various traffic safety areas. Data is what drives the ability to identify trends, recognize emerging problem areas, and to measure the success of previous efforts. The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety on Guam. The Traffic Records Coordinating Committee (TRCC) continues to improve the exchange of information but need improvement in the areas of timely, accurate, complete, uniform, and integrated systems.

Strategic Partners:

The Department of Public Works – Office of Highway Safety (DPW-OHS) will work closely with the Traffic Records Coordinating Committee consisting of the Guam Police Department (GPD); Guam International Airport Authority-Airport Police Division (GIAA-APD); Port Authority of Guam-Port Police Division (PAG-PPD); Office of the Attorney General (OAG), Guam Fire Department (GFD); Department of Revenue & Taxation- Motor Vehicle Division (DRT-MVD); Judiciary of Guam (JOG); and Department of Public Health & Social Services (DPH&SS) to improve the exchange of information but need improvement in the areas of timely, accurate, complete, uniform, and integrated systems.

Strategies:

1. To continue to fund one (1) Data Clerk II to assist generating data and crash report from the On-line System Crash Analysis and Reporting (OSCAR) program.
2. Access On-line System Crash Analysis and Reporting (OSCAR) interface to generate data report.
3. Maintain Guam's traffic records information in a form that is of high quality and readily accessible to users throughout Guam. (NHTSA Highway Safety Program Guideline No.10)
4. To procure materials and supplies for the crash data collection project.
5. To send three (3) Traffic Records Coordinating Committee members to the Traffic Records Forum.

TRAFFIC RECORDS PROJECT

Project Name: Traffic Records Information and Management System Project

Project Numbers: TR18-05-01OHS

Agency: Department of Public Works-Office of Highway Safety

Task I: Personnel - To continue to fund one (1) Data Clerk II to assist generating data and crash report from the On-line System Crash Analysis and Reporting (OSCAR) program.

Budget: \$44,222.13

Task II: Travel - To fund travel for three (3) DPW-OHS staff to attend the Traffic Records Forum.

Budget: \$10,000.00

Task III: Supplies - To procure materials and supplies for the operation for the Traffic Records Information and Management System project, i.e. paper, ink cartridge, folders, etc.

Budget: \$2,000.00

Program Managers: Julie L. Myers, (Data Control Clerk II)

	Traffic Records Information and Management System Project Budget Breakdown	Section 402 Allocation
TR18-05-01OHS		
Task I	Personnel	\$44,222.13
Task II	Travel	\$10,000.00
Task III	Supplies	\$2,000.00
TOTAL FUNDING		\$56,222.13

2.10 EMERGENCY MEDICAL SERVICES – Section 402

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

GFD is mandated to respond to all traffic crashes with injuries and fatalities, all traffic related fire emergencies, and non-emergencies. Currently there are twelve (12) ambulances, fourteen (14) fire trucks, three (3) Rescue units, and two (2) Advanced Life Support (ALS) units that are strategically placed throughout Guam. For any traffic-related crashes there could be at least one ambulance and one fire truck on scene. Multiple victims will dictate the need for more additional responding units. Victims involved in any type of traffic crash can possibly sustain injury to the neck of spine. These patients must be put on a long backboard to prevent injury or to prevent further possible damage to the spine.

In worst-case scenarios, victims of traffic crashes may need to be extricated from vehicles using hydraulic tools. Currently there are three (3) specialized Rescue units strategically located on Guam. Two of the Rescue units are equipped with extrication equipment designed to remove a victim from a severely damaged vehicle. Some of the fire trucks also have the capability extricate trapped victims. The extrication equipment consists of hydraulic tools designed to cut and spread metal that has been severely damaged or distorted due to the crash. These tools are capable of delivering over 50,000lbs of force.

The current condition of GFD's extrication equipment is either marginally operable or completely inoperable. Associated accessories such as high-pressure hoses, power units, mineral oil for the power units, and fittings are either in poor condition or low on supplies. On Guam, there are no authorized service technicians to make any repairs to the tools, hoses, or the power units. The remedy is to train our personnel to service the extrication tools.

