



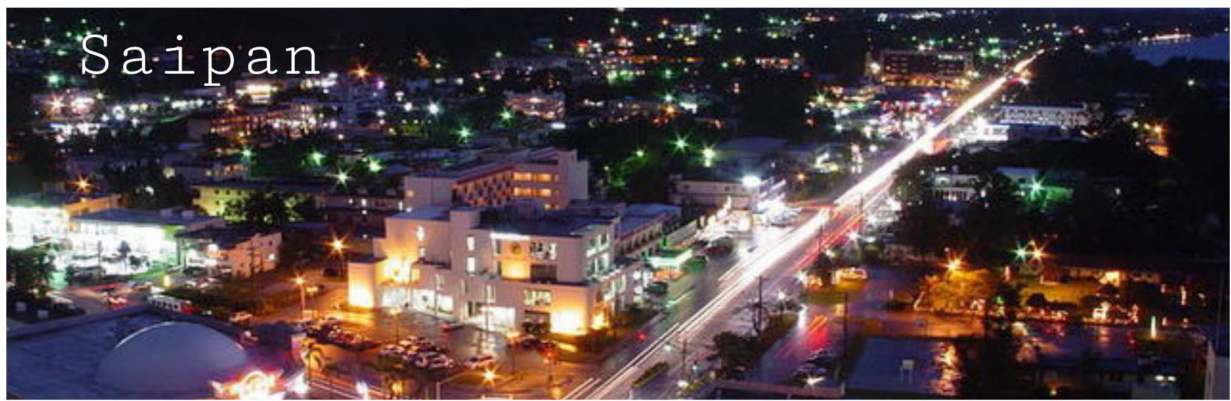
Federal Fiscal Year 2023



Commonwealth of the Northern Mariana Islands (CNMI)

DEPARTMENT OF PUBLIC SAFETY

Highway Safety ANNUAL REPORT



Commonwealth of the Northern Mariana Islands

Department of Public Safety
Highway Safety Office

Year 2023

Highway Safety Program
Annual Report

Prepared For

National Highway Traffic Safety Administration
Region 9

By

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Executive Summary

The Department of Public Safety (DPS), Highway Safety Office (HSO) of the Commonwealth of the Northern Mariana Islands (CNMI) submits its Federal Fiscal Year 2023 Annual Report for Highway Safety Programs. This report serves as the territory's assessment of the 2023 Highway Safety Plan (HSP) to meet the grant requirements outlined in Sections 402, 405b, and 405c of the US Department of Transportation National Highway Traffic Safety Administration (NHTSA) under the FAST Act and Bilateral Infrastructure Law (BIL).

This report outlines significant achievements as well as challenges related to performance measures, targets, and strategies identified in the HSP which incorporates eleven (11) Core Performance Measures and one (1) Core Behavioral Measure. Territory data reflected in the following pages are as of November 2023.

Mission

The primary goal of the DPS – HSO is to collaborate with safety partners to collectively reduce fatalities and serious injuries across all program areas through the joint implementation of the HSP. Continuing its commitment, HSO will provide funding and support for national mobilizations, integrating public education, outreach efforts, and aggressive enforcement proven effective in reducing traffic crashes causing fatalities and serious injuries.

The following are program areas funded:

- Occupant Protection – seat belt use
- Child Safety – child restraint use
- Impaired Driving (Alcohol & Drugs)
- Distracted Driving
- Speed Enforcement
- Pedestrian & Bicycle Safety
- Emergency Medical Services
- Motorcycle Safety

The agencies involved in the CNMI's Highway Safety Programs are:

- DPS Highway Patrol Sections (Saipan, Tinian, Rota)
- DPS Bureau of Motor Vehicles
- Dept. of Fire & EMS (DFEMS)
- CNMI Courts
- Office of the Attorney General
- Commonwealth Health Care Corporation – OB Ward, HOME Visiting Program, WIC Program
- Public School System – Head Start Centers
- Dept. of Community & Cultural Affairs – Div. of Youth Services, Child Protective Services, Child Care Program
- Northern Marianas Coalition Against Domestic and Sexual Violence

Private Company Partners involved are:

- Day Care Centers
- Private Schools
- Child Restraint Vendors
- Radio Stations, Television, Newspaper companies

In 2023, the DPS – HSO and Highway Patrol officers held two (2) training in Saipan and participated in various off-island training, conferences, and meetings. HP officers engaged in highway safety activities including public education at schools and at community events, child restraint courtesy inspections, and enforcement activities such as checkpoints, saturation patrols, speed enforcement, and other selective traffic law enforcement (STLE).

This Annual Report reflects the continuous efforts of the CNMI DPS in ensuring safety on our highways and roadways for our community members and visitors alike. Recognizing the absence of a single solution to this situation, collective effort is essential to reduce fatalities, serious injuries, and economic losses from motor vehicle crashes. The commitment remains unwavering until the annual number of traffic-related fatalities is reduced to zero and maintained at zero.

**Summary of the CNMI's
Commonly Reported Statistics**

Data Elements (Year)	2018	2019	2020	2021	2022
No. of Vehicles Registered	22,275	21,974	23,257	23,469	22,798
Licensed Driver New & Renewal	6,881	7,898	8,520	11,024	10,058

Table - 1

Data Element	2018	2019	2020	2021	2022	2023
Total Crashes	2,158	2,021	1,213	1,315	1329	1,149
Serious Injuries	11	2	1	6	10	7
Fatalities	4	2	2	4	5	2
DUI Arrests	220	190	200	291	278	164
Alcohol-Impaired Fatalities	4	0	2	3	2	1
Alcohol- Involved Crashes	88	86	64	69	78	66

Table - 2

Yearly Seat Belt Survey Percentage Usage Rate

Data Element	2018	2019	2020	2021	2022	2023
Child Restraint % Usage Rate	72.32%	80.42%	80.42%	80.42%	82.98%	TBA
Occupant Protection % Usage rate	89.28%	93.92%	93.92%	96.43%	95.71%	92.78%

Table - 3

**GHSA/NHTSA Recommended/Optional Performance Report Chart
| FFY 2023 Annual Report**

Performance Measure:	Target Period	Target Year(s)	Target Value FY 23 HSP	Data Source/ FY 23 Progress Results	On Track to Meet FY 23 Target: YES/NO/In-Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 Year	2019-2023	4	2018-2022 State 3	In Progress
C-2) Serious Injuries in Traffic Crashes	5 Year	2019-2023	8	2018-2022 State 6	In Progress
C-3) Fatalities/VMT	5 Year	2019-2023	N/A	2018-2022 N/A	N/A
Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period that they used in the FY 23 HSP.					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2019-2023	1	2018-2022 State 1	In Progress
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2019-2023	2	2018-2022 State 2	In Progress
C-6) Speeding-Related Fatalities	5 Year	2019-2023	2	2018-2022 State 2	In Progress
C-7) Motorcyclist Fatalities	5 Year	2019-2023	0	2018-2022 State-0	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2019-2023	0	2018-2022 State-0	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2019-2023	0	2018-2022 State-0	In Progress
C-10) Pedestrian Fatalities	5 Year	2019-2023	1	2018-2022 State 1	In Progress
C-11) Bicyclist Fatalities	5 Year	2019-2023	0	2018-2022 State – 0	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	97%	NHTSA Certified State Survey 92.78%	No

Traffic Safety Core Performance Measures

C-1 Traffic Fatalities:

The linear projection set a goal of 6 traffic fatalities by December 31, 2023. However, as target goals for any traffic fatalities are always aimed at reduction, and the (2017-2021) five-year baseline average was 3.6, we opted for a realistic target of 4 as the CNMI's five-year target average for 2019-2023.

Result: **In Progress**

The CNMI reported two (2) traffic fatalities as of November 2023.

Countermeasure: To reduce traffic fatalities, the Highway Safety Office will continue to fund the Highway Patrol Section to conduct high visibility enforcement activities that prioritize high-risk behaviors and locations utilizing data on crashes and fatalities. HP will continue to focus on targeting high risk behaviors such as impaired driving, speeding, lack of seat belt usage and pedestrian safety. HSO along with HP will also conduct various public education and outreach events and develop educational campaigns for diverse audiences to raise awareness about the dangerous outcomes of risky behaviors.

C-1

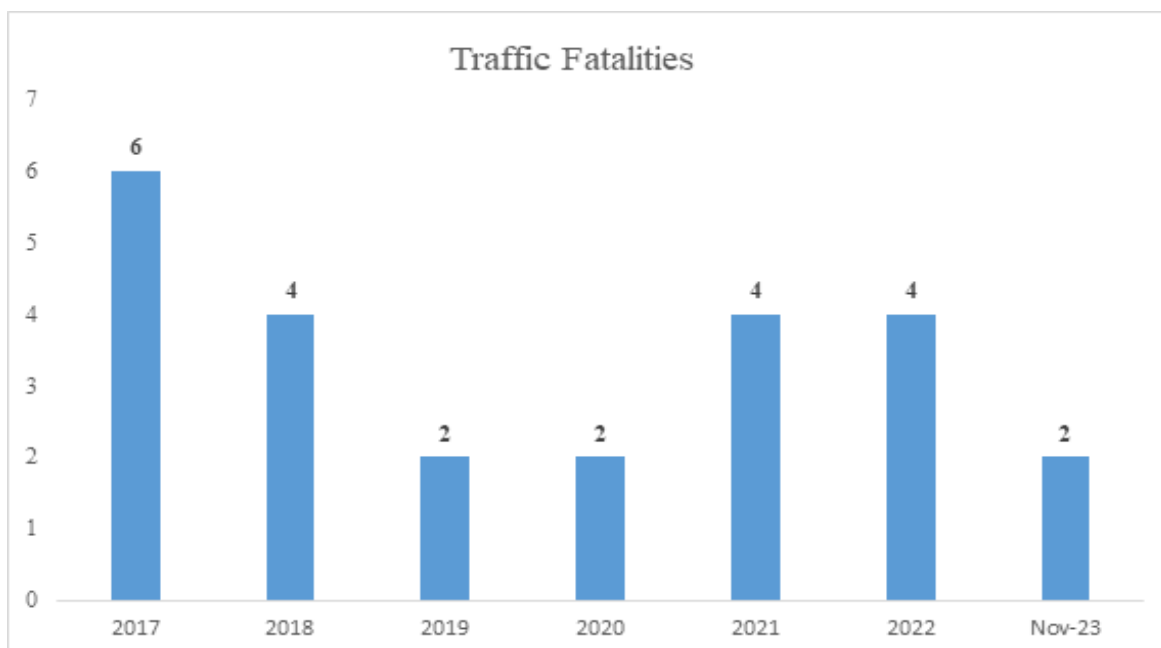


Figure - 1

C-2 Serious Injuries:

The CNMI's goal was to reduce serious injuries to 8, based on the five-year target average (2019-2023). Although the linear projection set a goal of 11 by December 31, 2023. Due to the lower five-year baseline average of 8.2 (2017-2021), the CNMI opted for a realistic target of 8.

Result: **In Progress**

The CNMI reported (7) serious injuries as of November 2023.

Countermeasure: To reduce serious injuries, the Highway Safety Office will continue to fund the Highway Patrol Section to conduct public education and enforcement activities to reduce the number of traffic crashes resulting in serious injuries in the CNMI. Continuous focus will be on impaired driving, speed, occupant protection and pedestrian safety. HSO will also develop informational advertisements that focus on the dangers of risky behaviors that cause crash-related serious injuries.

C-2

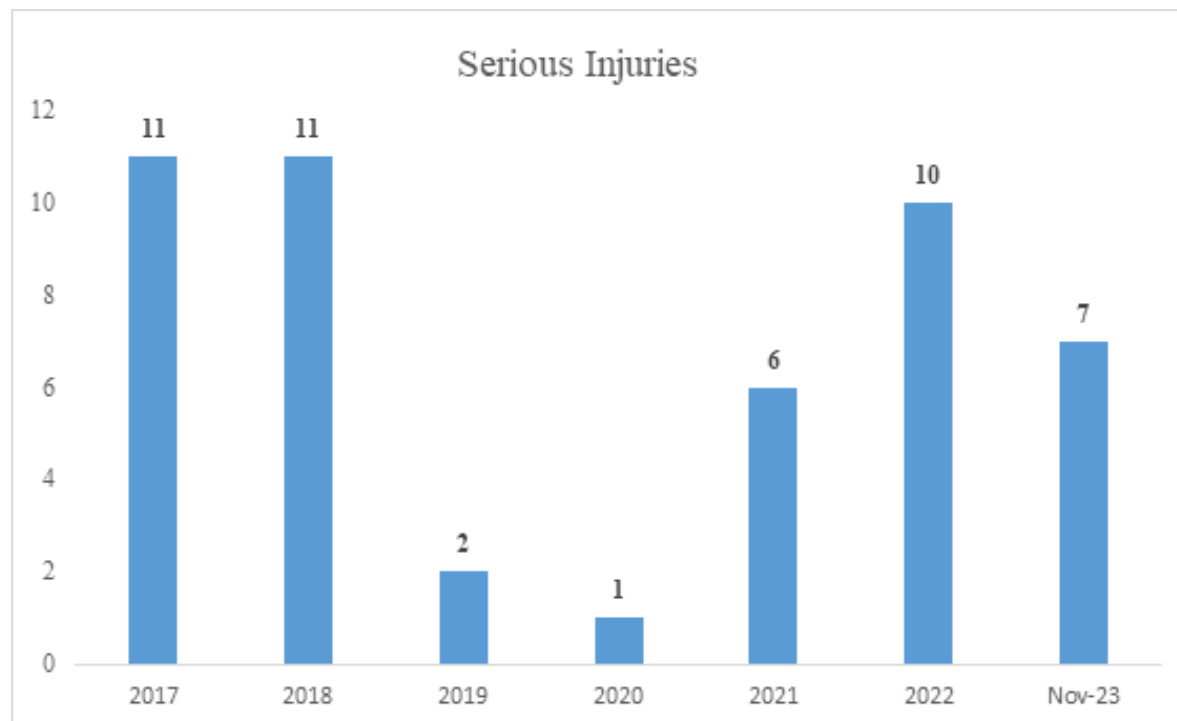


Figure - 2

C-3 Fatalities / Vehicle Mile Travel (VMT): **Not available to the territories.**

C-4 Unrestrained Passenger Vehicle Occupant Fatalities, all Seat Positions.

The linear projection sets a goal of three (3) unrestrained passenger vehicle occupant fatalities in all seat positions by December 31, 2023. However, as target goals for any traffic fatalities are always aimed at reducing instead of increasing, and the five-year baseline average for (2017-2021) was 1.4, we opted for a realistic target of 1 as the CNM's five-year target for (2019-2023).

Result: In Progress

The CNMI reported (1) unrestrained passenger vehicle occupant fatality as of November 2023.

Countermeasure: HSO will continue to support enforcement activities by providing funding to include more HVE activities such as checkpoints; and public education at various schools, day care centers, and other community events to raise awareness on the danger of not wearing seat belts and child restraints. Students will be encouraged to take the message home and share with their families reinforcing the importance of seat belt safety; and parents will be encouraged to be role models by consistently using seat belts and securing their children properly.

HSO will continue to offer courtesy car seat inspections as needed and will also continue with the Child Restraint Purchase Assistance Program.

C-4

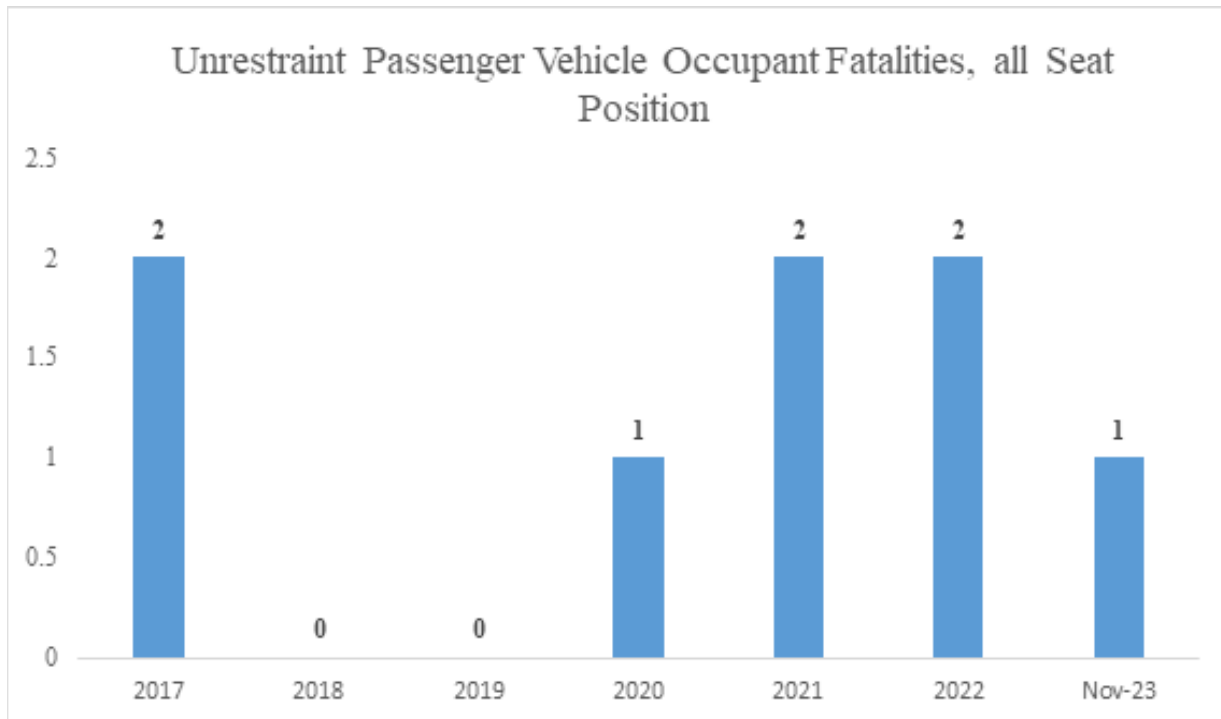


Figure - 4

C-5 Alcohol-Impaired Driving Fatalities:

The linear projection set a goal of 6 alcohol-impaired driving fatalities by December 31, 2023. However, as target goals for any traffic fatalities are always aimed at reducing instead of increasing, and the five-year baseline average for (2017-2021) was 2.6, we opted for a realistic target of 2 as the CNM’s five-year target for (2019-2023).

Result: In Progress

The CNMI reported (1) alcohol-impaired related driving fatality as of November 2023.

Countermeasure: To reduce alcohol impaired driving fatalities, the Highway Safety Office will continue to fund the Highway Patrol Sections to conduct public education to include educating the community on social host responsibility emphasizing obligations of hosts to prevent guests from driving under the influence; and conduct awareness campaigns targeting young drivers emphasizing the dangers and consequences of impaired driving. HP will conduct enforcement activities focused on impaired driving by analyzing data on impaired driving incidents to identify areas and times to strategically deploy enforcement resources. More checkpoints and other HVEs will be highly supported especially during holidays (July 4th, Labor Day, Superbowl, Thanksgiving and holiday season).

