



**COMMONWEALTH OF THE
NORTHERN MARIANA
ISLANDS**



**DEPARTMENT OF PUBLIC SAFETY
Highway Safety Office**



Federal Fiscal Year 2023 HIGHWAY SAFETY PLAN

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Commonwealth of the Northern Mariana Islands (CNMI)

***Fiscal Year 2023
Highway Safety Plan***

Prepared for

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

Prepared by

***Commonwealth of the Northern Mariana Islands
Department of Public Safety
Highway Safety Office***

***Robert A. Guerrero
Commissioner/
Governor's Highway Safety Representative***

***Margarita DLG. Camacho
Coordinator
Highway Safety Office***

Commonwealth of the Northern Mariana Islands
DEPARTMENT OF PUBLIC SAFETY
Commissioner/
Governor's Highway Safety Representative

Robert A. Guerrero
Commissioner/
Governors Representative (GR)

DEPARTMENT OF PUBLIC SAFETY
Director of Administration & General Support
E. Kay A. Inos

Highway Safety Office
Coordinator
Margarita DLG. Camacho

Program Manager

Impaired Driving
Distracted Driving
Pedestrian & Bicycle Safety
Speed Enforcement
Traffic Records/State Traffic Info. System

Alina Concepcion


Program Manager

Occupant Protection/Child Restraint
Child Passenger Safety
Emergency Medical Services
Police Traffic Services

Conrad Castro

Administrative Assistant

Ann Margret Ogumoro

Approved By:  _____ Date: 6/21/2022
Robert A. Guerrero
Commissioner/Governor's Representative

MISSION STATEMENT

The Commonwealth of the Northern Mariana Islands (CNMI) Department of Public Safety Highway Safety Office's mission is to identify traffic safety problems and develop and implement traffic safety programs and continuous public education designed to reduce death and serious injuries on the highways through partnerships with other safety advocates, government agencies, community leaders, and private sector agencies.

EXECUTIVE SUMMARY

The Commonwealth of the Northern Mariana Islands (CNMI) Highway Safety Plan (HSP) for Federal Fiscal Year 2023 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds available under Section 402 and Section 405.

CNMI Public Law 3-61§ 1 (§101) established the Department of Public Safety (DPS) and vested the authority to enforce all traffic related laws throughout the CNMI. The CNMI DPS Commissioner, who is also the Governor's Highway Safety Representative (GR) serves as the channel of communication between various government and private entities, legislature, and other safety advocates along with the DPS Highway Safety Office.

The CNMI DPS Highway Safety Office provides guidance and leadership by developing, promoting, and coordinating highway safety programs. These highway safety programs include: Traffic Crash Reduction, Alcohol and Drug Impaired Driving Prevention, Pedestrian/Bicycle Safety, Motorcycle Safety, Occupant Protection/Child Restraint, and Emergency Medical Services.

The HSP was developed through our annual analysis of problems identified from traffic-related reports containing the following information: traffic records, citations, injuries, fatalities, EMS, adjudication and incarceration, and public input.

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The State applied for the following incentive grants:

S. 405(b)	Occupant Protection	No
S. 405(c)	State Data Systems Improvement	No
S. 405(d)	Impaired Driving Countermeasures	No
S. 405(d)	Alcohol-Ignition Interlock	No
S. 405(d)	24-7 Sobriety Program	No
S. 405(e)	Distracted Driving	No
S. 405(f)	Motorcycle Safety	No
S. 405(g)	Graduated Driver Licensing	No
S. 405(h)	Non-Motorized	No
1906	Racial Profiling Data Collection	No

Highway Safety Planning Process

Data Sources and Processes

Through its established processes and data sources, the Commonwealth of the Northern Mariana Islands (CNMI) Department of Public Safety (DPS) Highway Safety Office (HSO) has identified its highway safety problems, determined its highway traffic safety performance measures, established its performance targets, and developed and selected evidence based countermeasure strategies and projects in all the different program areas such as: occupant protection, child restraint, impaired (alcohol and drugs), pedestrian & bicycle safety, motorcycle safety, traffic crash reduction, and traffic injuries and fatality reduction.

With these objectives, we could address the strength and weaknesses of our programs and outline project areas requiring greater emphasis for future planning and reporting.

The CNMI uses the following data sources:

- CNMI citation and violation statistics
- Crash Reporting System (CRS)
- Records Management Systems (RMS)
- Driver and Vehicle reports
- Citation/Adjudication report
- EMS/Injury Surveillance reports
- Survey results: - Safety Belt
 - Child Passenger Restraint Usage
 - Attitudinal Survey – indicates highway safety concerns by programs

Processes Participants

Partnerships and Collaboration:

The CNMI realizes that for a traffic safety program to be effective it is important to collaborate with other stakeholders to be able to identify and take appropriate actions to address problems through effective countermeasures.