The extrication equipment that we are requesting represents the newest the technology available for the fire service. The new units are no longer hydraulically powered, they are battery powered. The current equipment is hydraulic which requires costly high pressure hoses, a gas powered hydraulic pump, and hydraulic oil. If there is a need for extrication, our rescue units will arrive on scene, deploy

the hydraulic pump, extrication tools, and hoses. These units must then be connected, started, and then utilized. This procedure represents precious minutes lost in the window of saving life. The new battery powered equipment will be deployed, turned on and immediately used. The new units are equally as powerful as the older units but with shorter deploy time.

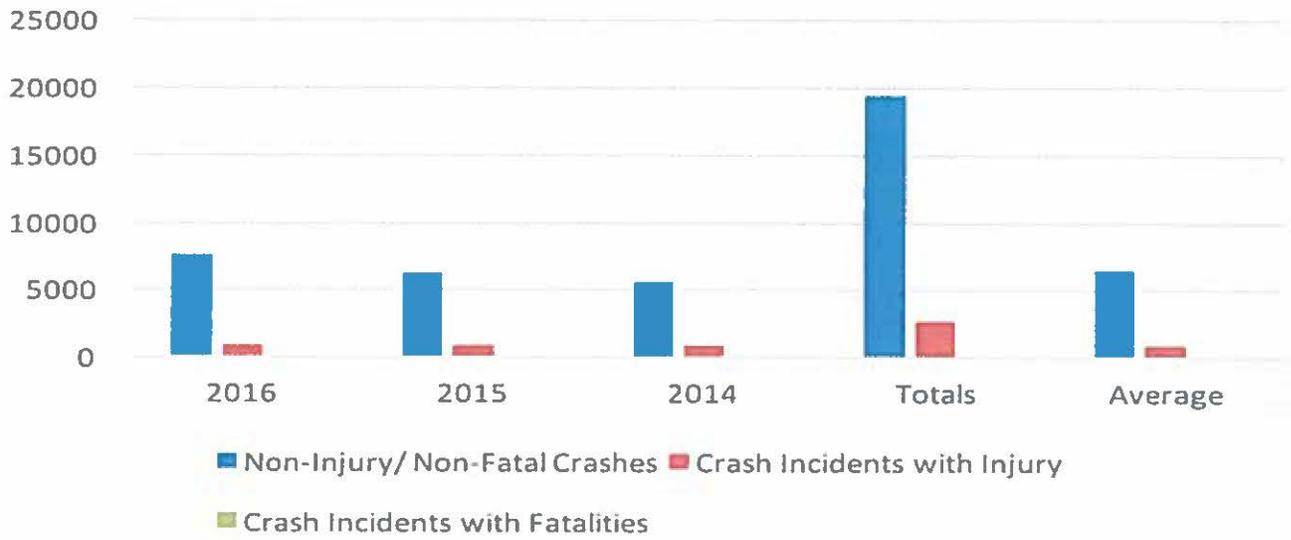
The current stock of GFD's equipment necessary to provide emergency medical services to victims of traffic-related crashes are either dangerously low or in poor working condition due to the numerous responses to traffic crashes. Some of the equipment are well beyond their serviceable life.

From 2014 to 2016 there were a total of 2686 reported accidents with injuries. The average for the past three years is 895 accidents with injuries a year. The trend of crashes with injury show a sharp increase and then a slight decrease from 2014 to 2016. For these same years there were a total of 50 accidents that resulted in fatalities. That is an average of 16.7 fatalities a year for the past three years.