HSO will extend the SAFE RIDE Program to other holidays and events to ensure accessibility and awareness among potential impaired drivers.

C-5

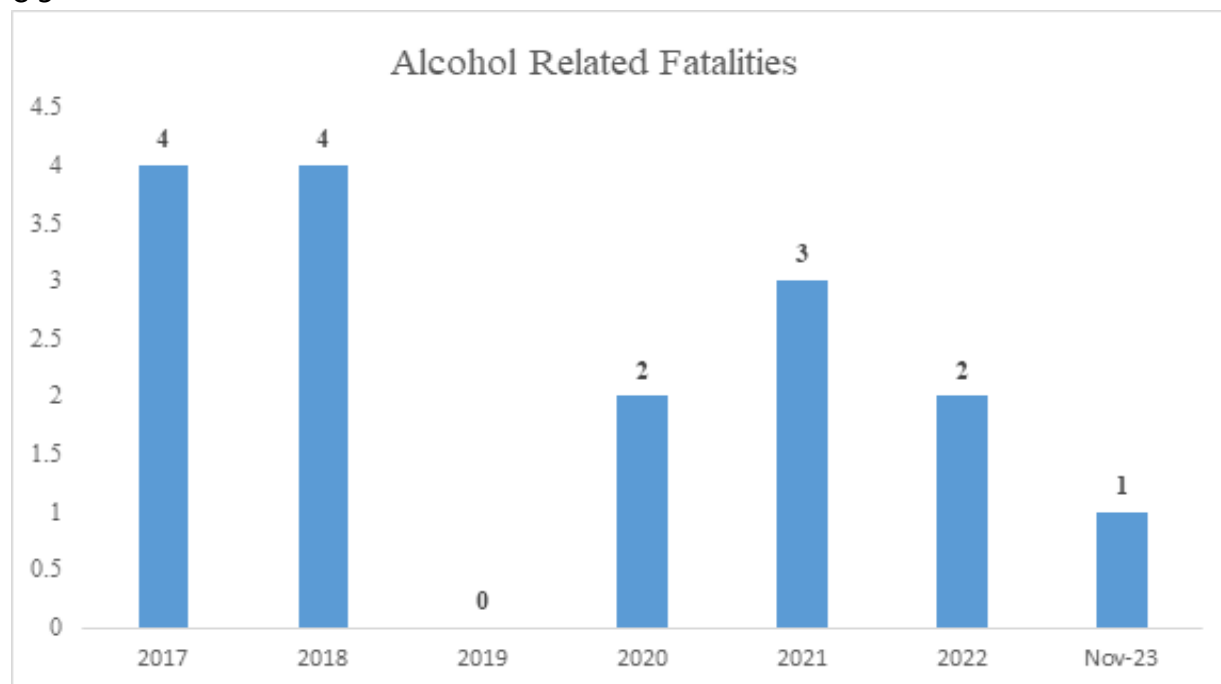


Figure - 5

C-6 Speeding-related fatalities:

The linear projection set a goal of 7 speeding-related fatalities by December 31, 2023. However, as target goals for any traffic fatalities are always aimed at reducing instead of increasing, and the five-year baseline average for (2017-2021) was 2.6, we opted for a realistic target of 2 as the CNM’s five-year target for (2019-2023).

Result: In Progress

The CNMI reported (2) speed related fatalities as of November 2023.

Countermeasure: To reduce speed related fatalities, the Highway Safety Office will continue to fund the Highway Patrol Sections to conduct public education to inform drivers about the consequences of speeding and promote responsible driving behavior; and enforcement activities to include HVEs to deter potential speeders in areas where speeding is a significant concern, and covert operations to catch speeders in areas where traditional enforcement may not be successful.

C-6

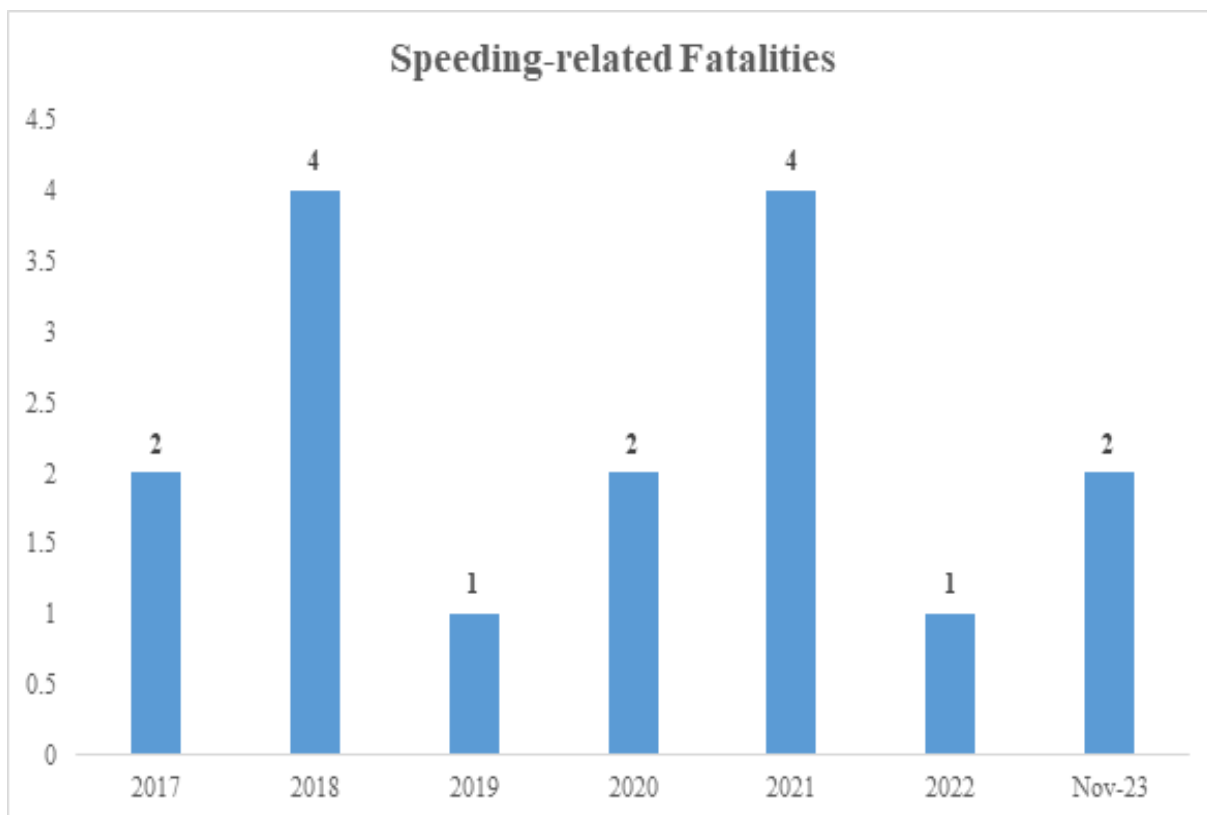


Figure - 6

C-7 Motorcycle Fatalities:

The linear projection set a goal of 1.75 motorcycle fatalities by December 31, 2023. However, as target goals for any traffic fatalities are always aimed at reducing instead of increasing, and the five-year baseline average for (2017-2021) was .20, we opted for a realistic target of 0 as the CNM’s five-year target for (2019-2023).

Result: In Progress

The CNMI reported (0) motorcycle fatalities as of November 2023.

Countermeasure: The DPS Highway Safety Office along with the Highway Patrol Sections will continue to air Motorcycle Safety messages on various radio stations, television and on social media in May during the Motorcycle Safety Awareness campaign. Also, to collaborate with local community organizations and encourage their involvement in Motorcycle Awareness campaigns.

C-7

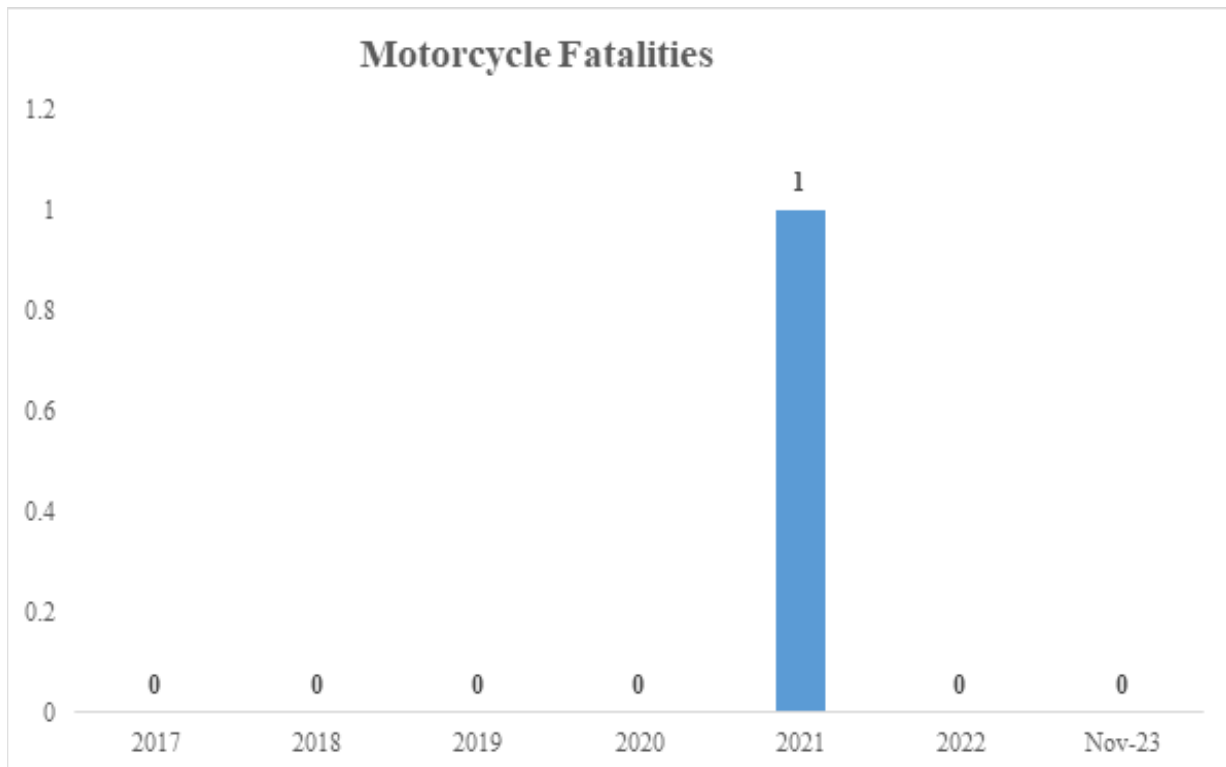


Figure - 7

C-8 Unhelmeted Motorcycle Fatalities:

The CNMI's five-year target average (2019-2023) is to maintain the number of un-helmeted motorcycle fatalities at (0) using the five-year average baseline (2017-2021).

Result: In Progress

The CNMI reported (0) un-helmeted motorcycle fatalities as of November 2023.

Countermeasure: The DPS Highway Safety Office along with the Highway Patrol Sections will continue to air Motorcycle Safety messages to include the requirement of wearing US DOT approved helmets while operating motorcycles, on various radio stations, television and on social media in May during the Motorcycle Safety Awareness campaign.

C-8

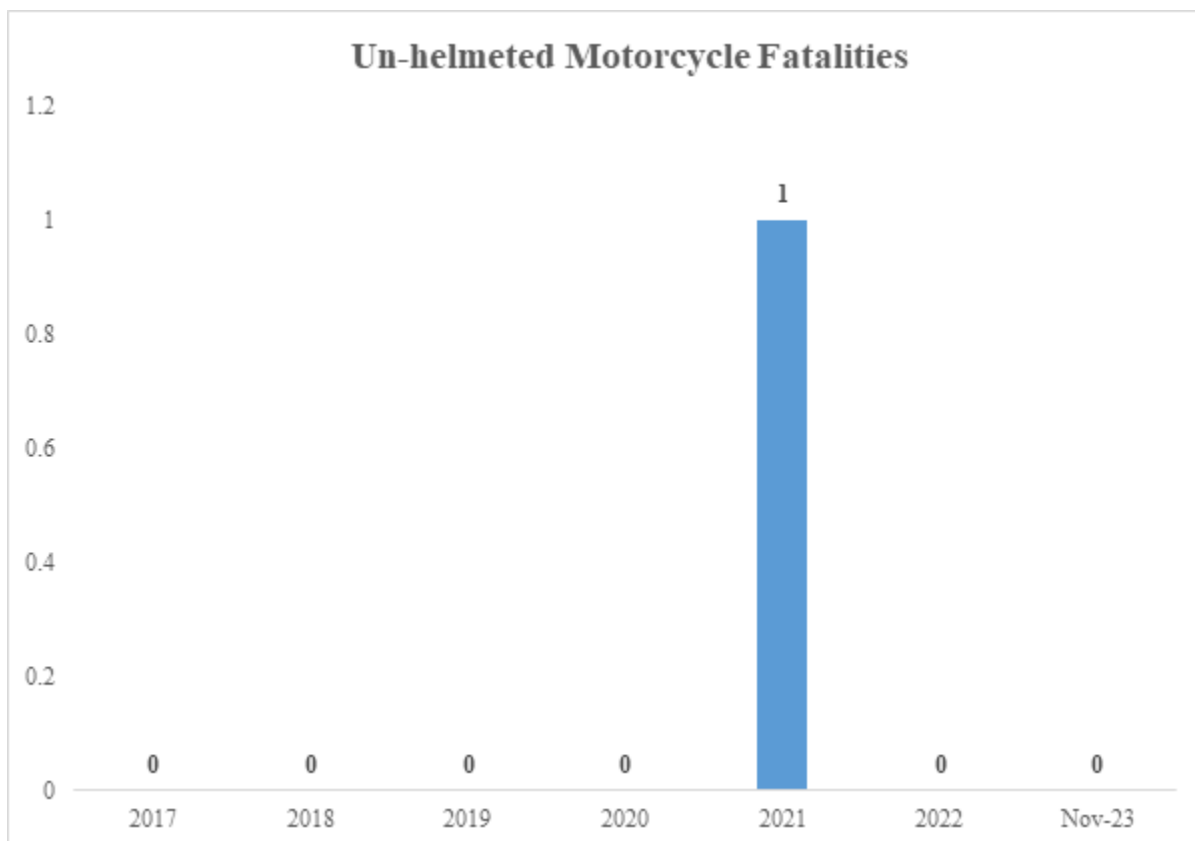


Figure - 8

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

The CNMI's target is to reduce the number of drivers aged 20 or younger involved in fatal crashes from (1) (2017-2021) to (0) (2019-2023).

Result: In Progress

The CNMI reported (0) drivers aged 20 or younger involved in fatal crashes as of November 2023.

Countermeasure: To maintain (0) drivers aged 20 or younger involved in fatal crashes, the Highway Safety Office will continue to fund the Highway Patrol Sections to conduct public education and enforcement activities focused on young drivers. More covert operations and HVEs will be supported especially on highways and at known drag racing sites.

C-9

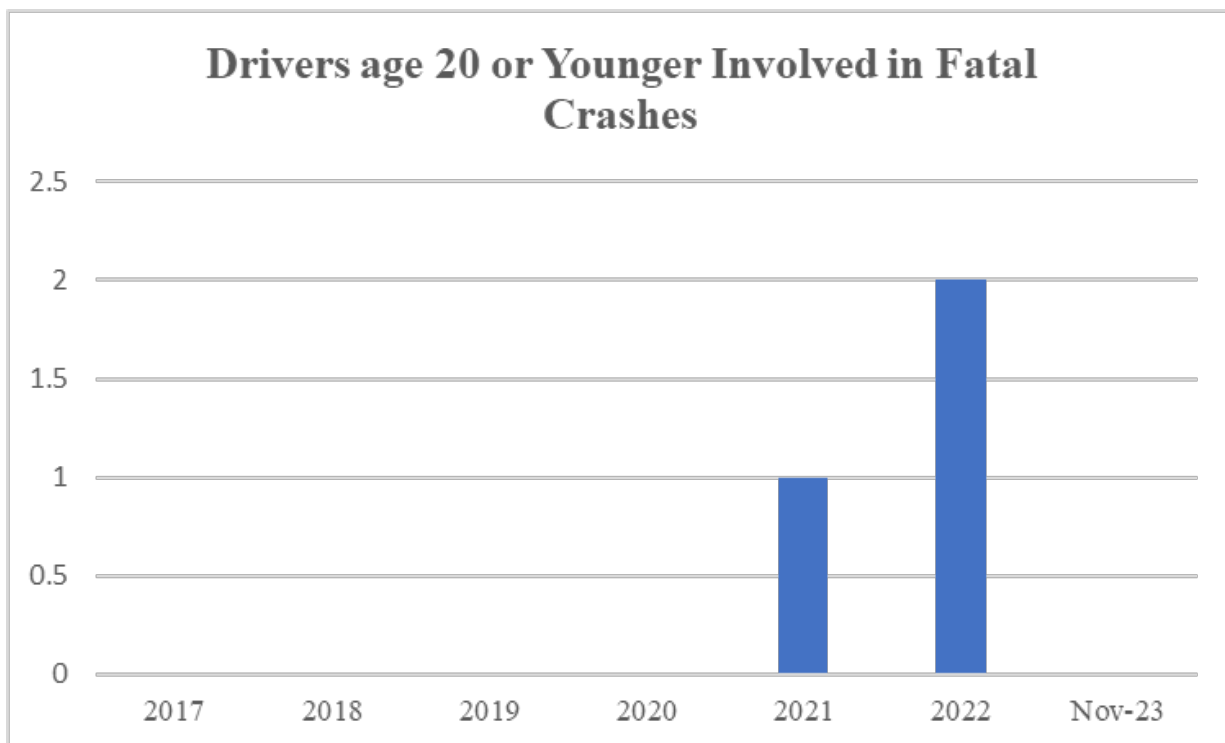


Figure - 9

C-10 Pedestrian Fatalities:

The CNMI's goal is to decrease the number of pedestrian fatalities from (1.6) using the five-year average baseline (2017-2021) to (1) using the five-year target average (2019-2023).

Result: In Progress

The CNMI reported (1) pedestrian fatality as of November 2023.

Countermeasure: The Highway Safety Office along with the Highway Patrol Sections will continue to conduct public education and awareness campaigns to educate both pedestrians and motorists about the importance of crosswalk safety. HSO will also continue to work with lawmakers to pass a J-Walking law, as it is currently non-existent; and to work with Dept. of Public Works (DPW) to prioritize crosswalk improvements and to identify locations for new crosswalk installations to include proper lighting for enhancement of motorists' visibility.