The CNMI Traffic Safety officials has maintained strong partnership with other government agencies and business establishments in Saipan, Tinian and Rota who share the common interest of reducing traffic crashes, injuries and fatalities in the CNMI highways:

- Department of Public Safety (Highway Safety Office, Highway Patrol, Patrol Section, Bureau of Motor Vehicles, Tourism Orient Policing, Motor Carrier)
- Department of Fire & EMS
- Commonwealth Health Care Corporation
 - Health Disparities Program
 - Substance Abuse Addiction & Rehabilitation Program (SAAR)
- Commonwealth Ports Authority
- CNMI Courts
- CNMI Legislature
- Attorney General's Office
- Public School System, Private Schools
- Department of Community & Cultural Affairs (Div. of Youth Services)
- Alcohol, Beverage, Tobacco Control
- Marianas Visitors Bureau
- Various business establishments (stores, car rental companies, taxi companies, tour agencies, radio stations, television company, newspaper and magazine companies, etc.)

Description of Highway Safety Problems

The data below reflects the CNMI’s total traffic-related fatalities, serious injuries, and seat belt usage in Saipan, Tinian, and Rota.

The CNMI experienced a surge of COVID19 cases from October 2021. From then to March 31, 2022, there have been over 11,000 positive cases reported with 34 deaths. The alarming rise in numbers again caused the government offices to be shut down for a period of two (2) weeks - December 06-17, 2021. The schools were also closed for face-to-face instructions and resumed in-class sessions in mid-January, 2022. Because of the rise in numbers, the gathering of large crowds was again restricted. This meant public education and outreach programs were mainly through radio ads, television ads, print and social media to continuously remind the community about staying safe on the highways. Planned activities for campaigns/mobilizations for that period were not performed.

However, since the end of March 2022, the CDC Community Level High transitioned to Medium, and in mid -April to Low. Most restrictions have been lifted allowing DPS HSO and Highway Patrol to fulfill planned activities.

Based on the chart, pre-pandemic data reflects that the CNMI’s problem areas were speed, impaired driving, and occupant protection. Top priorities should continue to be focused on those areas in FFY2023.

Projects have been identified to address those areas that align with each performance measure to achieve our goals of reducing the number of fatalities and serious injuries caused by traffic crashes in the CNMI. The CNMI Department of Public Safety Highway Patrol Sections in Saipan, Tinian, and Rota also follow the evidence-based traffic safety enforcement plan to determine locations for enforcement efforts. More detailed problem identification of the program areas is provided in each program section of the HSP.

The Islands of Saipan, Tinian, and Rota in the CNMI

CRASH DATA	2017	2018	2019	2020	2021
Total traffic crashes	2,337	2,158	2,021	1,213	1315
Total serious injuries	11	9	4	4	8
Total fatalities	6	4	2	2	4
Total traffic citations issued (traffic violation)	5,829	3,844	4,629	2,790	3,149

SPEED DATA	2017	2018	2019	2020	2021
Speed related traffic crashes	464	430	404	239	264
Total speed related serious injuries	11	9	2	4	1
Total speed related fatalities	2	4	1	2	4
Total speed citations issued	947	767	929	749	602

PEDESTRIAN DATA	2017	2018	2019	2020	2021
Total auto/pedestrian related traffic crashes	37	25	16	13	16
Total auto/pedestrian related serious injuries	6	1	1	1	2
Total auto/pedestrian related fatalities	3	3	1	0	1

BICYCLE DATA	2017	2018	2019	2020	2021
Total auto/bicycle related traffic crashes	8	12	14	5	8
Total auto/bicycle related serious injuries	0	0	0	0	0
Total auto/bicycle related fatalities	0	0	0	0	0

Occupant Protection/Child Restraint DATA	2017	2018	2019	2020	2021
Occupant Protection usage rate	92.23%	89.28%	93.92%	93.92%	96.43%
Child Restraint usage rate	64.53%	72.32%	80.42%	80.42%	No survey
Total seat belt citations issued	1,199	854	1,447	806	593
Total child restraint citations issued	74	33	112	40	29
Total serious injuries seat belt use	0	0	0	0	0
Total serious injuries non-seat belt use	13	11	3	3	3
Total serious injuries child restraint use	0	0	0	0	1
Total serious injuries non-child restraint use	0	0	0	0	0
Total fatalities: seat belt	1	1	1	1	2
Total fatalities: child restraint	0	0	0	0	0

IMPAIRED DATA	2017	2018	2019	2020	2021
Total DUI Arrests (Alcohol and .08 B.A.C. or more)	244	220	190	200	291
Total DUI Arrests (Alcohol less than .08 B.A.C.)	65	62	43	20	23
Total alcohol crashes	91	88	86	64	69
Total alcohol serious injuries	7	8	5	4	2
Total alcohol fatalities	4	4	0	2	3