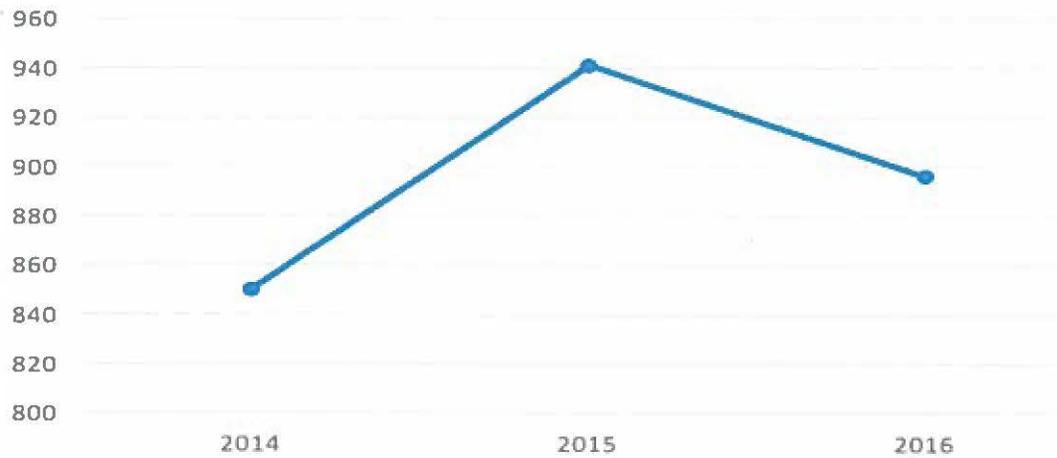
The trend in overall data shows yearly increases. This only supports the need for GFD to have functional equipment and training to provide better services to the public.

Crash Incident Category	2016	2015	2014	Totals	Average
Non-Injury/ Non-Fatal Crashes	7565	6242	5585	19392	6464
Crash Incidents with Injury	895	941	850	2686	895
Crash Incidents with Fatalities	12	12	26	50	16.7

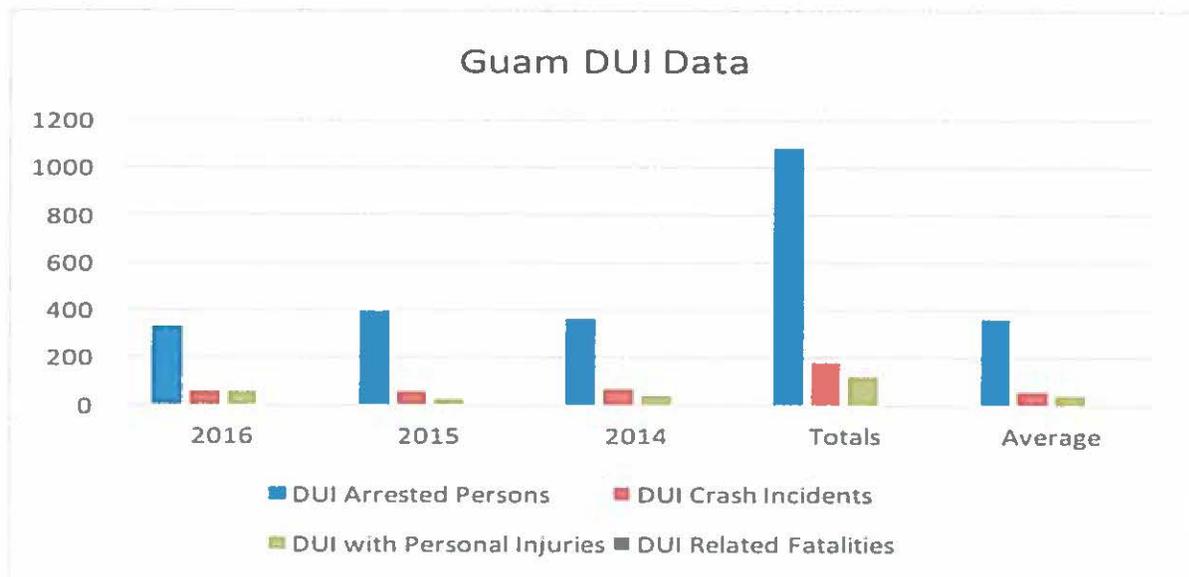
Guam Crash Data



Crash Incidents with Injury



Driving Under the Influence (DUI)	2016	2015	2014	Totals	Average
DUI Arrested Persons	273	169	442	884	294
DUI Crash Incidents	55	57	67	179	59.7
DUI with Personal Injuries	57	26	39	122	40.7
DUI Related Fatalities	2	2	1	5	1.7



Strategic Partners:

The Department of Public Works – Office of Highway Safety will work closely with Guam Fire Department to fund the request to procure the specialized material in FFY2018.