C-10

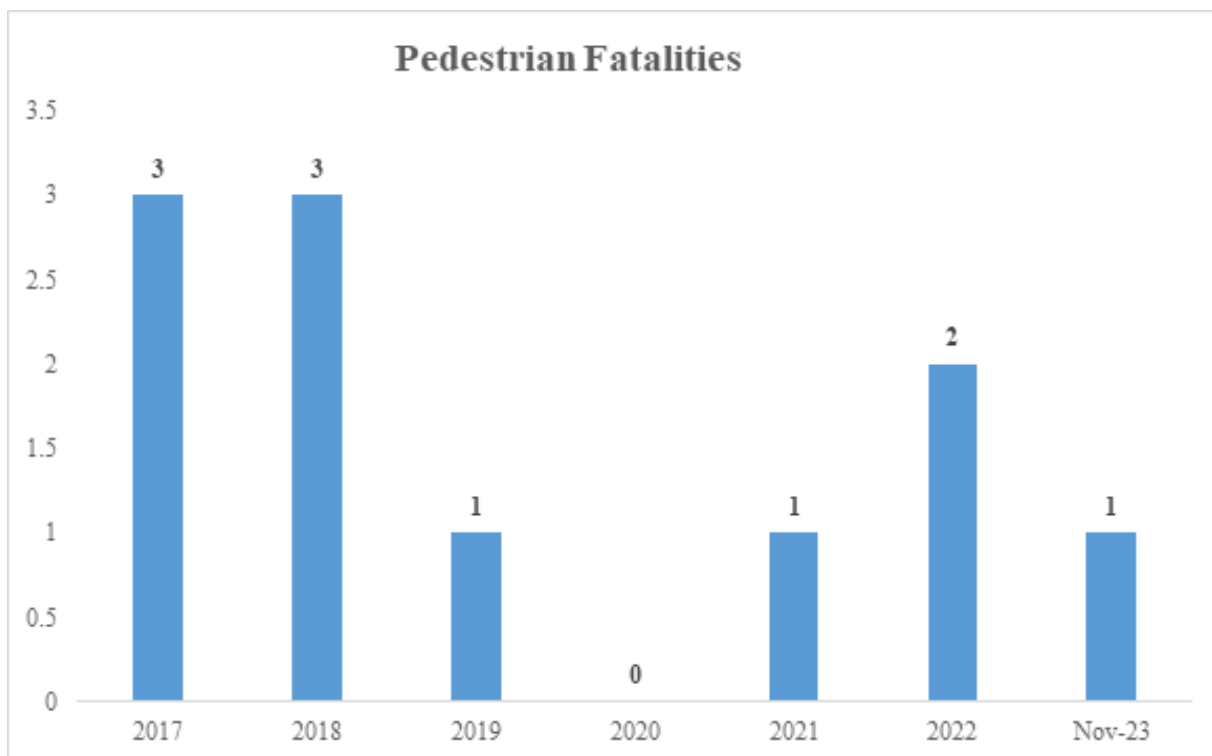


Figure - 10

C-11 Bicyclist Fatalities

The CNMI's five-year target average (2019-2023) is to maintain the number of bicyclist fatalities at (0) using the five-year average baseline (2017-2021).

Result: In Progress

The CNMI reported (0) bicyclist fatalities as of November 2023.

Countermeasure: To maintain (0) bicyclist fatalities, the Highway Safety Office will continue to fund the Highway Patrol Sections to conduct public education and enforcement activities focused on bicycle safety to include the use of proper gears (helmets, bright clothing, reflectors), and following the rules of the road. Also, to communicate with community organizations and encourage their involvement in awareness campaigns.

C-11

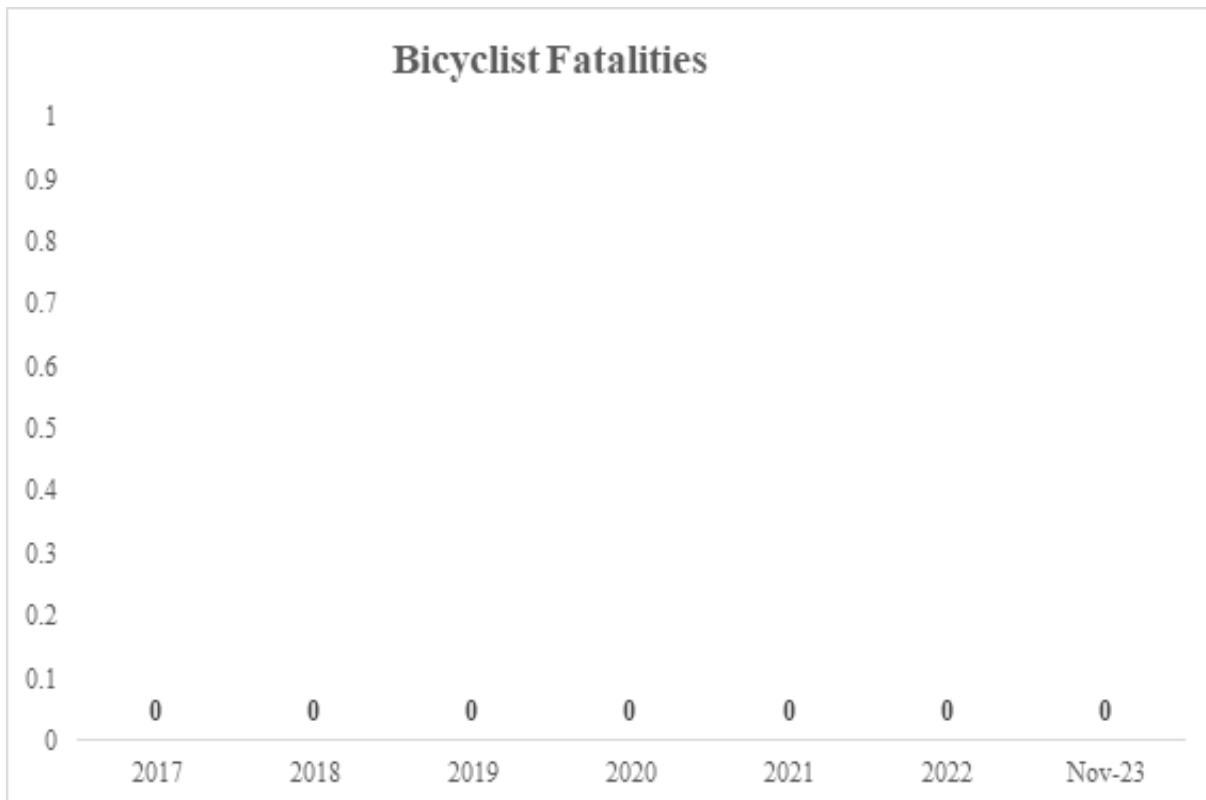


Figure - 11

Core Behavior Measures:

B-1 Seat Belt Use Rate (Observed Seat Belt Use Survey)

Goal: The CNMI is persistently working towards boosting the utilization of seat belts among front seat outboard occupant passengers.

Results: Not met

In 2023, an observed seat belt usage survey indicated a decrease of 2.93 percentage points from 95.71% in 2022 to 92.78%.

According to the survey on the usage of child restraints, there has been a 2.56 percentage point increase, rising from 80.42% in 2019 to 82.98% in 2022.

Core Activity Measures

A-1 Seat Belt / Child Restraint Citations Issued:

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
Seat Belts :	1,620	559	485	720	696	As of Nov. 2023
Child Restraint:	169	26	17	74	39	As of Nov. 2023

A-2 Impaired Driving Arrests:

<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
186	168	281	263	160	As of Nov. 2023

A-3 Speeding Citations Issued:

<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
738	659	480	598	1,553	As of Nov. 2023

Core Performance Measure Target Chart – FY2023 Annual Report

Assessment of Results in Achieving Performance Targets for FY23 and FY22									
FY 2023					FY 2022				
Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/ FY 22 Progress Results	On Track to Meet FY23 Target Y/N ** (in-progress)	Target Value FY22 HSP	Target Year(s)	Data Source/ FY21 Final Result	Met FY22 Target Y/N	
C-1) Total Traffic Fatalities	5 year	2019-2023	4	2018 – 2022 State 3	In Progress	1	2018-2022 State 3	No	
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	8	2018 – 2022 State 6	In Progress	2	2017 – 2021 State 6	No	
C-3) Fatalities/VMT	5 year	2019-2023	N/A	2018 – 2022 N/A	N/A	N/A	2017 – 2021 N/A	N/A	
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2019-2023	1	2018-2022 State – 1	In Progress	1	2017-2021 State – 1	Yes	
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2019-2023	2	2018-2022 State – 2	In Progress	1	2017-2021 State – 2	No	
C-6) Speeding-Related Fatalities	5 Year	2019-2023	2	2018-2022 State – 2	In Progress	1	2017-2021 State – 2	No	
C-7) Motorcyclist Fatalities (FARS)	5 Year	2019-2023	0	2018-2022 State – 0	In Progress	0	2017-2021 State – 0	Yes	
C-8) Un-helmeted Motorcyclist Fatalities	5 Year	2019-2023	0	2018-2022 State – 0	In Progress	0	2017-2021 State – 0	Yes	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2019-2023	0	2018-2022 State – 0	In Progress	0	2017-2021 State – 0	Yes	
C-10) Pedestrian Fatalities	5 year	2019-2023	1	2018 – 2022 State – 1	In Progress	0	2017 – 2021 State – 1	No	
C-11) Bicyclist Fatalities	5 year	2019-2023	0	2018 – 2022 State – 0	In Progress	0	2017 – 2021 State – 0	Yes	
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	97%	92.78%	No	95%	2022 95.71	Yes	

*States have the option of evaluating the target achievement with the most recent State or FARS data, not both, for all measures excluding C-1 – C-3. See instructions for details.

**For FY20, if the response is No (N) for any performance measures, the SHSO is required to separately provide within the Annual Report a description of how the SHSO will adjust its upcoming (FY22) HSP to better meet the performance target(s).

2023 Evidence-based Traffic Safety Enforcement Program (TSEP) information

1. We continue educating and enforcing speed regulations on our roads and highways; however, the occurrence of speed-related crashes resulting in severe injuries and fatalities, along with the issuance of citations for speed violations, remains a concern.

Presently, we engage in public awareness campaigns regarding the repercussions of speeding through paid advertisements, as well as through participation in school and community events.

2. At present, we implement speed enforcement through highly visible highway patrol efforts and random deployment of speed enforcement activities at various locations.

Given the increasing number of new vehicles being registered, we are committed to intensifying our speed enforcement efforts. Our new fleet of police vehicles will strategically position themselves at high-risk crash locations, ensuring a heightened police presence to effectively mitigate speeding and reduce the occurrence of crashes.

3. Therefore, we have determined additional enforcement strategies:

- a. Conduct covert speed enforcement with unmarked rental vehicles.
- b. Conduct zero-tolerance speed enforcement.
- c. Increase the number of speed enforcement with lasers.
- d. Continue to conduct high visibility speed enforcement.
- e. Conduct a minimum of ten (10) speed enforcement activities per month.
- f. Conduct Aggressive Driving Intervention Program or ADIP.

4. The ongoing enforcement program of the CNMI's Highway Patrol places significant emphasis on monitoring. Agencies receiving grant funding for enforcement are mandated to submit an after-action report or comprehensive details regarding the progress of the program to the Highway Safety Office. This report includes data on conducted activities, encompassing details such as location, time, manpower allocation, and the number of issued traffic violations and arrests. Decisions on funding for the following years are contingent upon the effectiveness and performance of the enforcement project.

The Highway Patrol will provide data and after-action reports for specific grant-funded activities. This information is crucial for monitoring and enhancing enforcement tactics and strategies, as well as for assisting in the evaluation and potential revision of traffic laws.

5. Enforcement will focus on all seat belt violations, specifically targeting motorists who fail to comply with CNMI laws regarding child restraints and seat belts for both children and passengers during every trip. If approved by management, we will conduct monthly selective traffic enforcement on seat belts. Additionally, we will continue to set up Car Seat and Seat Belt checkpoints at various locations to monitor the correct usage of both car seats and seat belts. This approach serves to assess our effectiveness in achieving compliance with seat belt and car seat laws.

6. The Highway Patrol remains committed to the continuous enforcement of DUI laws. As the COVID pandemic concludes, there has been a noticeable rise in alcohol consumption, whether at local bars or beach sites, coupled with an influx of new vehicles on the highways leading to an increase in arrests. To address this, we will persist in conducting sobriety checkpoints and raising public awareness about the hazards of impaired driving.

7. The most recent traffic regulation, the "Mobile Electronic Device Restrictions in Vehicle Safety Act," implemented in March 2020, aims to discourage drivers from using any electronic devices while operating and controlling a motor vehicle.

We plan to carry out public education regarding the penalties and repercussions for operators who engage in distractions while in control of their vehicles. Additionally, we will submit progress and compliance data to the Highway Safety Office.

8. We have engaged in meetings with CNMI lawmakers to develop legislation for the Tinting Bill. Currently, they are in the process of refining the bill before forwarding it to the Governor's Office for enactment. The Highway Patrol has initiated a pilot project to educate the community in preparation for the bill to be passed into law.

9. The Highway Patrol is currently in the process of updating officers' certification as Child Passenger Technicians. This certification involves online registration, education, and hands-on training with instructors. Through this initiative, we aim to consistently support the community in ensuring the correct usage and installation of children's car seats.

10. The Highway Patrol consistently oversees and addresses violations related to pedestrian crosswalks both on highways and within school zones. We have been in discussions with the CNMI Attorney General's Office to receive guidance on conducting pedestrian crosswalk enforcement operations, which includes public education. Additionally, meetings have taken place with the Highway Division of the Department of Public Works to ensure the maintenance and improvement of all pedestrian crosswalks.

11. The CNMI is currently undertaking the rehabilitation of highways that have experienced deterioration over the years. This effort aims to alleviate traffic congestion caused by the substantial increase in commuting vehicles. It also involves the installation of more traffic signs, including those indicating street and highway names, as well as pedestrian crosswalks. As part of the overall highway enhancement plan, additional traffic signal lights and streetlights will be installed.

12. The Highway Patrol remains committed to engaging in public outreach and delivering presentations to both the community and private schools about existing traffic laws and safety concerns. In addition to these initiatives, we will extend our dialogues to include discussions with government agencies influencing public services. To uphold our proactive approach in achieving our goals and mission, we consistently consult with the CNMI Attorney General's Office and Judiciary on the latest traffic laws and case precedents.

Respective Islands (Saipan, Tinian, and Rota) Highway Safety 2023 Annual Report

Island of Saipan Report...

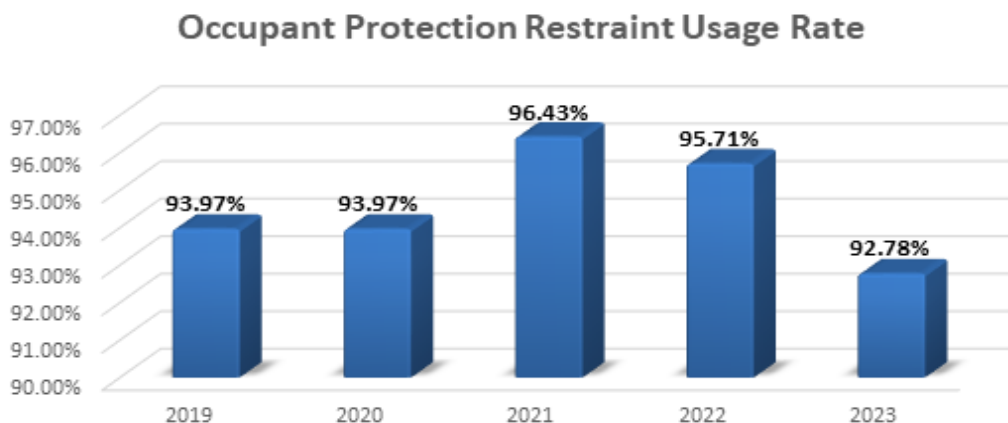
Following the recovery from the recent pandemic and natural disasters, Saipan is steadily resuming normal operations. There is a concentrated effort to heighten public awareness and enforcement, aiming for a proactive approach to reduce traffic-related fatalities and severe injuries.

A crucial element of Saipan's strategy to diminish these figures involves the implementation of educational initiatives. These initiatives aim to better inform the community about safe driving practices, pedestrian safety, and the significance of adhering to traffic laws. The yearly Click It or Ticket and 4D - Drunk, Drugged, Distracted, or Drowsy campaigns showcase the consistent and positive outcomes achieved by Saipan's Highway Patrol Division.

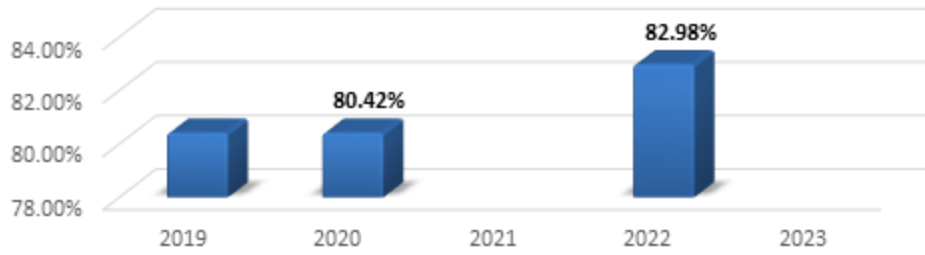
Occupant Protection/Child Restraint

Leading the way in the Occupant Protection and Child Restraint program, the Department of Public Safety-Saipan unwaveringly upheld its dedication to improving the safety of those on the highways. From May 15 to June 04, 2023, the department actively participated in the national "Click It or Ticket" campaign, using a combination of enforcement and educational strategies. Their comprehensive efforts emphasized the critical significance of employing child restraints and safety belts during highway travel.