Methods for Project Selection

Schedule of Events

January 2022 – February 2022	Request for Applications for FFY2023 <ul style="list-style-type: none"> • Send out letters to respective sub-grantees stating proposal process and priority program areas • Schedule meeting/training dates • Conduct meeting/training to discuss application process to include projects that should be developed to target highway safety problem areas identified through data and surveys aimed to reduce traffic fatalities and serious injuries
March 2022	Deadline to submit FFY23 grant applications to HSO
April 2022	Review of grant applications; HSO staff to work with applicants on clarifications, etc.
May – June 2022	Prepare Highway Safety Plan
July 01, 2022	Highway Safety Plan due to NHTSA
August – September 2022	Notification of application approval
October 2022	FFY2023 begins Finalize and closeout previous year grants
December 2022	FFY 2022 Annual Report due to NHTSA

- Application selections are based on:
 - applicant's prior year's performance, timely project completion, and meeting goals.
 - applicant's proposed countermeasure activities on how they would address problem identifications to improve highway safety in the different program areas.
 - apply Countermeasures that Work guidelines as reference in the selection of evidence-based countermeasure strategies.
 - data or statistics used to identify the problem identification are also reviewed.

Project Agreement Contents:

- Federal Award Information
- Authorization to Proceed (contingent on funding availability)
- Agency Information Sheet: Application, Project Information
- Budget Itemization indicating how much each project will be funded
- Acceptance of Condition
- Agreement of Understanding and Compliance
- Once funding is received, funds are distributed accordingly.

CNMI HSO sub-grantees:

1. Saipan DPS Highway Patrol Division (6 applications)
2. Rota DPS Highway Patrol Division (3 applications)
3. Tinian DPS Highway Patrol Division (3 applications)
4. Dept. of Fire & EMS (2 applications)

List of Information and Data Sources

1. Data and Other Information Sources

Traffic safety professionals in the CNMI understand data is a critical component necessary to make decisions about traffic safety problems throughout the territory and to identify effective countermeasures to manage and evaluate programs. As data is a crucial part for the development of countermeasures, it is important to maintain data which is timely and accurate.

The CNMI and other Pacific U.S. Territories are not included in the Fatality Analysis and Reporting System (FARS). Therefore, local data is used for problem identification and target settings.

The CNMI's Traffic Records System is made up of six core data systems – crash, roadway, driver, citation/adjudication, vehicle, and EMS/injury surveillance.

Crash Data – DPS holds crash data reports: CNMI Crash Reporting System (CRS), Online System for Crash Analysis and Reporting (OSCAR)

Roadway – The CNMI Department of Public Works (DPS), Highway Division is responsible for the collection and maintenance of roadway system data.

Driver – The DPS Bureau of Motor Vehicle (BMV) maintains driver data. It includes records of licensed drivers and expired licenses.

Citation/Adjudication – The DPS holds records of citations in the CNMI. Most of the citations submitted are paper tickets. In 2019 the E-Citation project was finally launched. However, because only the Highway Patrol vehicles are fully equipped, HP officers are the only ones utilizing e-citation, due to lack of equipment for the Patrol Division. So currently, both paper and e-citations are being submitted.

Vehicle – The DPS BMV maintains the vehicle data system. This includes Vehicle registrations and title transactions.

EMS/Injury Surveillance – The Department of Fire & EMS (DFEMS) maintains the EMS run data, outpatient data (including emergencies), hospital discharge data, and trauma data.

Survey Results:

- **Safety Belt and Child Restraint Usage Surveys / Pre and Post Events**

The CNMI conducts two (2) observational safety belts surveys – one pre-survey in May, and one post in June for safety belts; AND a child restraint survey in September. These surveys reflect the impact of the enforcement and educational efforts during the *Click-It-Or-Ticket* AND *Child Passenger Safety campaigns*.

- **Attitudinal Survey**

This survey indicates highway safety concerns by programs from the community. It identifies what areas the department should focus more enforcement and education on, based on the community's responses indicating their knowledge of highway safety laws affecting their behavior on the highways.

Description of Outcomes

While the CNMI does not participate in a Strategic Highway Safety Planning process, all available state (territory) data is collected and used for traffic safety planning purposes. However, VMT and FARS data are not collected in the CNMI.

PERFORMANCE REPORT

2023 Highway Safety Plan					
Performance Measure:	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY22 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5 year	2018-2022	1	2016-2020 State 4	No
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	2	2016-2020 State 8	No
C-3) Fatalities/VMT	N/A	N/A	N/A	N/A	N/A
Note: VMT data not collected in the Territories.					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	1	2016-2020 State 2	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	1	2016-2020 State 3	No
C-6) Speeding-Related Fatalities	5 year	2018-2022	1	2016-2020 State 4	No
C-7) Motorcyclist Fatalities	5 year	2018-2022	0	2016-2020 State 1	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	0	2016-2020 State 0	In-Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	0	2016-2020 State 0	In-Progress
C-10) Pedestrian Fatalities	5 year	2018-2022	0	2016-2020 State 1	No
C-11) Bicyclist Fatalities	5 year	2018-2022	0	2016-2020 State 0	In-Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	95%	State Survey 2021 96.43%	Yes