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

- GFD will procure one (1) SP555E2 Spreader package. This unit and/or package is used for cutting and spreading through most of the high strength steel used by automakers today. When a severe automobile accident occurs, the metals have a propensity to crush and become so distorted that the occupants may become trapped and severely injured. Gaining access to the vehicle is of utmost importance to provide immediate care and transport to a medical facility.
- To provide all ambulances and fire trucks with necessary equipment to victims of traffic accidents.
- To provide new hydraulic powered extrication tool set to one (1) Rescue Unit.
- To conduct training for all respective personnel on the new hydraulic powered extrication tool and any new vehicle extrication techniques.
- To conduct training on any new equipment purchased for the ambulances and fire trucks.
- To cover the costs to send one GFD representative off-island to attend the 2018 Lifesavers Conference and the 2018 Traffic Records Forum.

Project Title: EMS Immobilization and Extrication Project

Project Numbers: EM18-04-01GFD

Agency: Guam Fire Department

Budget Breakdown:

Task I: Travel - To cover the costs to send one GFD representative off-island to attend the 2018 Lifesavers Conference and the 2018 Traffic Records Forum.

Budget: \$9,075.00

Task II: Equipment - GFD will procure one (1) SP555E2 Spreader package. This unit and/or package is used for cutting and spreading through most of the high strength steel used by automakers today. All equipment below will be subject to the compliance of the Buy America Act.

Budget: \$14,200.00

Program Manager: AnaMarie Senato, PCII

	EMS Immobilization and Extrication Project Budget Breakdown	Allocation
EM18-04-01GFD		
Task I	Travel	\$9,075.00
Task II	Equipment	\$14,200.00
Total Funding		\$23,275.00

2.11 PEDESTRIAN AND BICYCLE SAFETY

Program Overview: Traffic crashes involving pedestrians represent a critical challenge for the traffic safety community because the entire population can be vulnerable as pedestrians, not just drivers or riders. Pedestrian involved crashes also tend to affect children disproportionately because many walk to and from school, friends' homes, and in our near shopping areas.

Pedestrian safety depends on adherence to traffic and safety laws by motor vehicle drivers as well as pedestrians themselves. Any failure to comply can greatly affect the number, types and severity of crashes and injuries involving pedestrians.

Looking at the total fatalities (CY2011-CY2015 average) involving pedestrians, a majority of the pedestrians had an indication of alcohol and/or drug involvement. In addition, the pedestrian were found to be wearing dark clothing, not in a crosswalk, and walking or standing in the travel lane during the evening hours. Each of these factors makes a pedestrian less visible and more vulnerable, especially to drivers who are distracted or speeding or impaired. Adding alcohol and/or drugs to the mix is an even deadlier recipe for pedestrians.

Several current lifestyle trends may affect pedestrian crashes and fatalities. Both drivers and pedestrians are increasingly distracted by cell phones and other portable electronic devices. If pedestrians or motorists are distracted, the potential for crashes increases. Pedestrian crashes and fatalities occur when pedestrians and motor vehicles attempt to use the same roadway space at the same time. Both drivers and pedestrians share the same responsibility, in the sense that actions by either the driver or the pedestrian could have prevented a fatality.

The role of alcohol in pedestrian fatalities has not changed over the past five years. In CY2011, the Guam Police Department recorded a total of fifteen (15) traffic fatalities, of which two (2) were pedestrian fatalities. In CY2012, the Guam Police Department (GPD) recorded sixteen (16) traffic fatalities of which four (4) were pedestrian fatalities. In CY2013, GPD recorded a total of eighteen (18) traffic fatalities of which six (6) were pedestrian fatalities. In CY2014, the Guam Police Department recorded nineteen (19) traffic fatalities of which ten (10) were pedestrian fatalities. In CY2015, GPD recorded nine (9) traffic fatalities of which three (3) were pedestrian fatalities. Most pedestrian crashes