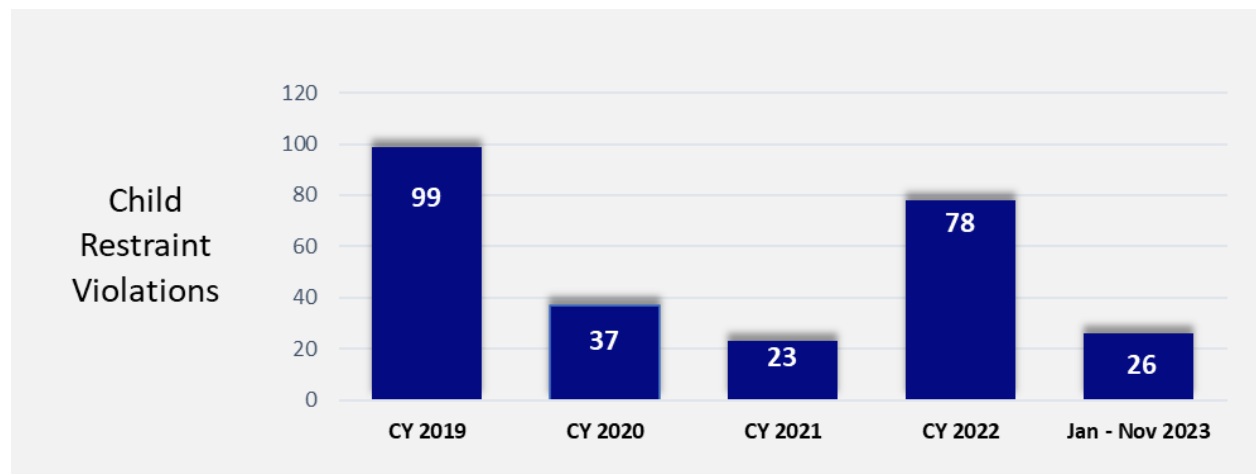
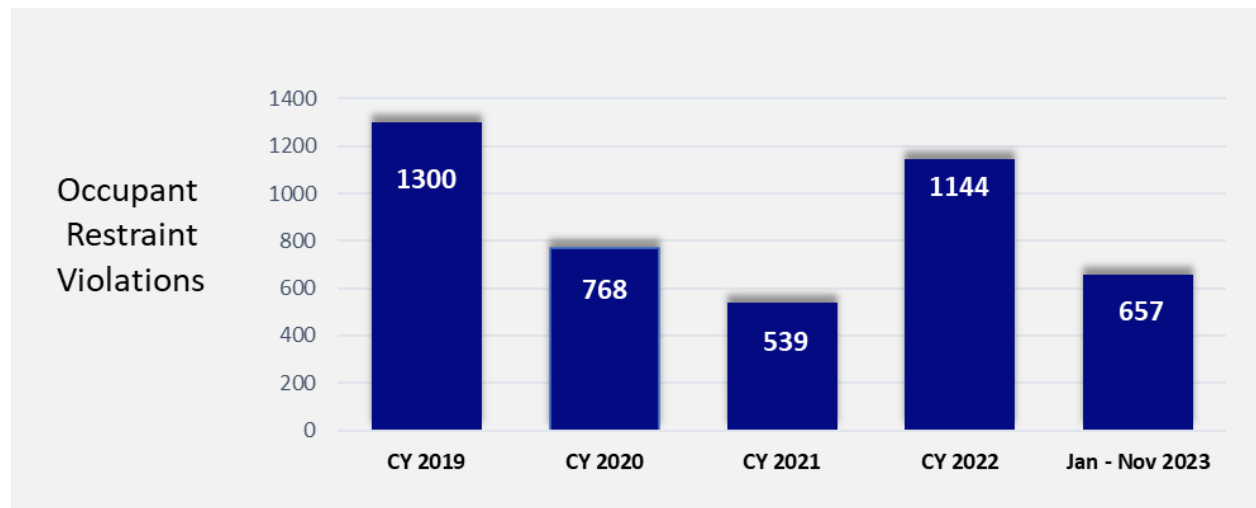
Between August 21 and 25, 2023, the Department of Public Safety-Saipan carried out surveys on Occupant Protection usage at different locations throughout the island. The findings revealed a 2.93 percentage point decrease from the previous year 2022.



Child Restraint Usage Rate



Along with High Visibility Enforcement and Checkpoints, the Department of Public Safety in Saipan continues its enforcement endeavors through a "Covert" operation, a proven law enforcement strategy. This covert enforcement involves officers discreetly observing driver behavior from unmarked (rented) vehicles while simultaneously coordinating with nearby marked vehicle units to initiate stops for violators based on observed behavior.



The Department of Public Safety-Saipan organized (07) distinct events dedicated to the courtesy child restraint checkups, inviting parents and caretakers to participate. Attendees at these events had the opportunity to undergo courtesy checks for their car seats. Additionally, they were provided the chance to replace child restraints that were either recalled or expired, receiving guidance on the proper installation of car seats. All these activities were conducted as part of the Click It or Ticket – Child Passenger Safety Week.

The Highway Patrol, in partnership with the Highway Safety Office, consistently heightened public awareness by promoting campaigns such as Click It or Ticket and Four Steps for Kids. This promotional effort was disseminated through diverse local media channels, including radio, newspapers, magazines, flyers, television, movie theaters, billboards, and social media platforms such as Facebook and Instagram. Furthermore, visual messaging systems were established in collaboration with private entities to efficiently communicate our prevention campaign messages.

Through our initiatives, authorities successfully attained and accomplished the following milestones in the occupant protection and child restraint program for the calendar year 2023 (from January 1 to October 31, 2023):



- Issued 657 safety belt citations and 26 child restraint citations.
- Conducted 18 OP/CR Check-up events and Public Outreach events
- Conducted 14 OP/CR deterrence and enforcement Checkpoints

Additionally, DPS Highway Patrol-Saipan gained (6) new certified Child Passenger Safety Technicians.

The Occupant Protection usage rate of 92.78% and a minimal number of safety belt citations (657) underscore the dedication of authorities, showcasing motorists' voluntary adherence to restraint systems while on highways. We will persist in enhancing our education and enforcement initiatives to sustain this elevated compliance rate.

OP/CR Checkpoints



We have not fully met the 2023 Highway Safety Project Agreement's Goals and objectives which aimed:

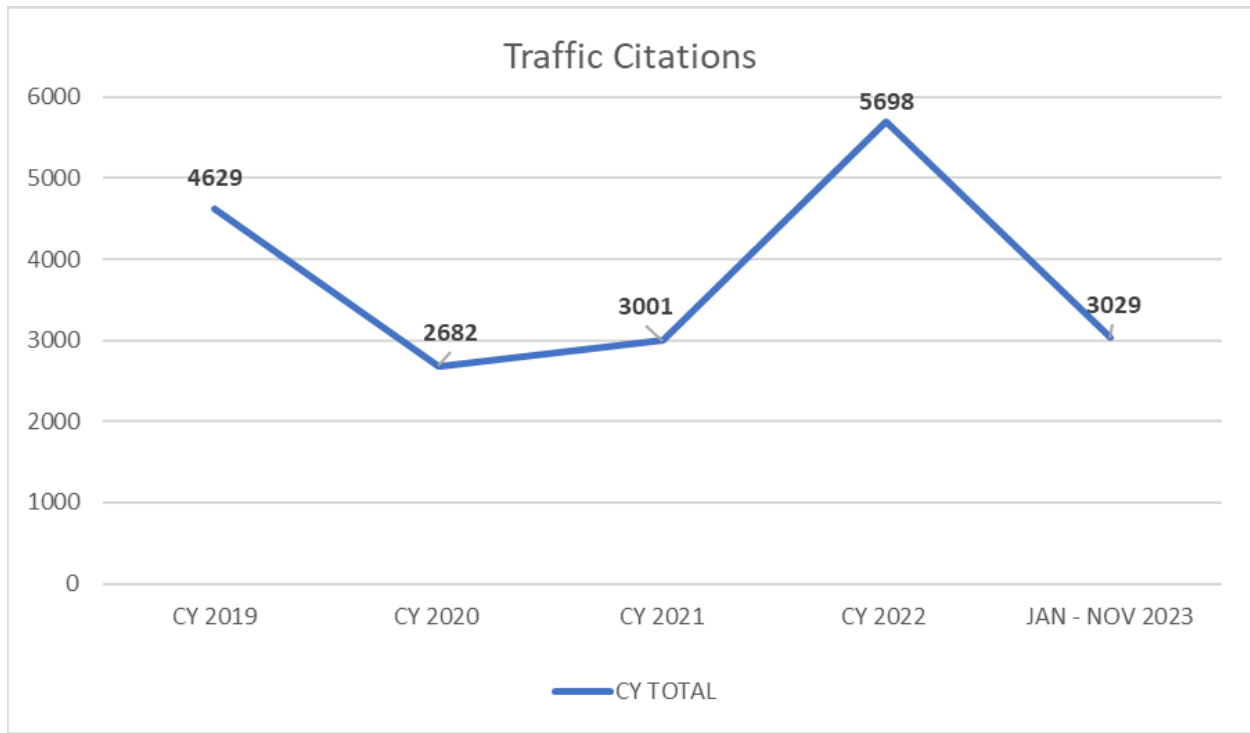
- To increase the number of seat belt citations 10% from 539 during FY 2021 to 593 by September 30, 2023
- To decrease unrestrained passenger vehicle occupant serious injuries 83% from 06 in FY 2021 to 05 by September 30, 2023

However, we were not able to meet the following:

- To maintain unrestrained passenger vehicle occupant fatalities 100% from 00 in FY 2021 to 00 by September 30, 2023

Police Traffic Services (PTS)

As of November 30, 2023, Police Traffic Services have issued a total of (3,029) traffic citations to motorists, a decrease from (5,698) citations issued during CY 2022 and (3001) in CY 2021. These figures highlight an ongoing trend of traffic law violations by motorists, emphasizing the ongoing need for authorities to diligently enforce traffic regulations to ensure the safety of both drivers and pedestrians.



Through our efforts and with limited available resources and manpower, Highway Patrol Section personnel accomplished the following for its PTS program for the year 2023 (as of November 30):

- Provided (286) traffic escorts and directed (42) events which took place on the main highways or roadways.
- Conducted (24) Public Education Presentations at various public schools and youth centers

As of the current date, DPS-Saipan has issued a total of (1,565) speeding citations, several of which involve additional violations. Authorities have carried out numerous Speed Enforcement mobilizations, implementing High Visibility Enforcement on our highways during both day and night.

Activities occurred on the main roadways and highways, along with routine traffic control at the Beach Road project construction sites that commenced in September. Through cooperation with the Highway Safety office and other divisions within the Department of Public Safety, we conducted (18) presentations held at the Highway Patrol office, different public schools, youth centers, and public events.

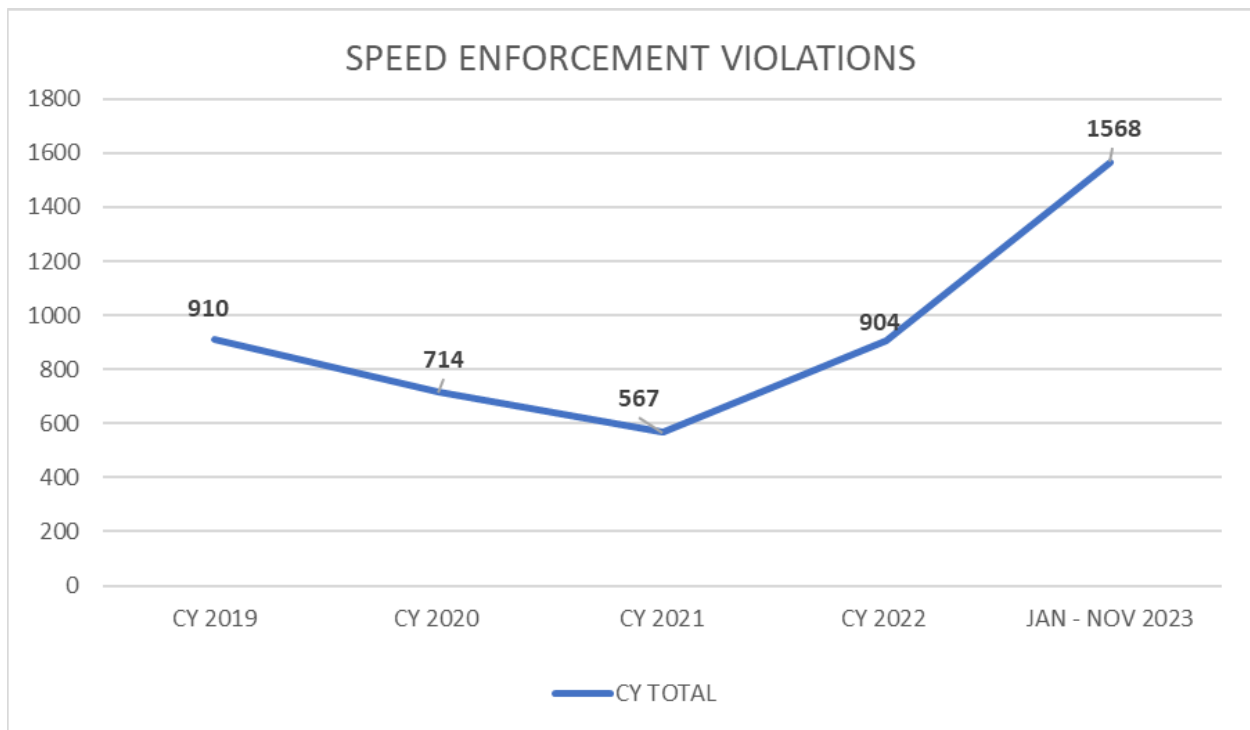
DPS-Saipan has achieved the goals and objectives outlined in the 2023 Highway Safety Project Agreement, which aimed to:

- To decrease fatalities in speeding-related crashes 33.3% from 03 during FY 2021 to 02 by September 30, 2023.

However, we have not fully met the following:

- To decrease serious injuries in speeding-related crashes 100% from 01 during FY 2021 to 00 by September 30, 2023.

Excessive speed stands as a primary factor in fatal and severe injury crashes on our roadways. This year, we have recorded (2) traffic crash fatalities, both attributed to speeding. DPS-Saipan utilizes speed-detecting devices like the LTI 20/20 to actively enforce speed limits. By conducting these speed enforcement operations, we have successfully deterred and discouraged the public from engaging in high-speed travel and violating traffic laws.



Despite the persistent challenges, DPS-Saipan has achieved significant progress in reducing traffic crash fatalities associated with speed on our highways. Through an increase in the speed

enforcement operations, DPS-Saipan has effectively lowered the number of traffic crash fatalities from (05) in 2022 to (02) in 2023.

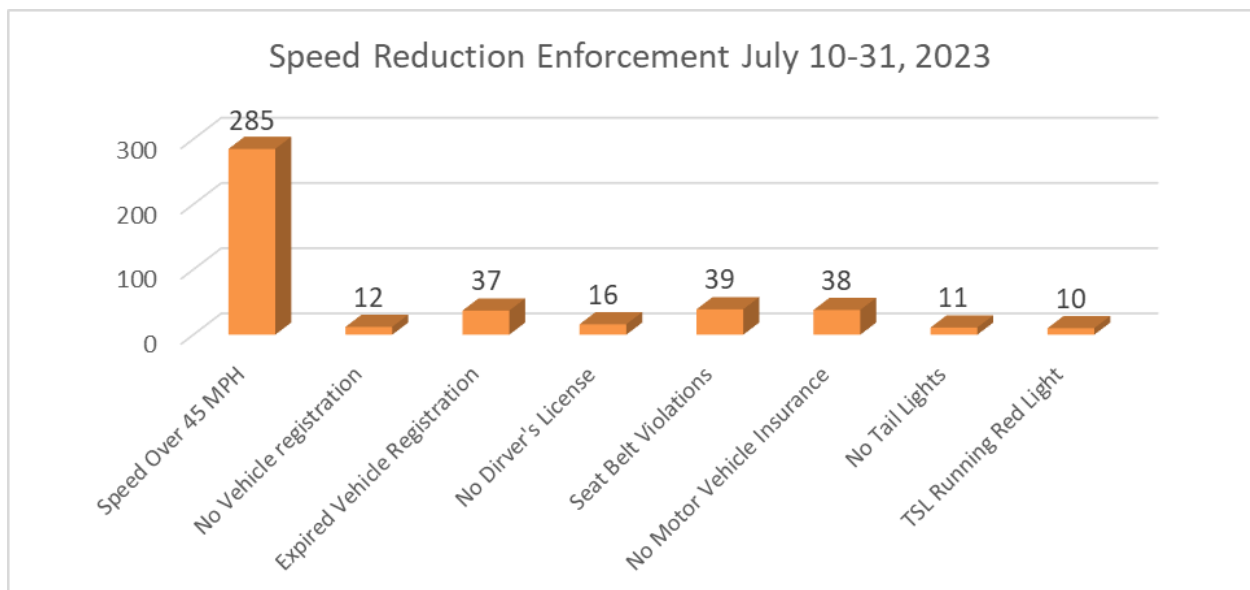
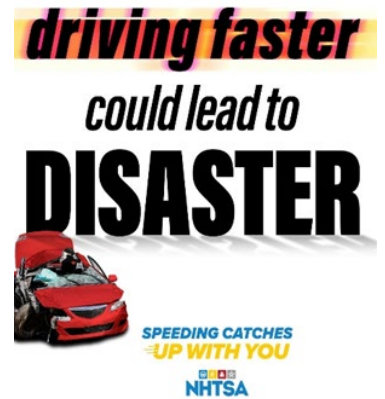
National Speed Reduction Campaign (July 10 – 31, 2023)

The Department of Public Safety Highway Patrol conducted Laser Speed and High Visibility Enforcement (HVE) operation during July 10-31, 2023, at different locations targeting areas known for speeding, drag racing, rush hour traffic and known crash locations involving speeding.

To ensure just, well-founded, and sensible enforcement of speed, speed limits should be set using suitable engineering practices.

Roadway design, adapting to the specific nature of the road, can vary and facilitate the smooth and efficient flow of traffic. These practices involve making informed decisions regarding suitable and reasonable speed limits.

In the chart below, the Speed Reduction Operation highlights the (8) most prevalent traffic violations observed during the operational period from July 10 to July 31, 2023. Throughout the Speed Reduction operations, an additional (23) traffic violations were observed, and the individuals involved were educated and not issued citations.



Several technologies have been recommended to address speeding and aggressive driving and have conducted innovative and effective aggressive driving enforcement programs. These include

several different types of infrastructure-based and in vehicle technologies, such as speed trailers, laser speed enforcement, and cell phone communication.

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs and also recommends raising the priority of speed enforcement as a traffic safety priority among law enforcement, the general public, and the courts. Such an effort may require careful planning of the message that speed enforcement is a public injury prevention strategy.

Traffic Records (TR)

Island-Wide Traffic Safety Information System (ITSIS)

For the CNMI, Ledge Light Technologies Inc. continued serving as Traffic Records Consultant and responsible for the support of the Traffic Records Coordinating Committee and the Traffic Records Executive Committee. In addition, Ledge Light Technologies, Inc. developed the Traffic Records System Improvement Grant Application, (NHTSA Section 405(c) Grant). Consultant Services for Enhancement, Maintenance, Upgrade, and Technical Support of Island-Wide Traffic Safety Information System (ITSIS) Program.