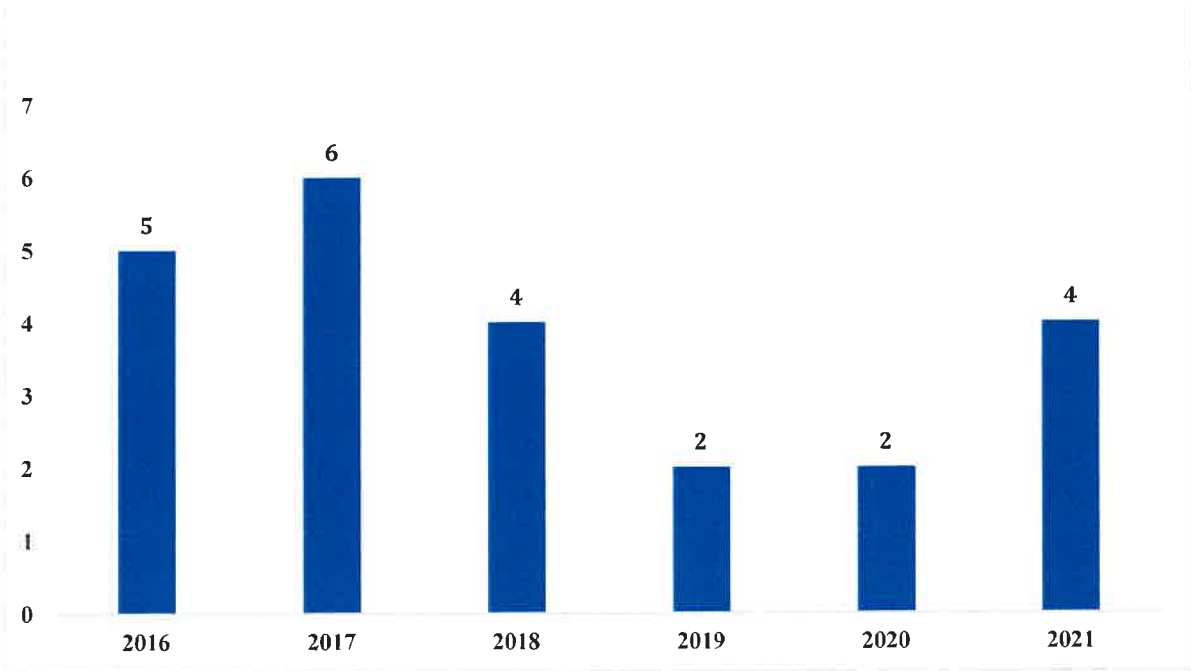
Performance Measure: C-1) Traffic Fatalities

Progress: Not Met

Program Area-Level Report

The CNMI’s goal was to reduce traffic fatalities from 4 (2016-2020 average) to 1 by December 31, 2022. The CNMI had 4 traffic fatalities in 2021; therefore, the CNMI did not meet the target.

Years:	2016	2017	2018	2019	2020	2021
Actual Numbers:	5	6	4	2	2	4



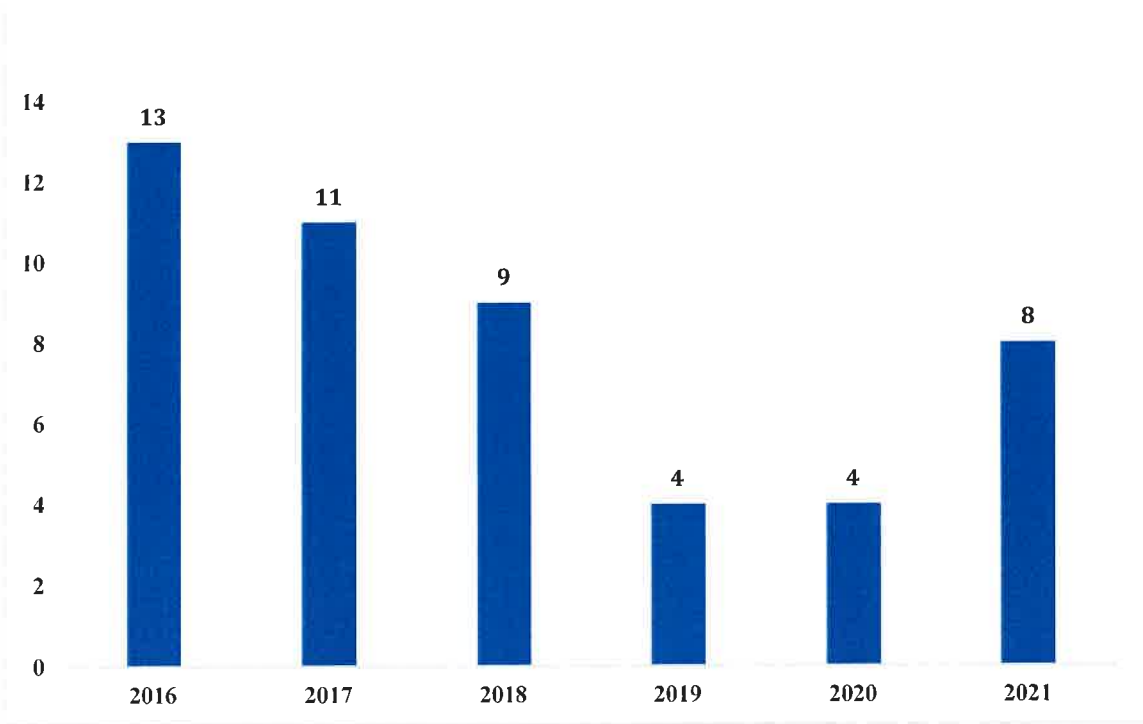
Performance Measure: C-2) Serious Injuries in Traffic Crashes