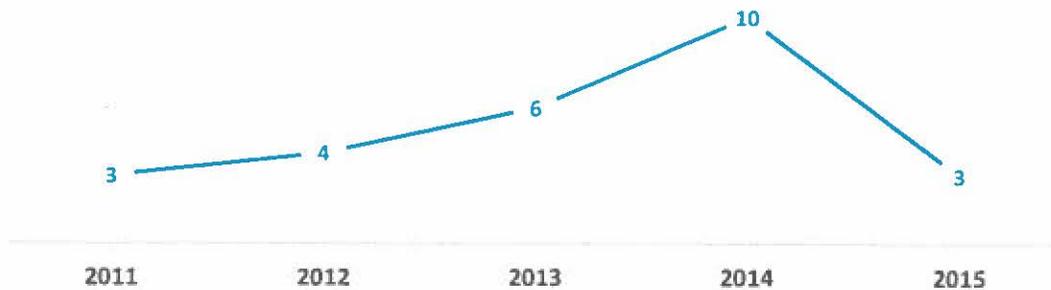
occur on the roadway. Alcohol and Drug related pedestrian fatalities continue to be a growing concern on Guam. Therefore, it is the goal of the Department of Public Works-Office of Highway Safety (DPW-OHS) along with GPD to increase the pedestrian safety countermeasures to prevent pedestrians and motor vehicles from attempting to use the same roadway space at the same time.

Auto-pedestrian crashes continue to be a growing problem on the island, with little to no sidewalks in majority of the communities and not enough crosswalks and poor lit roadways where there are no crosswalks. One inherent problem is with pedestrians from the outer islands who have no paved roads and crosswalks.

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

PEDESTRIAN STATISTICS						
	2011	2012	2013	2014	2015	TOTAL
Total Fatalities	15	16	18	19	9	77
Total Pedestrians Fatalities	3	4	6	10	3	26
Pedestrians under the influence	2	2	3	3	1	11

5 YEAR TREND: 77 TOTAL FATALITIES 36 WERE PEDESTRIAN-RELATED FATALITIES



Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles; are not as visible as other vehicles, and are not motorized. These factors together put bicycles at a great disadvantage on roadways especially where motorized vehicles are traveling at much higher rates of speed.



DPW-OHS together with its Partners for Highway Safety will develop and implement a “Behaviors and Attitudes” in its outreach by targeting the following messages:

- Pedestrians and bicyclists do not have the same crash protection in a crash as vehicles; therefore, drivers should be extra careful.
- The best thing any driver, pedestrian, and bicyclist can do to prevent injury is to pay close attention to his/her surroundings.
- If everyone just follow the rules, there would be a lot fewer deaths and injuries when it comes to pedestrian and bicycle safety.

Performance Measures: (C-10) Reduce pedestrian fatalities by 20% from five (5) (2011-2015 average) to four (4) by 2018.

Performance Target: DPW-OHS will work closely with GPD, APD, PPD, and the Guam Fire Department (GFD) to implement an Educational plan to educate the general motorists on Guam and promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. (NHSTA Countermeasures That Work (2015, 8th Edition).

Strategies:

- 1) To reduce bicyclist fatalities 100% from one (1) (2011-2015 average) to zero (0) by 2018.
- 2) To identify those geographic problem areas and develop public awareness countermeasures to improve pedestrian and bicycle safety.
- 3) To develop and implement island-wide paid media plan for public awareness on pedestrian and bicycle safety. Pedestrian safety funding will be used to coordinate and coincide with media-centered awareness, education and enforcement efforts.
- 4) To promote bicycle helmet use for all bicyclist regardless of age.
- 5) To promote and improve education and awareness for children and parents on safe practices while walking, running especially for children and young adults walking to and from school.
- 6) To change the existing upward trend of pedestrian fatalities by enforcing pedestrian safety laws and providing education to distracted pedestrians talking on their cell phones while walking not paying attention, and/or wearing headphones that restrict the ability to hear oncoming traffic.
- 7) To increase the safety of pedestrians on Guam and educate both pedestrians and motorists about the danger of distractions while using public roadways.
- 8) To cover 80% for salary and benefits for one (1) Administrative Assistant and 20% for the salary and fringe benefits for one (1) Management Analyst IV/Highway Safety Coordinator to administer and manage the Pedestrian and Bicycle Safety Program. To send Program Manager/Staff to participate in off-island training and conferences.