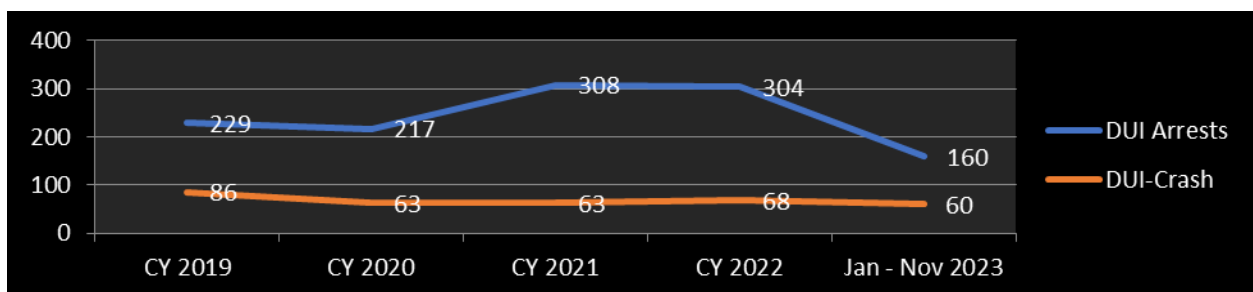
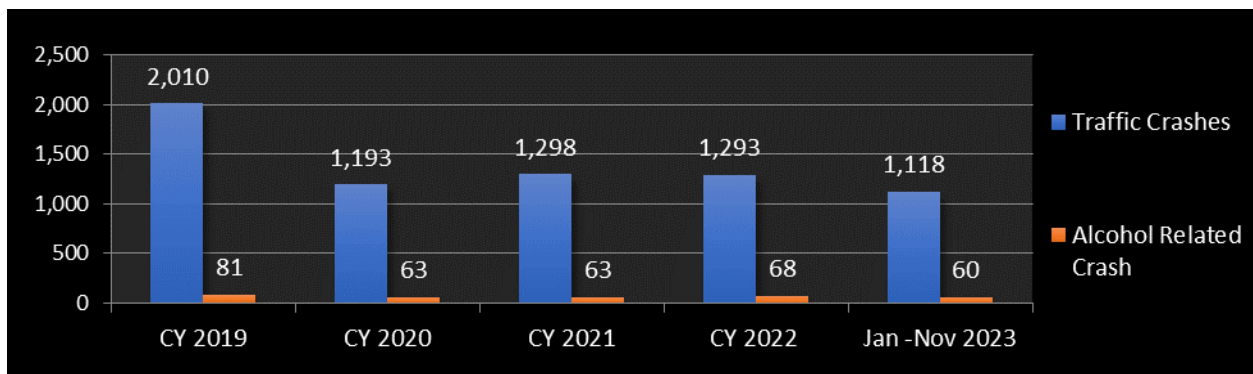
The Department of Public Safety e-citation system, which integrates with the CRS and JustWare systems used by the courts and the Attorney General's Office. This integration improves communication and record management. However, due to limited resources like laptops and printers, some law enforcement personnel still issue manual paper tickets to violators. Traffic Record Specialist is allotted a period of 5-7 days to deliver paper citations to the court. Currently, there are only seven hardware units available for over 60 law enforcement vehicles, all assigned to the Highway Patrol Section personnel.

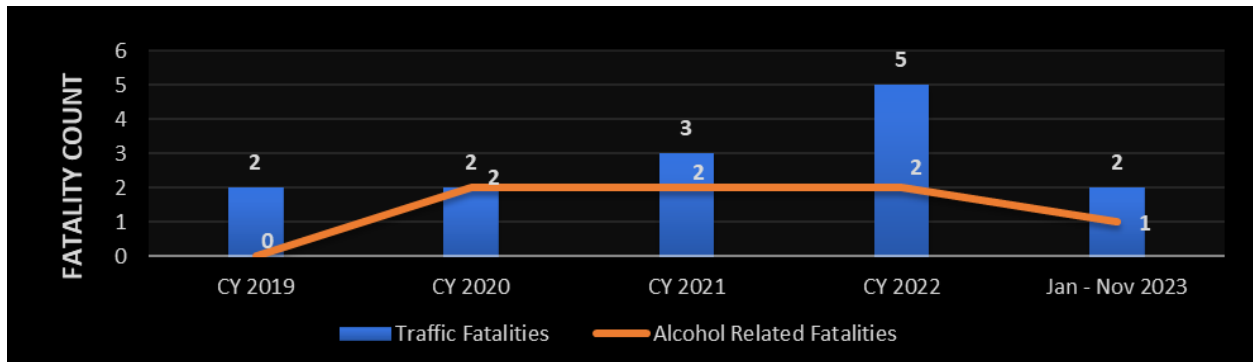
In 2023, the Department of Public Safety purchased 25 units of Electronic Citation Equipment and Hardware for Highway Patrol and Patrol Officers.

Alcohol Countermeasure

The Commonwealth of the Northern Mariana Islands (CNMI) continues to face Impaired driving challenges. Despite having limited manpower, the Highway Patrol Division continues to enforce strict measures against driving under the influence (DUI) of alcohol and drugs (DUID).

The effectiveness of the “Drive Sober or Get Pulled Over” and “Buzzed Driving is Drunk Driving” campaigns as well as the “4D” program in the CNMI has been evident in decreasing the number of DUI arrests and DUI-related crashes during the Holidays. This success can be attributed to the hard work and dedication of the Highway Patrol officers. Their commitment to effective media campaigns, public announcements, and enforcement efforts is evident as the number of alcohol related crash fatality remains low matching the previous years with (1) alcohol related crash fatality





We have met the 2023 Highway Safety Impaired Driving Project Agreement’s Impaired Driving Goals and Objectives which aimed:

- To decrease the number of impaired driving related crashes 10% from (63) during FY 2021 to (57) by September 30, 2023.
- To decrease fatalities in impaired driving-related crashes from 50% from (02) in FY 2020 to (01) by September 30, 2023.

However, we have not fully met the following:

- To decrease serious injuries in impaired driving related crashes 50% from (02) in FY 2021 to (01) by September 30, 2023.
- To increase the number of DUI arrests 10% from (308) during FY 2021 to (339) by September 30, 2023.

The Department of Public Safety-Saipan has been able to adapt to its challenges and maintain its efforts in promoting educational, deterrence, and enforcement activities as an overall goal to reduce the number of traffic-related fatalities and injuries. With the collaborative effort of the Highway Safety Office and the Highway Patrol Division, DPS-Saipan will continue to work on overcoming the challenges through hard work and dedication to public safety, as evident in the decrease in traffic-related fatalities.

DPS-Saipan has yet to fully meet all Goals and Objectives of the 2023 Project Agreement. However, with the assistance of the U.S. Department of Transportation and National Highway Traffic Safety Administration, CNMI Department of Public Safety will continue to face our daily challenges and obstacles and strive to reduce injuries and fatalities on our highways.

Island of Tinian Report...

The Department of Public Safety Tinian - Traffic and Patrol Police Officers, have maintained their commitment to road safety for both motorized vehicles and pedestrians. They have achieved this by enhancing educational efforts and enforcing regulations to prevent severe crashes and fatalities. The department has continued its public information and education campaigns for both public and private schools while also collaborating with government and private businesses.

The primary objective of the Traffic Section within DPS Tinian is to serve the community by upholding the motor vehicle traffic laws of the Commonwealth of the Northern Mariana Islands while also working to reduce the frequency and severity of crashes. The ultimate goal is to enhance traffic safety for all road users, including motorists, bicyclists, and pedestrians. The Tinian Highway Safety Office is dedicated to its mission of saving lives and preventing injuries by reducing motor vehicle crashes through a comprehensive network of traffic safety programs.

In February 2023, 2 new technicians from Tinian were certified through the CPST training. Following that, in March 2023, one officer attended the Lifesavers Conference in Seattle, WA. In April 2023, three officers participated in the ARIDE Training on Saipan. Later, in August 2023, one officer attended the KIDZ in Motion Conference in Oklahoma City, Oklahoma.

Data collected from October 2022- September 2023

Year 2023

Total citations issued: 124

Seatbelt violations: 15

Car Seat violations: 03

Total traffic crashes: 10

Fatality: 00

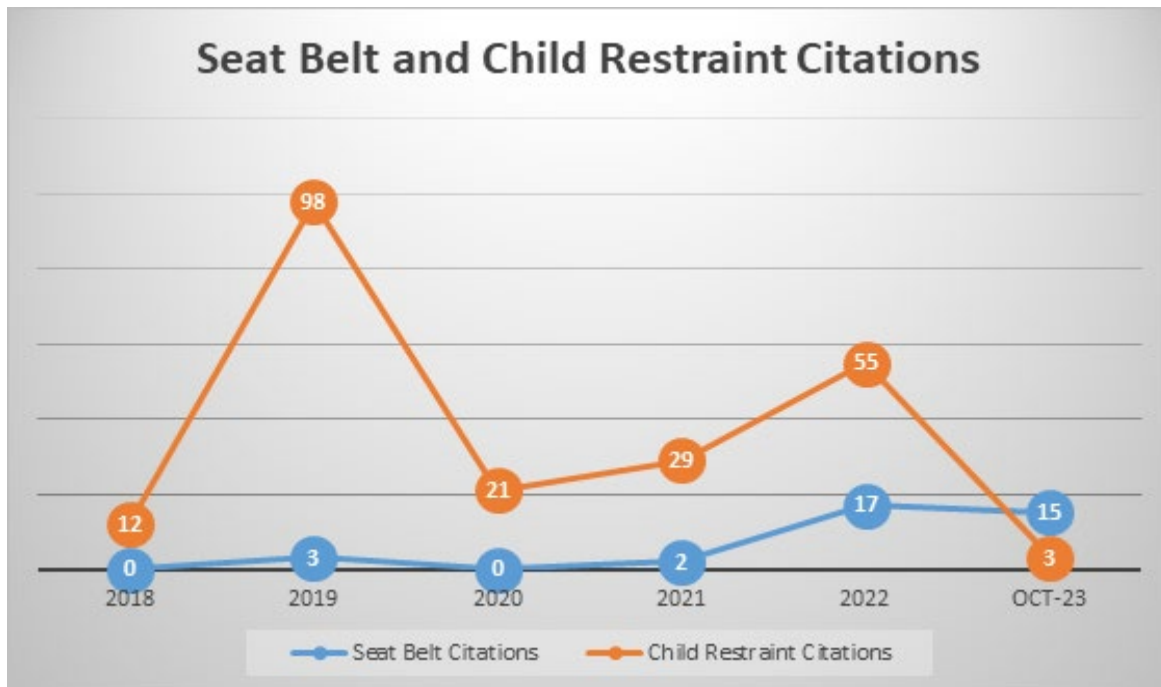
DUI Arrests: 04

DUI related fatality: 00

Occupant Protection and Child Restraint

CLICK IT or TICKET Mobilization May 16th-June 05, 2023

Officers from the Tinian Highway Patrol successfully carried out (2) high-visibility enforcements as part of the Click It or Ticket National Enforcement Mobilization campaign, leading to the issuance of (15) citations.



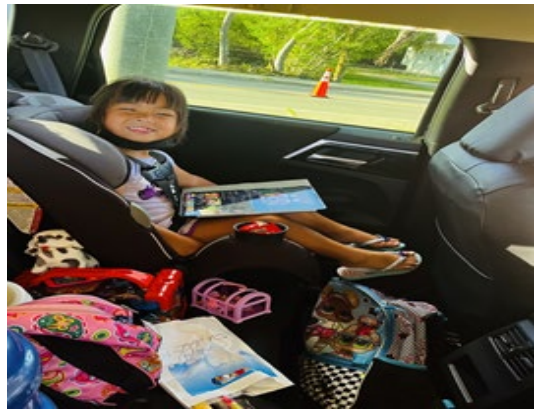
In July 2023, Tinian Highway Patrol Section conducted community outreach focused on car seats and seat belt use.

CHILD PASSENGER SAFETY WEEK (September 2023)

Tinian Highway Patrol implemented saturation patrols in the vicinity of school areas and on highways, resulting in the issuance of ten (10) citations. Additionally, during the National Seat Check Saturday event, a notable number of participants were encountered, with thirteen (13) of them seeking assistance from technicians to ensure the proper installation of their car seats in their vehicles.

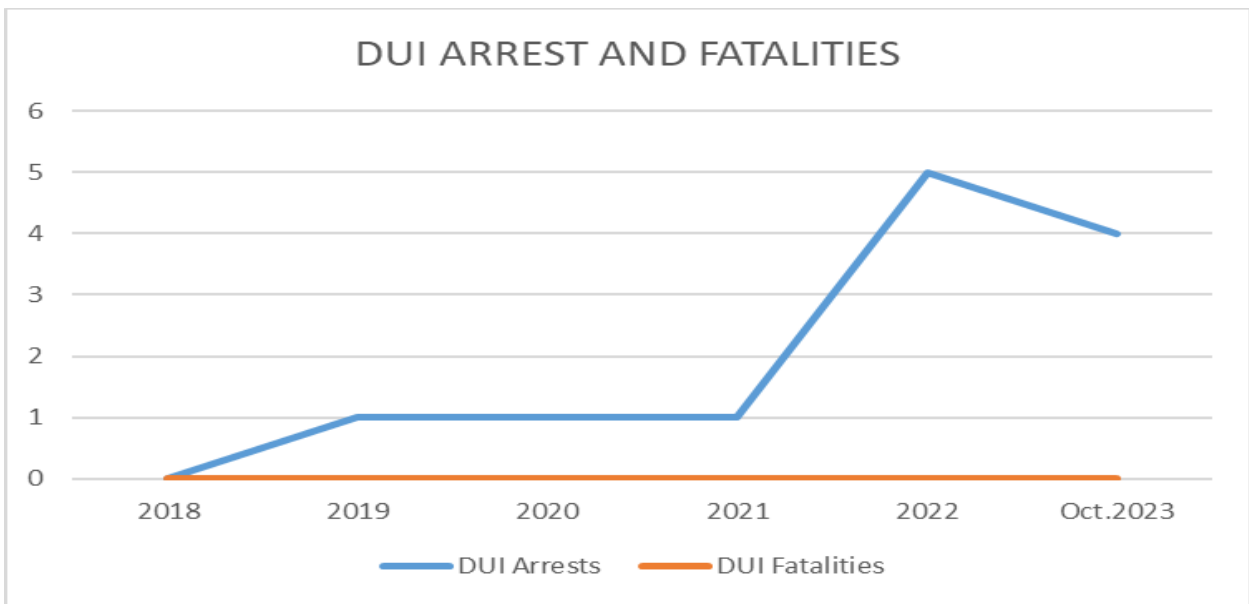


Officer Euneen Mendiola and Mark Mapeso participated in CPS Training in Saipan.



Impaired Driving (Alcohol/Drugs)

Continuous public awareness efforts have been successfully carried out through school programs and outreach events, ensuring a widespread understanding of road safety. This proactive approach has resulted in regular performance of saturation patrols, effectively deterring risky behavior on the roads. Remarkably, these initiatives have led to successful checkpoints being implemented, preventing crashes and fatalities. The combination of these strategies has significantly contributed to enhancing road safety and reducing the number of incidents on the streets.



In December 2022, Tinian Highway Patrol did another “Safe Ride Program” in which impaired drivers will be driven home after a night out drinking. It began on December 24th, 2022, until January 1st, 2023, and there were 11 transports during that period.

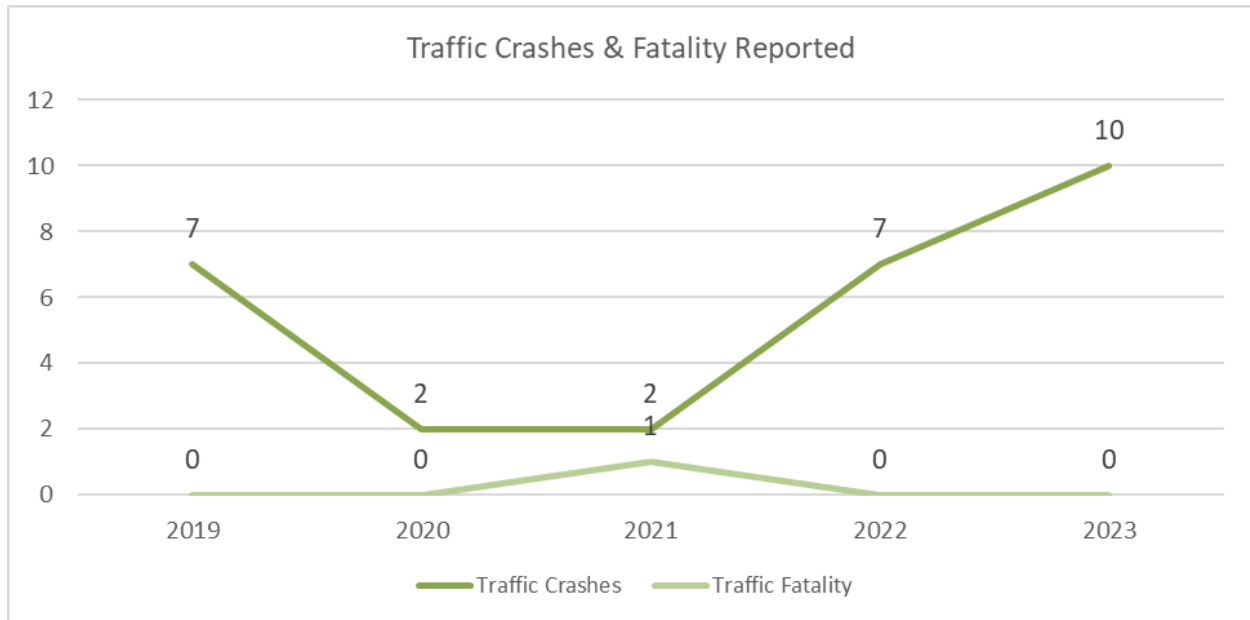
Police and Traffic Services

The Tinian Highway Patrol, under the Department of Public Safety, persistently carried out Selective Traffic Law Enforcement (STLE) with the support of additional enforcement personnel from within the Department. In October 2022, the Tinian Highway Patrol underwent a restructuring, merging with another section or falling under the Patrol Section, with an appointed Commander responsible for overseeing day-to-day operations.

As of October 2023, the Highway Patrol and Patrol Officers provided support for local and annual events, including the San Jose Fiesta, Taga/Pika Festival, and various activities organized by both

public and private schools, as well as government agencies. Their assistance encompassed tasks such as road closures and traffic control. Additionally, they actively participated in the annual marathon competition and bicycle race.

DPS Tinian Highway Patrol personnel conducted STLE enforcement throughout the month in November and Speed enforcement in December 2022.



Tinian DPS HP officers distributing Highway Safety pamphlets/flyers to the community at stores and during the Halloween evening event (Oct. 29 & Oct. 31, 2022).

Island of Rota Report...

To achieve its goals and objectives, the section collaborates with officers from the Patrol, Criminal Investigation, and Boating Safety Sections for enforcement operations, such as checkpoints and High Visibility Enforcement (HVE) efforts.