Progress: Not Met

Program Area – Level Report

The CNMI’s goal was to reduce serious traffic injuries from 8 (2016-2020 average) to 2 by December 31, 2022. There were 8 serious injuries in 2021; therefore, the CNMI did not meet the target.

Years:	2016	2017	2018	2019	2020	2021
Actual Numbers:	13	11	9	4	4	8



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

Not Applicable to the Territories.

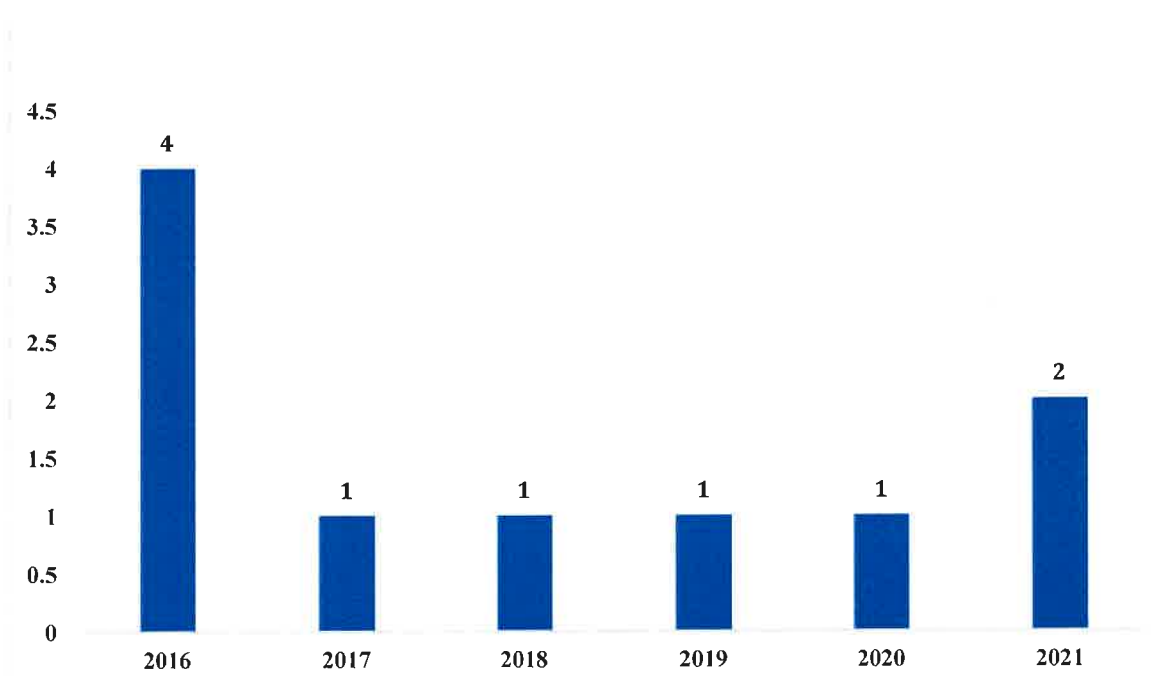
Performance Measure: C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

Progress: Not Met

Program-Area Level Report

The CNMI’s goal was to reduce unrestrained passenger vehicle occupant fatalities in all seating positions from 2 (2016 to 2020 average) to 1 by December 31, 2022. There were 2 fatalities involving unrestrained passenger vehicle occupant in 2021; therefore, the CNMI did not meet the target.