PEDESTRIAN SAFETY PROJECT

Project Name: Pedestrian and Bicycle Safety Project

Project Numbers: PS18-06-01OHS

Agency: Department of Public Works-Office of Highway Safety

Budget Breakdown:

Task I: Personnel - To cover 80% for salary and benefits for one (1) Administrative Assistant and 20% for the salary and fringe benefits for one (1) Management Analyst IV/Highway Safety Coordinator to administer and manage the Pedestrian and Bicycle Safety Program.

Budget: \$67,615.60

Task II: Travel - To send Program Managers/Staff to participate in off-island training and conferences.

Budget: \$10,000.00

Task III: Contractual - To produce educational materials to be distributed island-wide on Pedestrian and Bicycle Safety.

Budget: \$2,148.90

Task IV: Supplies - To procure materials and supplies for the operation for the Pedestrian and Bicycle Safety project, i.e. paper, ink cartridge, folders, etc.

Budget: \$1,500.00

Program Managers: Cecilia Javier (Highway Safety Coordinator/Management Analyst IV) and Jacqueline Florig (Administrative Assistant)

	Pedestrian Safety and Bicycle Project Budget Breakdown	Section 402 Allocation
PS18-06-01OHS		
Task I	Personnel	\$67,615.60
Task II	Travel	\$10,000.00
Task III	Contractual	\$2,148.90
Task IV	Supplies	\$1,500.00
TOTAL FUNDING		\$81,264.50

2.12 PAID MEDIA

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

To support alcohol-impaired driving and occupant protection, high-visibility enforcement efforts in the diverse communities of Guam, DPW-OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. DPW-OHS will use paid, earned, and owned media, including social media, to address the program areas in the Highway Safety Plan. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. DPW-OHS incorporates National Highway Traffic Safety Administration's (NHTSA) Communications Calendar into its media plan activities; the FFY2018 media plan will be finalized once National Highway Traffic Safety Administration (NHTSA) releases the FFY2018 calendar.

Strategic Partners:

DPW-OHS will work closely with its Partners for Highway Safety to develop a plan to work closely with all media outlets (radio, T.V. and outside vendors) to come up with a strategy to reach the community-at-large in various languages.

Strategies:

- 1) DPW-OHS paid media will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 34 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Drive Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).
- 2) DPW-OHS will use all forms of media – paid, earned and social – to increase Guam's roadway users' awareness and knowledge of all aspects of traffic safety, while focusing specific

messages on groups to whom particular messages apply. Messages will include drivers, passengers, bicyclists, pedestrians and motorcyclists – of all ages.

- 3) All media will be evaluated to assess its effectiveness in reaching the target audience.
- 4) Media coverage generated by DPW-OHS and/or partner-related public outreach tactics (e.g., press releases/conference, mall displays, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency.
- 5) DPW-OHS will utilize produced by NHTSA and the Traffic Safety Marketing which provide free resources.
- 6) Plan earned media opportunities, in the form of press conferences or press releases, independently or in conjunction with safety partners for all campaign enforcement or education periods.
- 7) Create video content that is educational, informative, and entertaining for use by DPW-OHS and its partners.

Project Name: Paid Media Project

Project Numbers: PM18-08-01OHS

Agency: Department of Public Works-Office of Highway Safety

Budget Breakdown:

Task I: Contractual – DPW-OHS paid media buys will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 34 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Drive Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).

Budget: \$15,000.00

Program Manager: Cecilia Javier, Highway Safety Coordinator/Management Analyst IV

	Paid Media Project Budget Breakdown	Section 402 Allocation
PM18-08-01OHS		
Task I	Contractual	\$15,000.00
TOTAL FUNDING		\$15,000.00

▪ 2.13 NHTSA EQUIPMENT APPROVAL FOR FFY2018

PROGRAM: Alcohol & Other Drugs (PI&E)

PROJECT NUMBER: AL18-01-01OHS

PROJECT DESCRIPTION: Intoximeter EC/IR II Breath Analyzer Unit. This equipment is used during GPD-HPD's DUI checkpoints. The sampling system in the Intoximeter EC/IR II utilizes advantages of both electrochemical sensor (EC) and infrared sensor (IR) technology. The Infrared system is capable of measuring both alcohol and carbon dioxide concentrations in the breath. Software settings and test database are monitored to insure their integrity. (See page 35.)