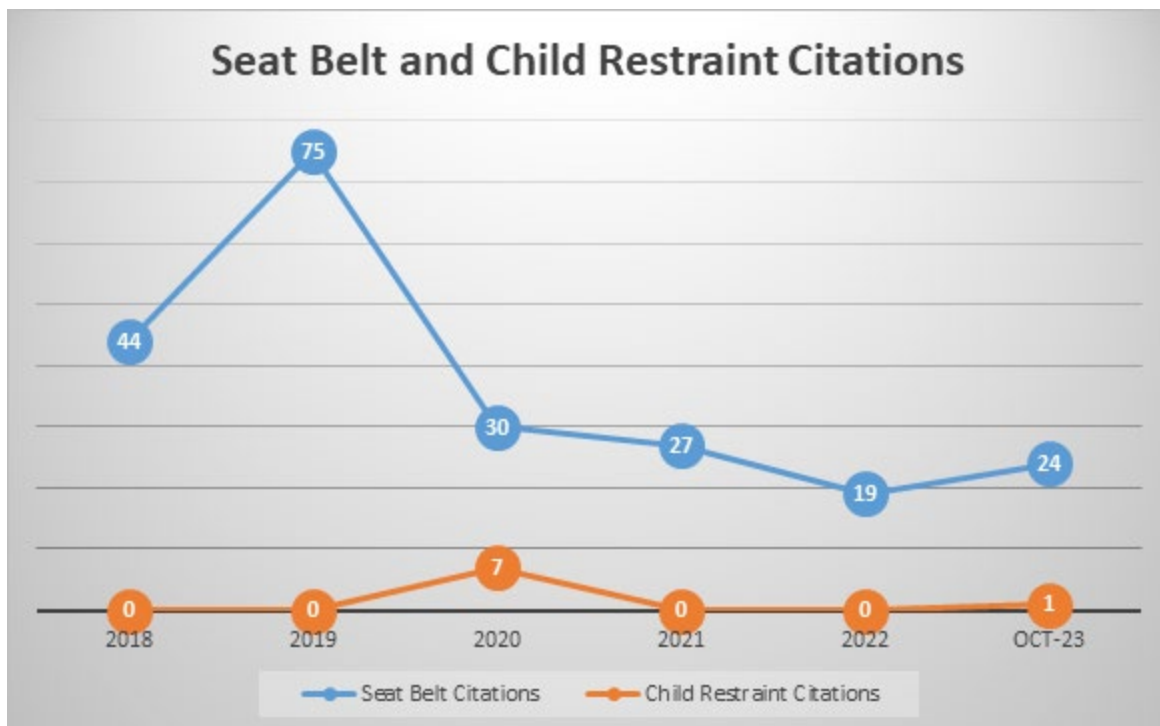
During the period from October 2022 to September 2023, despite the challenges mentioned above, the Rota Highway Patrol Section successfully conducted approved checkpoints, saturation patrols, and high visibility enforcement activities as outlined in the three Highway Safety Plans (HSPs).

The Highway Patrol personnel also engaged in educational outreach by conducting sessions for Elementary School, Middle School, and High School students. Additionally, officers attended the Lifesaver Conference and Kids in Motion Conference. Furthermore, two officers received certification for Child Passenger Safety Technician training in Saipan, and four officers obtained certification in conducting A.R.I.D.E. (Advanced Roadside Impaired Driving Enforcement).

Occupant Protection/Child Restraint

In the year 2023, we successfully attained and fulfilled the objectives of the Occupant Protection and Child Restraint program, accomplishing the following:

- Issued 24 citations for Safety Belt violations
- Certified 2 new Child Passenger Safety Technicians



Highway Safety Plan Projects, Goals and Objectives:

1. Maintained unrestrained passenger vehicle occupant fatalities at 0.
2. Maintained unrestrained passenger vehicle occupant fatalities at 0.
3. We notice an increase in seat belt citations from year 2022 to 2023 at 20%
4. We were able to conduct a total of 3 educational contacts at schools during the school year.
5. We were able to conduct saturation patrols in May and June 2023.
6. We were able to conduct OP/CR checkpoints in June 2023.
7. In 2023, we were able to have 2 officers certified for Child Passenger Safety
8. In August 2023, we were able to send 1 CPS Technician to a Kids in Motion conference.
9. In September 2023, Highway Patrol Officers were able to conduct 4 OPCR checkpoints and 4 saturation Patrol.
10. In September 2023, we were able to conduct a National Seat check Saturday during Child Passenger Safety Week.

CLICK IT OR TICKET MOBILIZATION:

In May 2023, we conducted a Proclamation signing for CIOT. The Highway Patrol section successfully implemented ten (10) checkpoints and carried out four (4) saturation patrols as integral components of the Click It or Ticket mobilization enforcement.

CHILD PASSENGER SAFETY WEEK:

Throughout Child Passenger Safety Week, the Highway Patrol Section delivered educational presentations at multiple locations, including the National Seat Check Saturday inspection. Furthermore, Rota HP officers performed intensive saturation patrols, child passenger checkpoints, and seatbelt surveys.

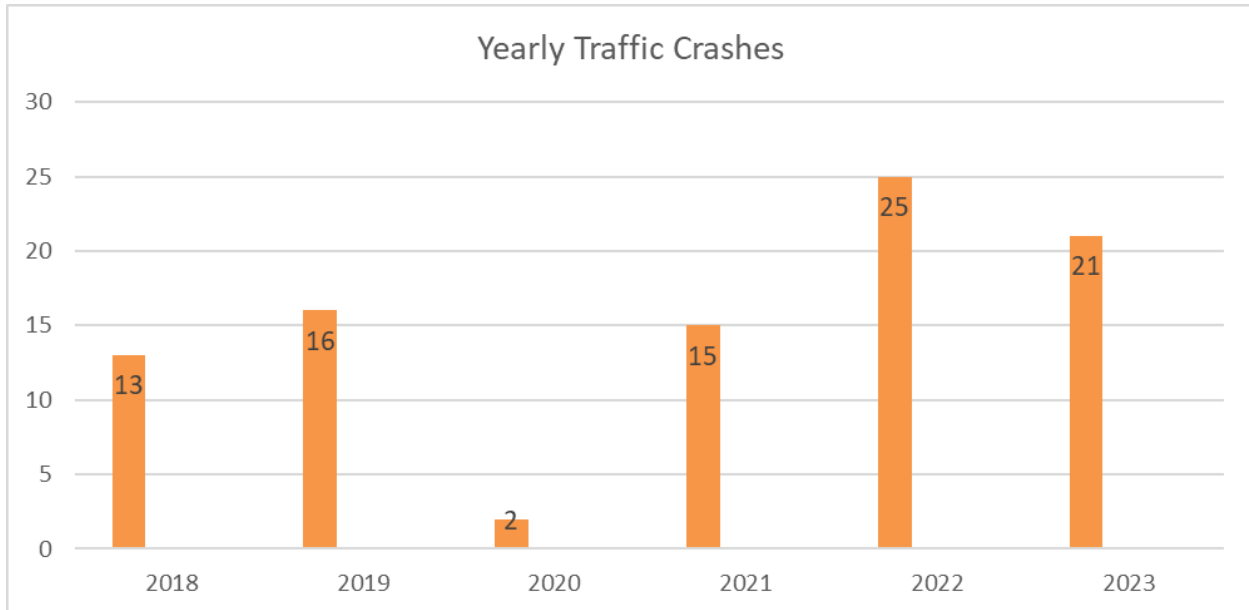


Police Traffic Services

The goal of the Highway Patrol Section's Police Traffic Services (PTS) program is to not only improve efficiency in the fatal or none-fatal crashes investigations but to also enforce traffic laws on our highways and to accomplish specific PTS tasks.

Through our efforts we were able to accomplish the following for Police Traffic Services in 2023:

1. Maintain the number of traffic crashes with serious injuries at zero for the year.
2. Maintain the number of speed-related traffic crashes with serious injuries at zero for the year.



Highway Safety Plan Projects, Goals and Objectives:

1. Maintained injuries in speeding-related crashes at 0.
2. Maintained traffic fatalities at 0.
3. In October 2023, we conducted extensive saturation patrols.
4. We engaged in (3) educational interactions with the school.
5. A highway patrol officer was sent to the 2023 Lifesavers National Conference in Seattle, Washington.
6. A highway patrol officer was sent to the 2023 KIDZ in Motion conference in Oklahoma City.
7. In February 2023, a CPS Instructor and (2) Police Officers from DPS Rota were dispatched to participate in the re-certification training for Child Passenger Safety Technicians on Saipan.

TRAFFIC CRASHES/FATALITIES:

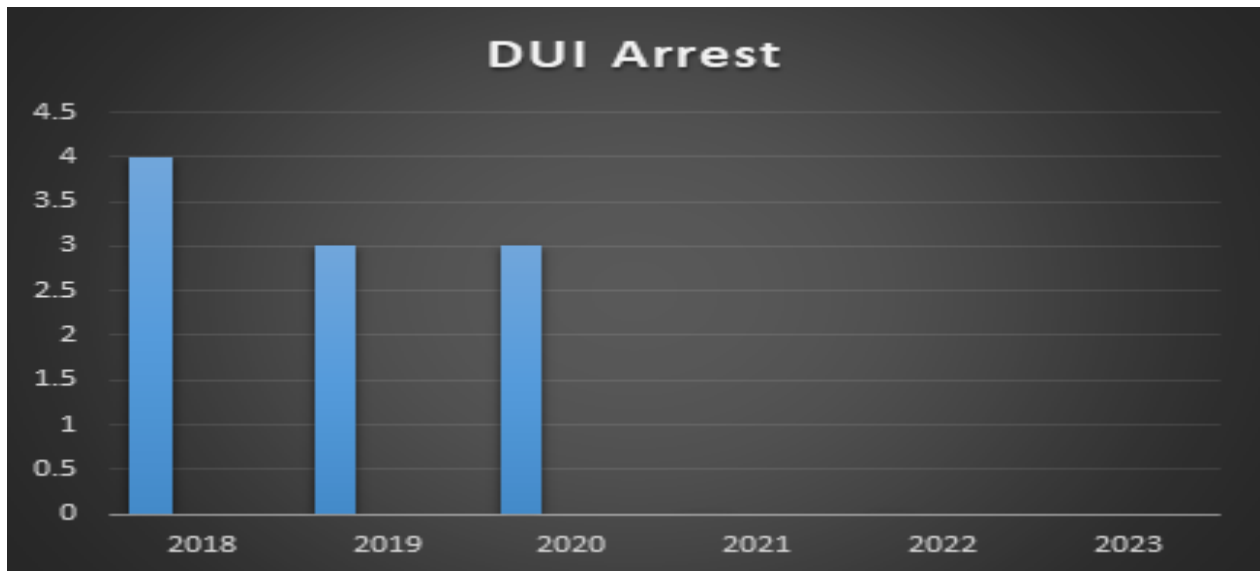
Despite our island being small in size, traffic crashes continue to occur. From October 2022 to September 2023, the Traffic Section responded to twenty-one (21) traffic crashes thus far. Of the (21), (12) were single-car collisions while the remaining (9) were with other types of motor vehicles. Out of (21) of these traffic crashes, none of them resulted in fatalities or serious injuries.

Impaired Driving (Alcohol/Drugs)

During the course of this year, we have documented two crashes involving alcohol. In light of this, we remain committed to seeking guidance on how to handle potential DUI arrests in the future and are actively collaborating with our healthcare agency to develop safer methods for engaging with our community.

We achieved the following objectives in the Alcohol and Other Drug Countermeasures program during October, November, and December 2022:

1. In December 2022, we carried out two Sobriety Checkpoints.
2. In November 2022, we conducted one High Visibility Enforcement Operation.



Highway Safety Plan Projects, Goals, and Objectives:

1. Conducted four checkpoints between October 2022 and September 2023.
2. Sent one Highway Safety Officer to the Lifesavers Conference in 2023.
3. Conducted two saturation patrols in August and September 2023.
4. Completed three educational outreach events during the school year.
5. Sent four officers for A.R.I.D.E. certification training in 2023.

CHECKPOINTS (Impaired Driving, Occupant Protection & Child Restraint):

Checkpoints remain valuable tools for deterring and detecting specific violations. Our goal is to conduct a sufficient number of these checkpoints during our mobilizations to ensure we achieve the objectives outlined in the Highway Safety Plan. Ultimately, our goal is to conduct

a minimum of three Occupant Protection (seat belts) and Child Restraint checkpoints and three Impaired Driving checkpoints per quarter by the end of the calendar year.

NATIONAL IMPAIRED DRIVING ENFORCEMENT CRACKDOWN:

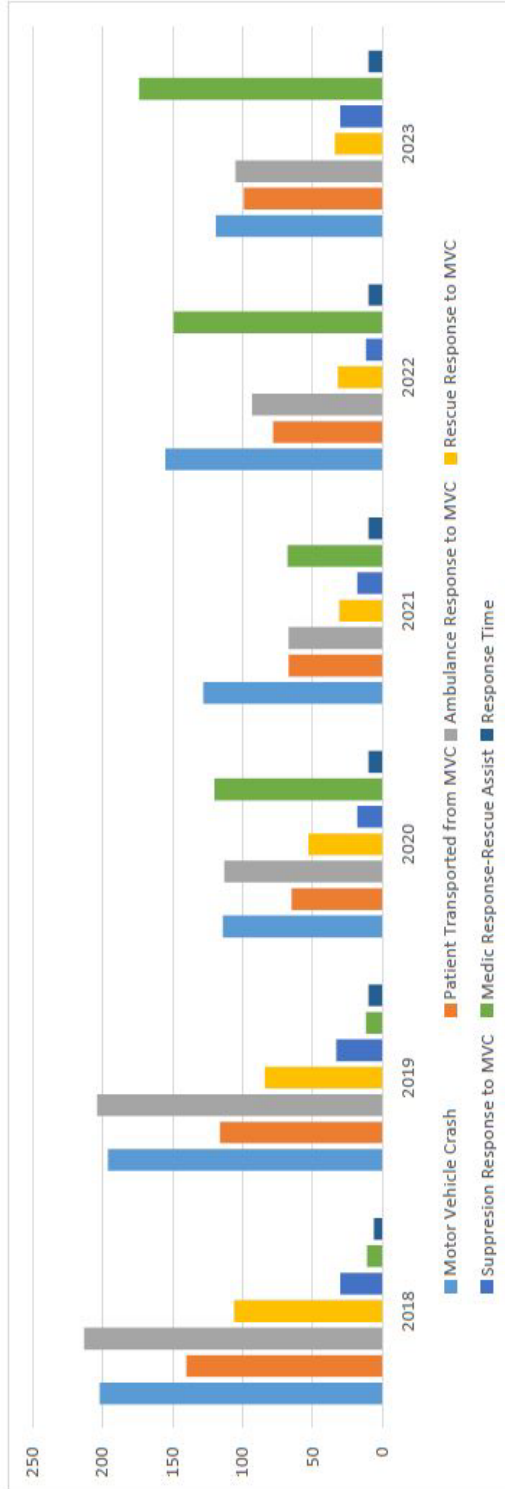
During September 2023, we effectively carried out high saturation patrols and implemented a total of four checkpoints.

PRE-HOLIDAY SEASON & HOLIDAY SEASON:

Throughout the duration of the Pre-Holiday and Holiday Season Impaired Driving campaign, we successfully carried out two checkpoints and numerous High Visibility Enforcement (HVE) operations.

**DEPARTMENT OF FIRE AND EMERGENCY MEDICAL SERVICES
STATISTIC FOR TRAFFIC EMERGENCY RESPONSE**

	2018	2019	2020	2021	2022	2023
Motor Vehicle Crash	202	196	114	128	155	119
Patient Transported from MVC	140	116	65	67	78	99
Ambulance Response to MVC	213	204	113	67	93	105
Rescue Response to MVC	106	84	53	31	32	34
Suppression Response to MVC	30	33	18	18	12	30
Medic Response-Rescue Assist	11	12	120	68	149	174
Response Time	6	10	10	10	10	10



For the following campaigns/mobilizations, ads were placed on various newspapers and magazines, and were aired on various radio stations, television as well as on social media to spread messages to the community:

SUPER BOWL LVII “Fans Don’t Let Fans Drive Drunk”: Feb. 12, 2023

BUZZED DRIVING IS DRUNK DRIVING – St. Patrick’s Day: Mar. 17, 2023

DISTRACTED DRIVING PUBLIC AWARENESS CAMPAIGN: Apr. 03-10, 2023

CLICK-IT-OR-TICKET NATIONAL ENFORCEMENT MOBILIZATION: May 15 – Jun. -04, 2023

EMERGENCY MEDICAL SERVICES WEEK: May 21 - 27, 2023

BUZZED DRIVING IS DRUNK DRIVING - JULY 4th IMPAIRED DRIVING: Jul. 04, 2023

DRIVE SOBER OR GET PULLED OVER – Labor Day IMPAIRED DRIVING NATIONAL ENFORCEMENT: Aug. 16 – Sept. 04, 2023

CHILD PASSENGER SAFETY WEEK, NATIONAL SEAT CHECK SATURDAY: Sept. 17-23, 2023.

PEDESTRIAN SAFETY MONTH: Oct. 01 – Oct. 31, 2023

HALLOWEEN IMPAIRED DRIVING: Oct. 31, 2023

IMPAIRED DRIVING THANKSGIVING HOLIDAY TRAVEL: Nov. 22 – 26, 2023

OCCUPANT PROTECTION THANKSGIVING HOLIDAY: Nov. 23, 2023

BUZZED DRIVING IS DRUNK DRIVING – Pre Holiday-Season: Nov. 27 – Dec. 12, 2023

DRIVE SOBER OR GET PULLED OVER – Holiday Season: Dec. 14, 2022 – Jan. 01, 2023

Paid Media

Effective highway programs rely on a combination of high-visibility communications, public outreach, and coordinated enforcement activities. Paid advertising plays a crucial role in the media strategy, providing control over message content, timing, placement, and repetition. This encompasses airing highway safety ads on radio, television, in movie theaters, and through print media. DPS-HSO collaborates with vendors to ensure the optimal utilization of resources for delivering impactful highway safety messages to our community.

HSO has been utilizing social media strategies for campaigns, aiming to maximize and expand the dissemination of crucial safety messages, thereby fostering awareness and education within the community. Each social media campaign aligns with the NHTSA High Visibility Enforcement campaign period.