Years:	2016	2017	2018	2019	2020	2021
Actual Numbers:	4	1	1	1	1	2



Performance Measure: C-5) Alcohol-Impaired Driving Fatalities

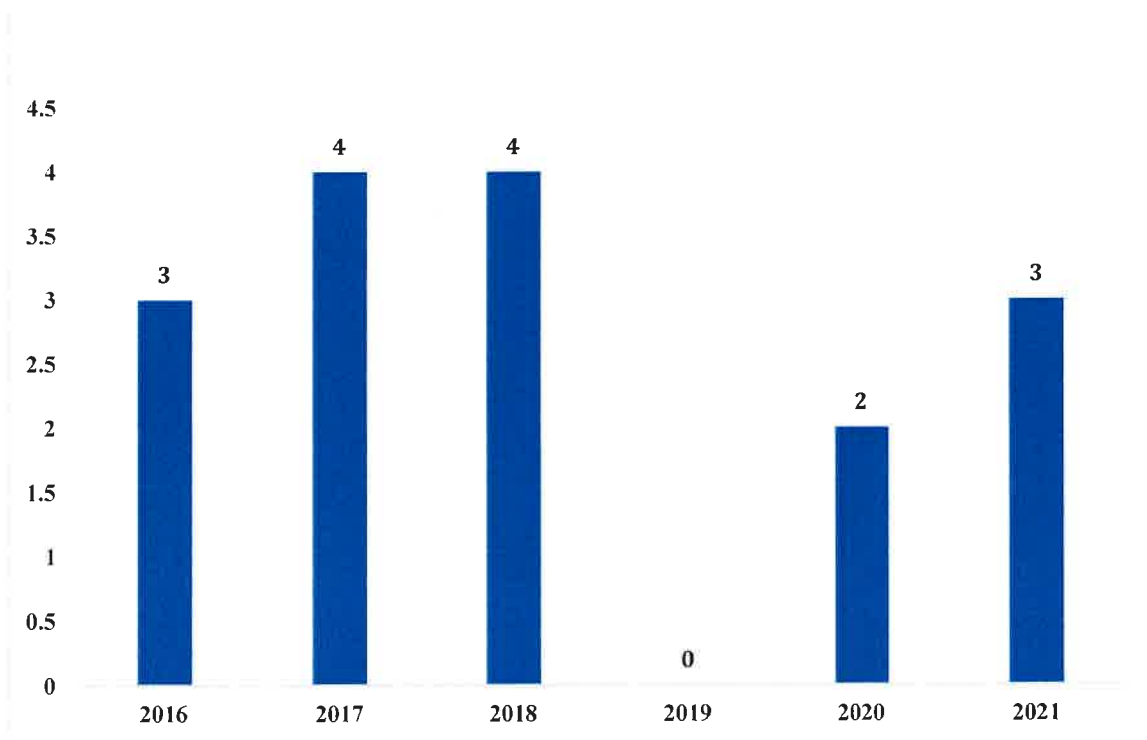
Progress: Not Met

Program- Area Level Report

The CNMI’s goal was to reduce the number of alcohol-impaired driving fatalities by 50% from 2 (2016-2020 average) to 1 by December 31, 2022.

In 2021, the CNMI had 3 alcohol- impaired driving fatalities; therefore, the CNMI did not meet the target.

Years:	2016	2017	2018	2019	2020	2021
Actual Numbers:	3	4	4	0	2	3



Performance Measure: C-6) Speeding-Related Fatalities

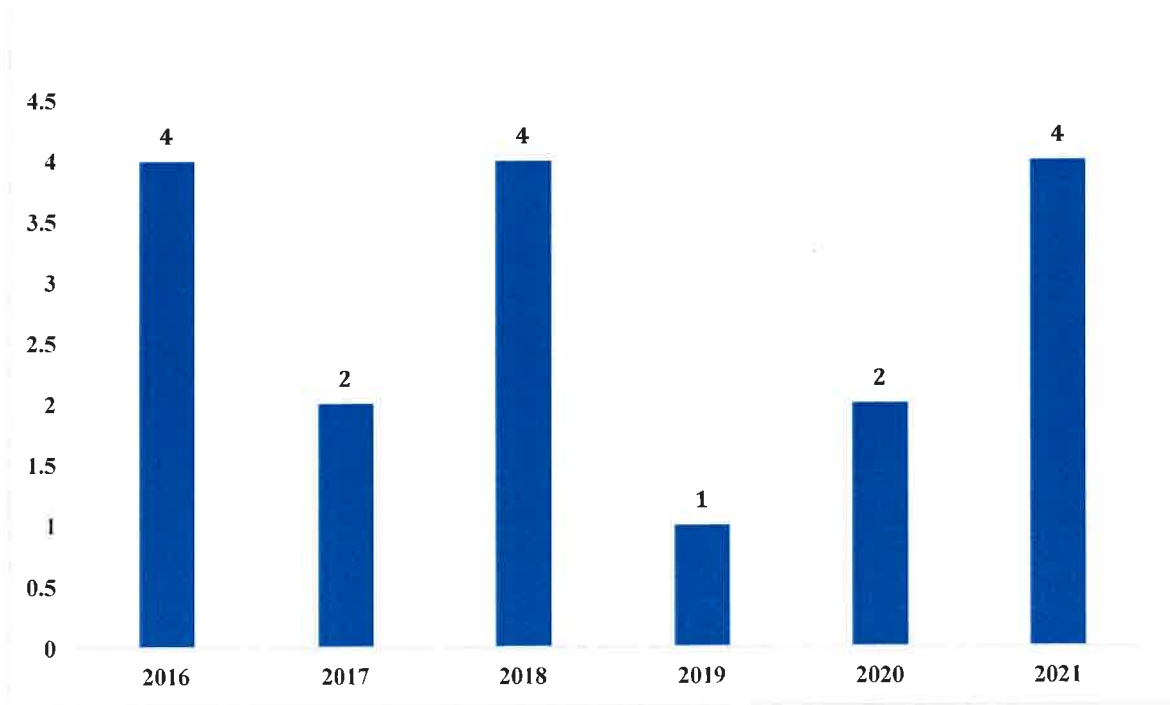
Progress: Not Met

Program-Area Level Report

The CNMI’s goal was to reduce the number of speed- related fatalities from 3 (2016-2020 average) to 1 by December 31, 2022.