PROJECT AMOUNT: \$7,695.00

PROGRAM: Operation H.E.A.T. (Guam Police Department-Highway Patrol Division)

PROJECT NUMBER: PT18-03-01HPD

PROJECT DESCRIPTION: The Guam Police Department-Highway Patrol Division will be funded to procure one (1) Police Package Vehicle SUV for Highway Patrol Division's Operation H.E.A.T. project as many of Guam Police Department-Highway Patrol Division's vehicles have deteriorated and needs to be supplemented. The last time vehicles were purchased under this program was in FFY2011 and the vehicles have met their depreciation cost value. (See page 62.)

PROJECT AMOUNT: \$49,995.00

PROGRAM: Police Traffic Education

PROJECT NUMBER: PT18-03-00OHS

PROJECT DESCRIPTION: (See page 57.)

- To procure one (1) VC4000 - The package is specially designed to meet the technical needs of the Traffic Crash Reconstructionist. The VC4000 Vericom is known world-wide for its accuracy in calculating vehicle speed and distance from acceleration and time. Used by accident reconstructionist and transportation authorities because of its accuracy and acceptance into court.
- To procure one (1) Bosch Crash data retrieval Deluxe Kit. This kit is the entry level or what some call the "DLC" kit. It contains all of the hardware required to perform a DLC retrieval of the EDR data. (\$9,700.00)
- To procure one (1) speed display to be used by GPD-Highway Patrol Division. (\$4,000.00)

PROJECT AMOUNT: \$23,700.00

2.14 Section 402 / Cost Summary							
ALCOHOL	AGENCY	PROJECT NUMBER	PROJECT TITLE	CARRY FORWARD SECTION 402 MAP-21	2017 CARRY FORWARD (FAST ACT) SECTION 402	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Office of Highway Safety	AL18-01-01OHS	Program Management	\$478.81	\$12,540.66	\$65,546.04	\$78,565.51
	Office of Highway Safety	AL18-01-02OHS				\$12,605.00	\$12,605.00
	Guam Police Department Highway Patrol Division	AL18-01-03HPD	DUI Impaired Driving Enforcement		\$21,378.53	\$13,621.47	\$35,000.00
	Office of the Attorney General	A18-01-04OAG	Highway Safety Prosecution Program			\$50,000.00	\$50,000.00
	Judiciary of Guam	A18-01-05JOG	DWI Alcohol Education Program			\$11,500.00	\$11,500.00
	TOTAL AL18			\$478.81	\$33,919.19	\$153,272.51	\$187,670.51
Occupant Protection	AGENCY	PROJECT NUMBER	PROJECT TITLE	CARRY FORWARD SECTION 402 MAP-21	2017 CARRY FORWARD (FAST ACT) SECTION 402	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Office of Highway Safety	OP18-02-01OHS	Program Management	\$574.54	\$20,286.65	\$82,265.45	\$103,126.64
	Guam Police Department Highway Patrol Division	OP18-02-02HPD	CIOT/ Buckle Down			\$20,000.00	\$20,000.00
	TOTAL OP18			\$574.54	\$20,286.65	\$102,265.45	\$123,126.64
Police Traffic	AGENCY	PROJECT NUMBER	PROJECT TITLE	2017 CARRY FORWARD SECTION 402 MAP-21	2017 CARRY FORWARD (FAST ACT) SECTION 402	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Office of Highway Safety	PT18-03-00OHS	Program Management	\$4,892.17	\$20,269.21	\$167,556.72	\$192,718.10
	Guam Police Department Highway Patrol Division	PT18-03-01HPD	Operation H.E.A.T.			\$84,995.00	\$84,995.00
	Guam International Airport Authority Airport Police Division	PT18-03-02APD	Traffic Enforcement Project			\$19,500.00	\$19,500.00
	Port Authority of Guam Port Police Division	PT18-03-03PPD	Operation A dai he hao			\$14,500.00	\$14,500.00
	TOTAL PT18			\$4,892.17	\$20,269.21	\$286,551.72	\$311,713.10