Fiscal Year 2023 PAID MEDIA (October 1, 2022 – September 30, 2023)

Campaign	Fund	Budget	Results/Impressions
Halloween Impaired Driving Ads (October 31, 2022)	BIL	\$1,090.00	30 TV ads 85 Radio ads Over 10,000 online views and about 12K + Facebook followers
Thanksgiving Holiday Travel Impaired Driving November 23-27,2022 Click It or Ticket November 25, 2022.		\$0	Over 20,000 online impressions Over 35K Facebook interactions
4D Impaired Driving December 12, 2022 - January 02, 2023.	402	\$4,936.00	390 Radio ads 30 TV Ads Over 9,000 print ads / Magazines Over 6.3 million online views and impressions

Pedestrian Safety October 17-31, 2022	BIL	\$2,300.00	20 TV ads 148 Radio ads Over 3K Facebook interactions and over 1.3 million online viewers
Super Bowl LV Impaired Driving (February 12, 2023)	BIL	\$3,046.62	15 TV ads 181 Radio ads 8K Print ads Over 3.2 million online viewers and 13K social media interactions
St. Patrick's Day March 17, 2023	BIL	\$3,286.62	15 TV ad 107 Radio ads Over 8K print ads Over 3.3 million online ads and 3,412 online impressions
Distracted Driving (April 1-30, 2023)	BIL	\$8,392.49	20 TV spots 480 Radio ads 33,900 Print Ads (Magazine / Newspaper) Over 9.9 million online viewers and 32K online impressions
Click It or Ticket May 15- June 4, 2023	405b High 405b Low	\$25,462.00	471 Radio spots 70 TV spots 36,300 Print ads (Newspaper / Magazine) Over 13 million online viewers / audience 7,482 Printed educational materials
National Bicycle Safety Awareness Month May 01-31, 2023	BIL	\$9,485.87	20 TV ads 674 Radio ads 21,000 Print ads (Newspaper) Over 12 million online viewer / audience

Impaired Driving 4th of July	BIL	\$2,284.26	145 Radio spots 10 TV spots 8,300 Prints Ads (Newspaper) Over 3,000 Facebook impressions and Over 3 million online viewers
Speed Reduction Enforcement Campaign July 10-31, 2023	BIL	\$3,950.87	TV Spots: (4) 32 seconds Live Spots plus all News replay at no cost Radio Spots: (145) Public Awareness/Advertisement 16,000Print Ads/Newspapers over 3 million online viewers
Drive Sober or Get Pulled Over National Enforcement Labor Day (August 16 – September 4, 2023)	402 /BIL	\$5,311.24	320 Radio TV spots 8,000 Print ads Over 3.2 million online viewers / audience and Facebook followers
Child Passenger Safety Week, National Seat Check Saturday (September 17- 23, 2023)	BIL	\$5,252.24	221 Radio & TV spots 16,000 print ads (Newspaper / Magazine) Over 3 million online viewers and 10,000 Facebook followers.
Public Safety Awareness Pamphlets	BIL	\$13,949.00	3,131 Flyers and Banners



buzzed
driving is
drunk
driving

**IF YOU FEEL DIFFERENT
YOU DRIVE DIFFERENT
DRIVE HIGH GET A DUI**

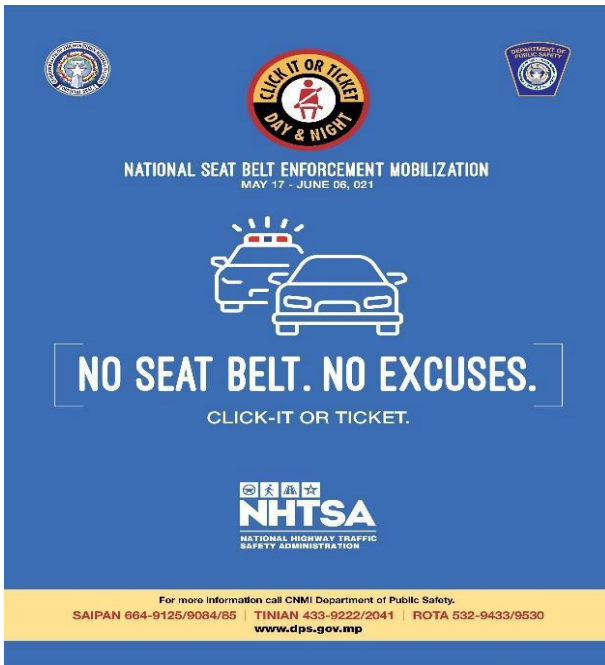
SPEEDING




Stop speeding before it stops you

**Have a Safe & Happy
Holiday Season**









NATIONAL SEAT BELT ENFORCEMENT MOBILIZATION
MAY 17 - JUNE 06, 2021

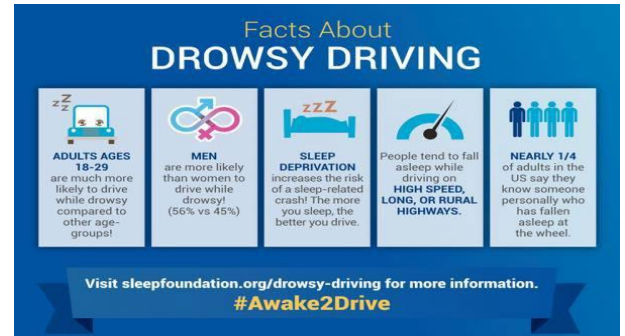


NO SEAT BELT. NO EXCUSES.
CLICK-IT OR TICKET.








NHTSA
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

For more information call CNMI Department of Public Safety.
 SAIPAN 664-9125/9084/85 | TINIAN 433-9222/2041 | ROTA 532-9433/9530
www.dps.gov.mp



Facts About DROWSY DRIVING

 <p>ADULTS AGES 18-29 are much more likely to drive while drowsy compared to other age-groups!</p>	 <p>MEN are more likely than women to drive while drowsy! (56% vs 45%)</p>	 <p>SLEEP DEPRIVATION increases the risk of a sleep-related crash! The more you sleep, the better you drive.</p>	 <p>People tend to fall asleep while driving on HIGH SPEED, LONG, OR RURAL HIGHWAYS.</p>	 <p>NEARLY 1/4 of adults in the US say they know someone personally who has fallen asleep at the wheel.</p>
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Visit sleepfoundation.org/drowsy-driving for more information.
#Awake2Drive



4 STEPS FOR KIDS

- STEP 1: READ THE MANUAL**
- STEP 2: FORWARD FACING**
- STEP 3: BOOSTER**
- STEP 4: SEAT BELT**



Ratchet your child's height. If they're under 4'9", your child is a booster seat.
www.kidseatbelt.gov



EVERYONE IS A PEDESTRIAN



NHTSA
www.nhtsa.gov

Training, Conferences and Meetings

The following training, conferences and meetings were attended by DPS-HSO staff, Highway Patrol officers from Saipan, Tinian, and Rota:

- 2023 Lifesavers Conference in Seattle, WA in March 2023
- Partners Meeting in Sacramento, CA in March 2023
- Child Passenger Safety Technician training in Saipan in February 27-March 2, 2023
- Advance Roadside Impaired Driving Enforcement in Saipan in April 2023
- Laser/Radar Training in Jacksonville, Florida on June 2023
- National Association of Women Highway Safety Leaders Conference in New York, NY in August 2023
- Governor's Highway Safety Association Conference in New York, NY in August 2023
- Kids-In-Motion Conference in Oklahoma City, Oklahoma in August 2023



Partners Meeting in Sacramento, CA with our counterparts from American Samoa



CPST training in Saipan from Feb.27-Mar.2,2023 15 new certified technicians



ARIDE Training-Instructor George Chwe - April 2023 (picture on the right - officers in training)



Governor's Highway Safety Association Conference in New York, NY In August 2023



2023 Kids-In-Motion Conference attendees from the CNMI.

In November and December 2022, OP/CR Program Manager/CPST lead instructor Conrad Castro (HSO) and CPS technicians from HP conducted (6) trainings at participating car seat vendors to ensure that parents/caregivers purchasing car seats are provided the proper information on the different types of car seats that are available for the child’s age, height, weight, and developmental level.



Sales associates from I Love Saipan Department Store.

Conrad Castro, OP/CR Program Manager/CPST lead instructor explaining the Child Restraint Purchase Assistance Program to sales associates at Lollipops Store during the vendor training.

Highway Safety Programs Funding

Section 402, 405b & 405c (FAST Act)

402 (BIL)

402 (Supplemental BIL)

FFY23 Obligation and Expenditure

**Total FFY23
Obligation & Expenditure**

FAST Act

Project Number	Agency	Fund	Obligated	Expended
Planning & Administration				
PA-23-00	DPS-HSO	402	\$27,331.78	(\$27,331.78)
Occupant Protection				
OP -23-00	DPS- HSO	402	\$25,795.00	(\$21,377.63)
OP- 23-01	DPS-Saipan HP	402	\$18,157.80	(\$13,739.03)
OP- 23-02	DPS-Rota HP	402	\$34,318.71	(\$14,468.29)
OP- 23-03	DPS-Tinian HP	402	\$20,861.93	(\$8,955.00)
Total OP			\$99,133.44	(\$58,539.95)
Police Traffic Services				
PTS -23-00	DPS-HSO	402	\$56,068.34	(\$37,494.37)
PTS- 23-01	DPS- Saipan HP	402	\$62,549.81	(\$36,678.72)
PTS- 23-02	DPS-Rota HP	402	\$57,567.21	(\$3,878.38)
PTS- 23-03	DPS-Tinian HP	402	\$32,279.81	(\$4,155.44)
Total PTS			\$208,465.17	(\$82,206.91)
Impaired Driving -Al & Drugs				
ID-HSO 23-00	DPS-HSO	402	\$33,450.64	(\$30,261.87)
ID- Saipan 23-01	DPS-Saipan HP	402	\$64,390.86	(\$39,735.34)
ID- Rota 23-02	DPS-Rota HP	402	\$46,719.03	(\$18,678.10)
ID- Tinian 223-03	DPS-Tinian HP	402	\$30,803.44	(\$4,830.83)
Total ID			\$175,363.97	(\$93,506.14)
Traffic Records				
TR - HSO 23-00	DPS-HSO	402	\$3,644.78	(\$1,228.72)
TR - Saipan 23-01	DPS- Saipan HP	402	\$21,895.00	(21,874.00)
Total TR			\$25,539.78	(\$23,102.72)
Pedestrian & Bicycle Safety				
PS-23-01	DPS-Saipan HP	402	\$33,511.29	(\$5,374.00)
Speed Enforcement				
SE-23-01	DPS-Saipan HP	402	\$26,579.82	(\$6,469.71)
Paid Media				
PM-23-00	DPS-HSO	402	\$3,252.63	(\$3,118.00)
Total Section 402			<u>\$599,177.88</u>	<u>(\$299,649.21)</u>

Section 405(b) OP				
405(b) - HSO High-23-00	DPS-HSO	405(b)	\$77,654.17	(\$48,864.22)
405(b) - HSO Low-23-00	DPS-HSO	405(b)	\$23,415.58	(\$23,415.58)
Total 405(b)			\$101,069.75	(\$72,279.80)
Section 405 (c)				
Total 405(c) -23-00	DPS-HSO	405 (c)	\$170,161.37	(\$170,161.37)
Total 405(c)				
TOTAL - FAST ACT			<u>\$870,409.00</u>	<u>(\$542,090.38)</u>

BIL

Project Number	Agency	Fund	Obligated	Expensed
Planning & Administration				
PA-23-00	DPS-HSO	402	\$149,578.10	(\$70,917.93)
Occupant Protection				
OP-HSO -23-00	DPS-HSO	402	\$181,933.91	(\$55,727.55)
OP-Saipan -23-01	DPS-Saipan HP	402	\$110,804.06	(\$28,607.77)
OP-Rota - 23-02	DPS-Rota HP	402	\$19,300.00	(\$2,646.33)
OP-Tinian - 23-03	DPS-Tinian HP	402	\$32,444.49	(\$107.83)
TOTAL OP			\$344,482.46	(\$87,089.48)
Police Traffic Services				
PT – HSO -23-00	DPS-HSO	402	\$73,479.74	(\$13,519.62)
PT-Saipan-23-01	DPS Saipan HP	402	\$299,700.00	(\$25,382.29)
PT-Rota-23-02	DPS Rota HP	402	\$88,000.00	(\$0)
PT-Tinian-23-03	DPS Tinian HP	402	\$92,600.00	(\$7,461.29)
TOTAL PT			\$553,779.74	(\$46,363.20)
Impaired Driving - AL & Drugs				
ID – HSO -23-00	DPS-HSO	402	\$119,121.42	(\$47,412.49)
ID – Saipan -23-01	DPS-Saipan HP	402	\$74,683.13	(\$14,106.51)
ID – Rota -23-02	DPS-Rota HP	402	\$53,010.00	(\$967.00)
ID – Tinian -23-03	DPS-Tinian HP	402	\$11,600.00	(\$967.00)
TOTAL ID			\$258,414.55	(\$63,453.00)
Traffic Records				
TR – HSO -23-00	DPS-HSO	402	\$90,047.57	(\$48,395.59)
TR – Saipan -23-01	DPS-Saipan HP	402	\$105,056.31	(\$66,289.93)
TOTAL TR			\$195,103.88	(\$114,685.52)
Emergency Medical Services				
EMS-23-01	Dept. of Fire & EMS	402	\$41,100.00	(\$10,112.75)
Pedestrian & Bicycle Safety				
	DPS Saipan HP	402	\$24,000.00	(\$0.00)

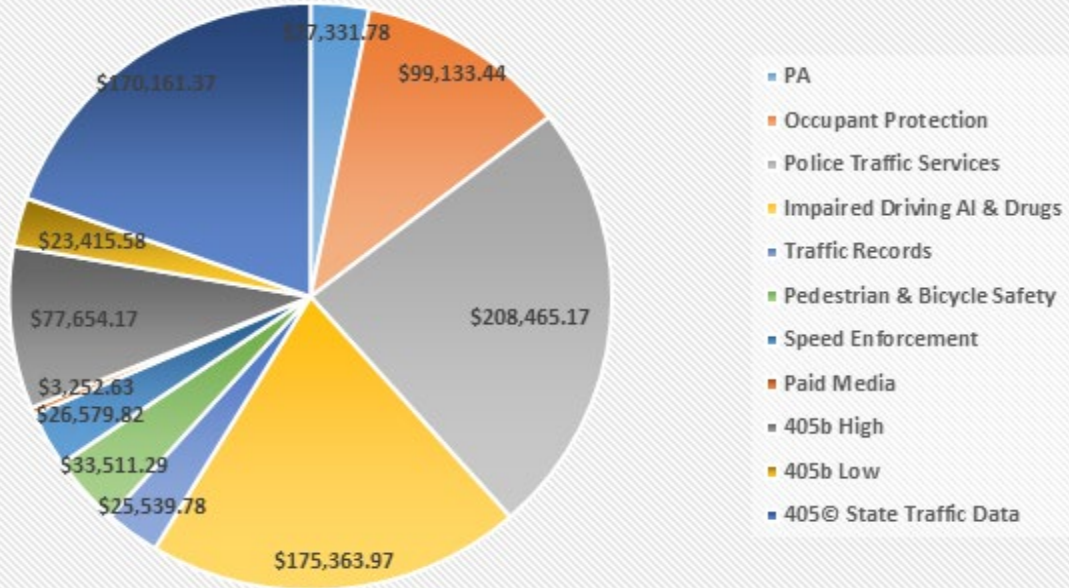
Speed Enforcement	DPS Saipan HP	402	\$48,421.00	(\$3,498.71)
Paid Media 23-00	DPS-HSO	402	\$65,310.00	(\$55,786.81)
TOTAL - BIL			<u>\$1,680,189.73</u>	<u>(\$451,907.40)</u>

Project Number	Agency	Fund	Obligated	Expended
Impaired Driving				
AL – 23-01	DPS Saipan HP	402	\$69,485.87	\$-
Emergency Medical Services				
EM – 23-01	DFEMS	402	\$23,939.35	\$-
Occupant Protection				
OP – 23-01	DPS Saipan HP	402	\$8,880.00	(\$4,780.42)
TOTAL - SUPPLEMENTAL BIL			\$102,305.22	(\$4,780.42)

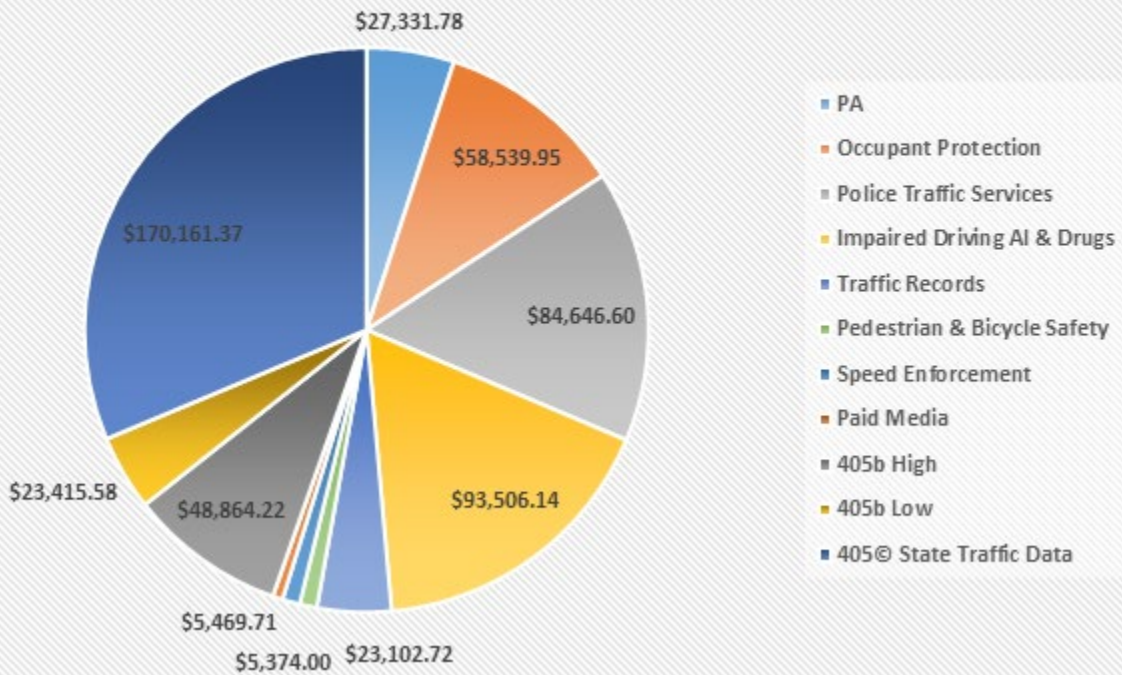
TOTAL NHTSA FUNDS **\$2,652,903.95** **(\$998,778.20)**

SUPPLEMENTAL BIL

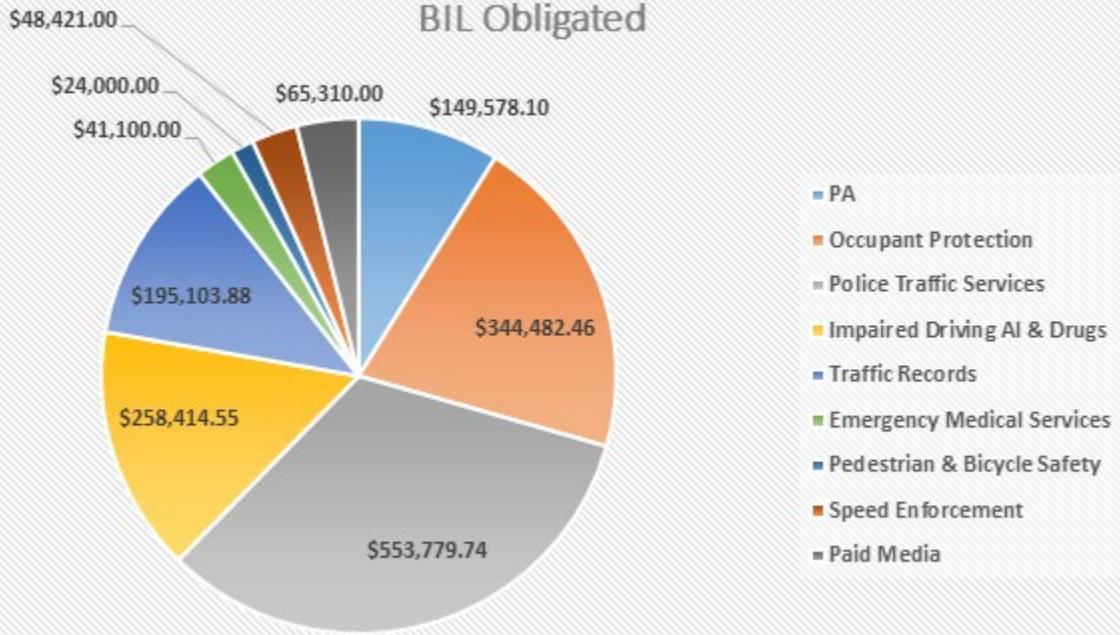
Financial Report as of December 04, 2023 Section 402 (FAST Act) Obligated