There were 4 speed- related fatalities in 2021; therefore, the performance target was not met.

Years:	2016	2017	2018	2019	2020	2021
Actual Numbers:	4	2	4	1	2	4



Performance Measure: C-7) Motorcyclist Fatalities

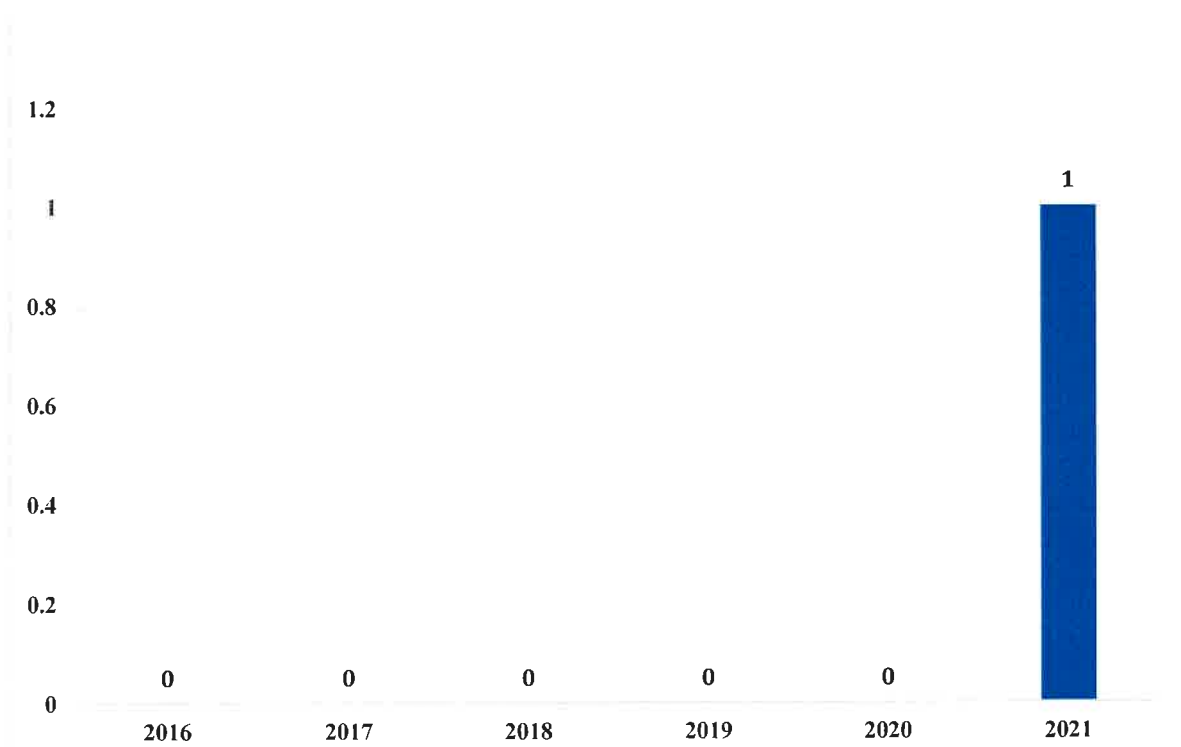
Progress: Not Met

Program-Area Level Report

The CNMI’s goal was to maintain the number of motorcycle related fatalities at 0 (2016-2020 average) by December 31, 2022.

There was one (1) motorcycle related fatality in 2021; therefore, the CNMI did not meet the target.