Traffic Records	AGENCY	PROJECT NUMBER	PROJECT TITLE	2017 CARRY FORWARD SECTION 402 MAP-21	2017 CARRY FORWARD (FAST ACT) SECTION 402	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Office of Highway Safety	TR18-05-01OHS	Program Management	\$289.13	\$11,478.75	\$44,454.25	\$56,222.13
	TOTAL TR18			\$289.13	\$11,478.75	\$44,454.25	\$56,222.13
Planning & Administration	AGENCY	PROJECT NUMBER	PROJECT TITLE	CARRY FORWARD SECTION 402 MAP-21	2017 SECTION 402 CARRY FORWARD (FAST ACT)	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Office of Highway Safety	PA18-07-01OHS	Program Management	\$2,113.30	\$39,050.17	\$87,951.35	\$129,114.82
	TOTAL PA18			\$2,113.30	\$39,050.17	\$87,951.35	\$129,114.82
Pedestrian Safety	AGENCY	PROJECT NUMBER	PROJECT TITLE	CARRY FORWARD SECTION 402 MAP-21	2017 SECTION 402 CARRY FORWARD (FAST ACT)	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Office of Highway Safety	PS18-06-01OHS	Program Management	\$2,148.90	\$18,436.82	\$60,678.78	\$81,264.50
	TOTAL PS18			\$2,148.90	\$18,436.82	\$60,678.78	\$81,264.50
Paid Media	AGENCY	PROJECT NUMBER	PROJECT TITLE	CARRY FORWARD SECTION 402 MAP-21	2017 SECTION 402 CARRY FORWARD (FAST ACT)	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Office of Highway Safety	PM18-08-01OHS	Program Management			\$15,000.00	\$15,000.00
	TOTAL PM18					\$15,000.00	\$15,000.00
Emergency Medical Services	AGENCY	PROJECT NUMBER	PROJECT TITLE	CARRY FORWARD SECTION 402 MAP-21	2017 SECTION 402 CARRY FORWARD (FAST ACT)	2018 NEW FUNDING (FAST ACT)	TOTAL SECTION 402 FUNDING
	Guam Fire Department	EM18-04-01GFD	EMS Immobilization & Extrication			\$23,275.00	\$23,275.00
	TOTAL EM18					\$23,275.00	\$23,275.00

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor’s Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period. Requirements that also apply to sub-recipients are noted under the applicable caption.]

State: GUAM

Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(Applies to sub-recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Title II and III of the American with Disabilities Act** (42 U.S.C. 12-131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP PERSONS HAVE MEANINGFUL ACCESS TO PROGRAM (70 FR AT 74087 TO 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its sub-recipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its sub-recipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and sub-agreement and in every solicitation for a subcontract or sub-agreement that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

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 program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(Applies to sub-recipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(Applies to sub-recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

RESTRICTION ON STATE LOBBYING
(Applies to sub-recipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(Applies to sub-recipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(Applies to sub-recipients as well as States)

The State and each sub-recipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or sub-recipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(Applies to sub-recipients as well as States)

The State and each sub-recipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. {23 U.S.C. 402(b)(1)(A)}
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the

Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. {23 U.S.C. 402(b)(1)(B)}

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs {23 U.S.C. 402(b)(1)(C)} or 95 percent by and for the benefit of Indian tribes {23 U.S.C. 402(h)(2)}, unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

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

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

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

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and Increase use of seatbelts by occupants of motor vehicles;
 - Increase use of seatbelts by occupants of motor vehicles;
- Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). {23 U.S.C. 402(b)(1)(F)}

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Signature Governor's Representative for Highway Safety

Date

GLENN LEON GUERRERO

Printed name of Governor's Representative for Highway Safety