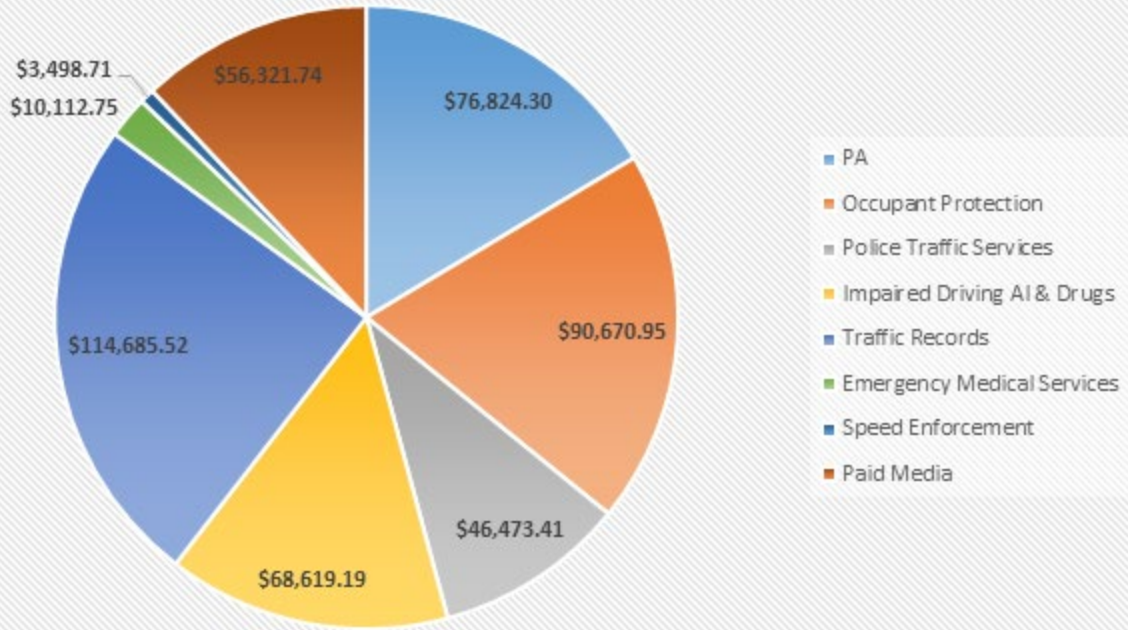
Financial Report as of December 04, 2023 Section 402 (FAST Act) Expended



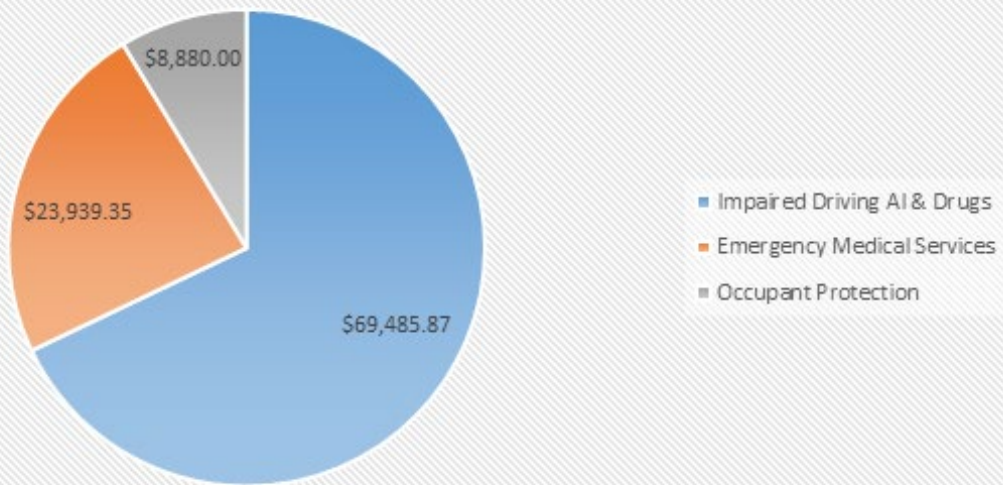
Financial Report as of December 04, 2023 BIL Obligated



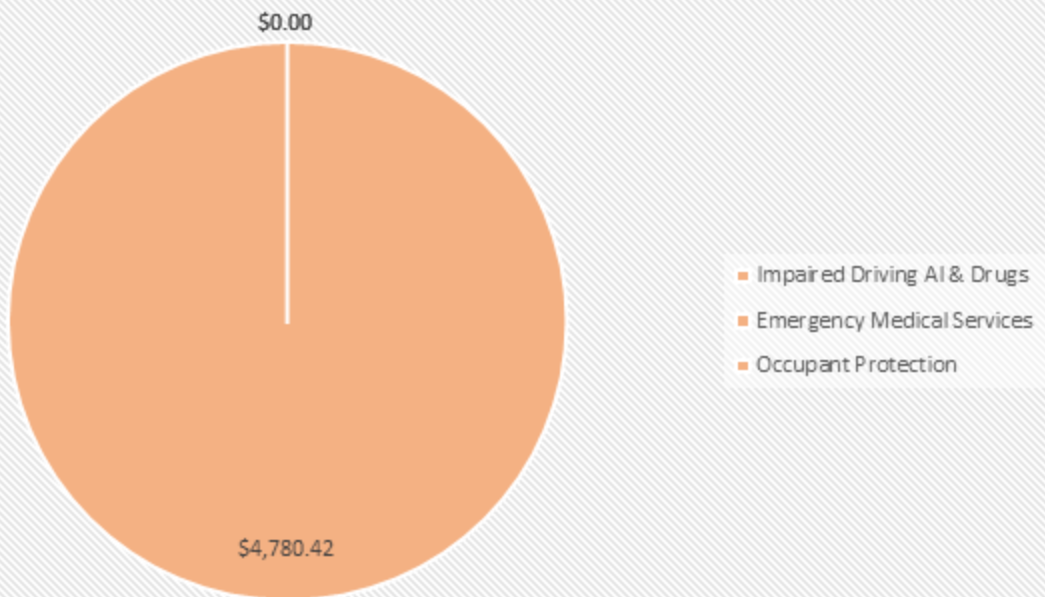
Financial Report as of December 04, 2023 BIL Expended



Financial Report as of December 04, 2023 SUPPLEMENTAL BIL Obligated



Financial Report as of December 04, 2023
SUPPLEMENTAL BIL Expended



U.S. Department of Transportation National Highway Traffic Safety Administration
Status of Obligations and Expenditures

State: Mariana Islands

Page: 1

2023-VOU-6

Report Date: 12/06/2023

Posted: 11/20/2023

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
FAST Act NHTSA 402									
Planning and Administration									
	PA-2023-00-00				\$.00	\$.00	\$.00	\$.00	\$.00
	PA-2023-PA-23-00	P			\$27,331.78	\$27,331.78	\$.00	\$.00	\$.00
	Planning and Administration Total				\$27,331.78	\$27,331.78	\$.00	\$.00	\$.00
Alcohol									
	AL-2023-00-00	ID-HSO			\$.00	\$.00	\$.00	\$.00	\$.00
	AL-2023-ID-23-00	ID-HSO-FG15020043			\$33,450.64	\$30,261.87	\$.00	\$3,188.77	\$.00
	AL-2023-ID-23-01	ID-Saipan-FG15020044			\$39,735.34	\$39,735.34	\$24,655.52	\$.00	\$.00
	AL-2023-ID-23-02	ID-Rota-FG15020045			\$26,509.58	\$18,678.10	\$20,209.45	\$7,831.48	\$.00
	AL-2023-ID-23-03	ID-Tinian-FG15020046			\$30,803.44	\$4,830.83	\$.00	\$25,972.61	\$.00
	Alcohol Total				\$130,499.00	\$93,506.14	\$44,864.97	\$36,992.86	\$.00
Emergency Medical Services									
	EM-2023-EM-23-01	EM-DFEMS			\$.00	\$.00	\$.00	\$.00	\$.00
	Emergency Medical Services Total				\$.00	\$.00	\$.00	\$.00	\$.00
Occupant Protection									
	OP-2023-00-00	OP-Tinian-FG15020051			\$43.53	\$43.53	\$.00	\$.00	\$.00
	OP-2023-OP-23-00	OP-HSO-FG15020048			\$25,795.00	\$21,377.63	\$.00	\$4,417.37	\$.00
	OP-2023-OP-23-01	OP-Saipan-FG15020049			\$18,157.80	\$13,739.03	\$.00	\$4,418.77	\$.00
	OP-2023-OP-23-02	OP-Rota-FG15020050			\$34,318.71	\$14,468.29	\$.00	\$19,850.42	\$.00
	OP-2023-OP-23-03	OP-Tinian-FG15020051			\$20,818.40	\$8,911.47	\$.00	\$11,906.93	\$.00
	Occupant Protection Total				\$99,133.44	\$58,539.95	\$.00	\$40,593.49	\$.00
Pedestrian/Bicycle Safety									
	PS-2023-00-00	PS-Saipan			\$.00	\$.00	\$.00	\$.00	\$.00
	PS-2023-PS-23-01	PS-Saipan-FG15020052			\$5,374.62	\$5,374.00	\$28,137.29	\$.62	\$.62
	Pedestrian/Bicycle Safety Total				\$5,374.62	\$5,374.00	\$28,137.29	\$.62	\$.62
Police Traffic Services									
	PT-2023-00-00	PT-Tinian			\$.00	\$.00	\$.00	\$.00	\$.00
	PT-2023-23-00-02	PT-Saipan-FG15020054			\$36,678.72	\$36,678.72	\$25,871.09	\$.00	\$.00

PT-2023-PT-23-00	PT-HSO-FG15020053	\$56,068.34	\$37,494.37	\$0.00	\$18,573.97
PT-2023-PT-23-01	PT-Rota-FG15020055	\$57,567.21	\$3,878.38	\$0.00	\$53,688.83
PT-2023-PT-23-03	PT-Tinian-FG15020056	\$32,279.81	\$4,155.44	\$0.00	\$28,124.37
Police Traffic Services Total		\$182,594.08	\$82,206.91	\$25,871.09	\$100,387.17
Traffic Records					
TR-2023-00-00-00	TR-HSO	\$0.00	\$0.00	\$0.00	\$0.00
TR-2023-TR-23-00	TR-HSO-FG15020057	\$1,228.72	\$1,228.72	\$2,416.06	\$0.00
TR-2023-TR-23-01	TR-Saipan-FG15020058	\$21,874.00	\$21,874.00	\$21.00	\$0.00
Traffic Records Total		\$23,102.72	\$23,102.72	\$2,437.06	\$0.00
Speed Enforcement					
SE-2023-00-00-00	SE-Saipan	\$0.00	\$0.00	\$0.00	\$0.00
SE-2023-SE-23-01	SE-Saipan-FG15020059	\$7,879.20	\$6,469.71	\$18,700.00	\$1,409.49
Speed Enforcement Total		\$7,879.20	\$6,469.71	\$18,700.00	\$1,409.49
Paid Advertising					
PM-2023-00-00-00	PM-HSO	\$0.00	\$0.00	\$0.00	\$0.00
PM-2023-PM-23-00	PM-HSO-FG15020060	\$3,252.63	\$3,118.00	\$0.00	\$134.63
Paid Advertising Total		\$3,252.63	\$3,118.00	\$0.00	\$134.63
FAST Act NHTSA 402 Total					
FAST Act 405b OP High		\$479,167.47	\$299,649.21	\$120,010.41	\$0.00
405b OP High					\$179,518.26
FAST Act 405b OP High Total					
M1X-2023-00-00-00	405b OP High-FG15020061	\$77,654.17	\$48,864.22	\$0.00	\$28,789.95
FAST Act 405b OP High Total		\$77,654.17	\$48,864.22	\$0.00	\$28,789.95
FAST Act 405b OP Low					
405b OP Low					\$0.00
FAST Act 405c Data Program					
M2X-2023-00-00-00	FG15020063	\$23,415.58	\$23,415.58	\$0.00	\$0.00
405b OP Low Total		\$23,415.58	\$23,415.58	\$0.00	\$0.00
FAST Act 405c Data Program					
M3DA-2023-00-00-00	FG15020064	\$170,161.37	\$170,161.37	\$0.00	\$0.00
405c Data Program Total		\$170,161.37	\$170,161.37	\$0.00	\$0.00
FAST Act 405c Data Program Total					
FAST Act 405c Data Program Total		\$170,161.37	\$170,161.37	\$0.00	\$0.00
BIL NHTSA 402					
Planning and Administration					
PA-2023-00-00-00		\$0.00	\$0.00	\$0.00	\$0.00
PA-2023-PA-23-00	FG15020065	\$149,578.10	\$70,917.93	\$0.00	\$78,660.17
Planning and Administration Total		\$149,578.10	\$70,917.93	\$0.00	\$78,660.17
Impaired Driving					
AL-2023-00-00-00		\$0.00	\$0.00	\$0.00	\$0.00
AL-2023-23-00-03	ID-Tinian BIL-FG15020069	\$11,600.00	\$967.00	\$0.00	\$10,633.00
AL-2023-ID-23-00	ID-HSO-FG15020066	\$119,121.42	\$47,412.49	\$0.00	\$71,708.93

AL-2023-ID-23-01	ID-Saipan-FG15020067	\$74,683.13	\$14,106.51	\$0.00	\$60,576.62
AL-2023-ID-23-02	BIL-ID-ROTA-FG15020068	\$53,010.00	\$967.00	\$0.00	\$52,043.00
Impaired Driving Total		\$258,414.55	\$63,453.00	\$0.00	\$194,961.55
Emergency Medical Services					
EM-2023-00-00-00	FG15020070	\$41,100.00	\$10,112.75	\$0.00	\$30,987.25
Emergency Medical Services Total		\$41,100.00	\$10,112.75	\$0.00	\$30,987.25
Safety Belts					
OP-2023-00-00-00		\$0.00	\$0.00	\$0.00	\$0.00
OP-2023-23-00-02	OP-Rota BIL-FG15020073	\$19,300.00	\$2,646.33	\$0.00	\$16,653.67
OP-2023-OP-23-00	OP-HSO-FG15020071	\$181,933.91	\$55,727.55	\$0.00	\$126,206.36
OP-2023-OP-23-01	OP-Saipan-FG15020072	\$110,804.06	\$28,607.77	\$0.00	\$82,196.29
OP-2023-OP-23-03	OP-TIN-BIL FG15020074	\$32,444.49	\$107.83	\$0.00	\$32,336.66
Safety Belts Total		\$344,482.46	\$87,089.48	\$0.00	\$257,392.98
Pedestrian/Bicycle Safety					
PS-2023-00-00-00		\$0.00	\$0.00	\$0.00	\$0.00
PS-2023-PS-23-01		\$24,000.00	\$0.00	\$0.00	\$24,000.00
Pedestrian/Bicycle Safety Total		\$24,000.00	\$0.00	\$0.00	\$24,000.00
Traffic Enforcement Services					
PT-2023-00-00-00		\$0.00	\$0.00	\$0.00	\$0.00
PT-2023-23-00-02	PT-Rota BIL	\$88,000.00	\$0.00	\$0.00	\$88,000.00
PT-2023-23-00-03	PT-Tinian BIL-FG15020079	\$92,600.00	\$7,461.29	\$0.00	\$85,138.71
PT-2023-PT-23-00	PT-HSO-FG15020076	\$73,479.74	\$13,519.62	\$0.00	\$59,960.12
PT-2023-PT-23-01	PT-Saipan-FG15020077	\$299,700.00	\$25,382.29	\$0.00	\$274,317.71
Traffic Enforcement Services Total		\$553,779.74	\$46,363.20	\$0.00	\$507,416.54
Traffic Records					
TR-2023-00-00-00		\$0.00	\$0.00	\$0.00	\$0.00
TR-2023-TR-23-00	TR-HSO-FG15020080	\$90,047.57	\$48,395.59	\$0.00	\$41,651.98
TR-2023-TR-23-01	TR-SPN-BIL FG15020081	\$105,056.31	\$66,289.93	\$0.00	\$38,766.38
Traffic Records Total		\$195,103.88	\$114,685.52	\$0.00	\$80,418.36
Speed Enforcement					
SE-2023-00-00-00	FG15020082	\$48,421.00	\$3,498.71	\$0.00	\$44,922.29
Speed Enforcement Total		\$48,421.00	\$3,498.71	\$0.00	\$44,922.29
Paid Advertising					
PM-2023-00-00-00		\$0.00	\$0.00	\$0.00	\$0.00
PM-2023-PM-23-00	PM-FG15020083	\$65,310.00	\$55,786.81	\$0.00	\$9,523.19
Paid Advertising Total		\$65,310.00	\$55,786.81	\$0.00	\$9,523.19
BIL NHTSA 402 Total		\$1,680,189.73	\$451,907.40	\$0.00	\$1,228,282.33
SUPPLEMENTAL BIL NHTSA 402					
Impaired Driving					
AL-2023-00-00-00		\$69,485.87	\$0.00	\$0.00	\$69,485.87
Impaired Driving Total		\$69,485.87	\$0.00	\$0.00	\$69,485.87

Emergency Medical Services						
EM-2023-00-00-00		\$.00	\$.00	\$.00	\$.00	\$.00
EM-2023-EM-23-01		\$23,939.35	\$.00	\$.00	\$23,939.35	\$23,939.35
Emergency Medical Services		\$23,939.35	\$.00	\$.00	\$23,939.35	\$23,939.35
Total						
Safety Belts						
OP-2023-00-00-00		\$.00	\$.00	\$.00	\$.00	\$.00
OP-2023-OP-23-01	OP Saipan-FG15020095	\$8,880.00	\$4,780.42	\$.00	\$4,099.58	\$4,099.58
Safety Belts Total		\$8,880.00	\$4,780.42	\$.00	\$4,099.58	\$4,099.58
SUPPLEMENTAL BIL NHTSA		\$53,685.00	\$48,620.22	\$4,780.42	\$.00	\$97,524.80
402 Total						
NHTSA Total		\$1,017,398.75	\$1,635,505.20	\$2,532,893.54	\$998,778.20	\$1,534,115.34
Total		\$1,017,398.75	\$1,635,505.20	\$2,532,893.54	\$998,778.20	\$1,534,115.34