Year:	2016	2017	2018	2019	2020	2021
Actual Numbers:	0	0	0	0	0	1



Performance Measure: C-8 Un-helmeted Motorcyclist Fatalities

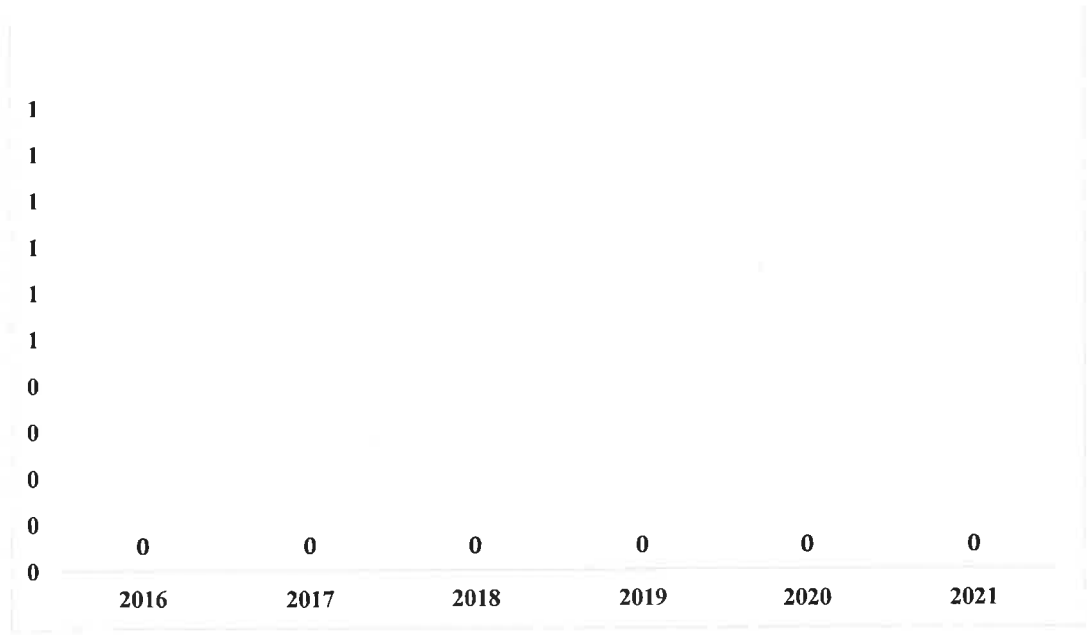
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of un-helmeted motorcyclist fatalities at 0 (2016-2020 average) thru December 31, 2022.

There were zero (0) un-helmeted motorcyclist fatalities in 2021. The performance report measure is still in progress as the 2022 calendar year is not yet complete.

Year:	2016	2017	2018	2019	2020	2021
Actual Numbers:	0	0	0	0	0	0



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

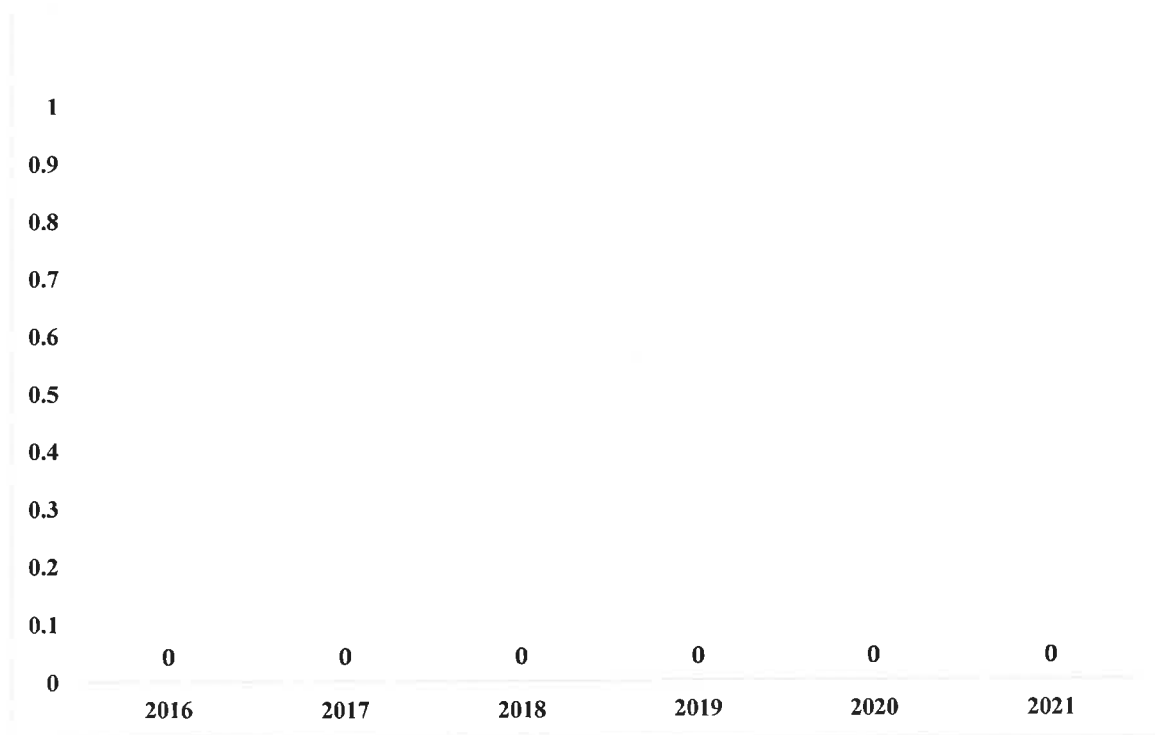
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of driver's age 20 and or younger involved in fatal crashes at 0 (2016-2020 average) thru December 31, 2022.

There were 0 drivers age 20 or younger fatalities in 2021. The performance report measure is still in progress as the 2022 calendar year is not yet complete.

Year:	2016	2017	2018	2019	2020	2021
Actual Numbers:	0	0	0	0	0	0



Performance Measure: C-10) Pedestrian Fatalities

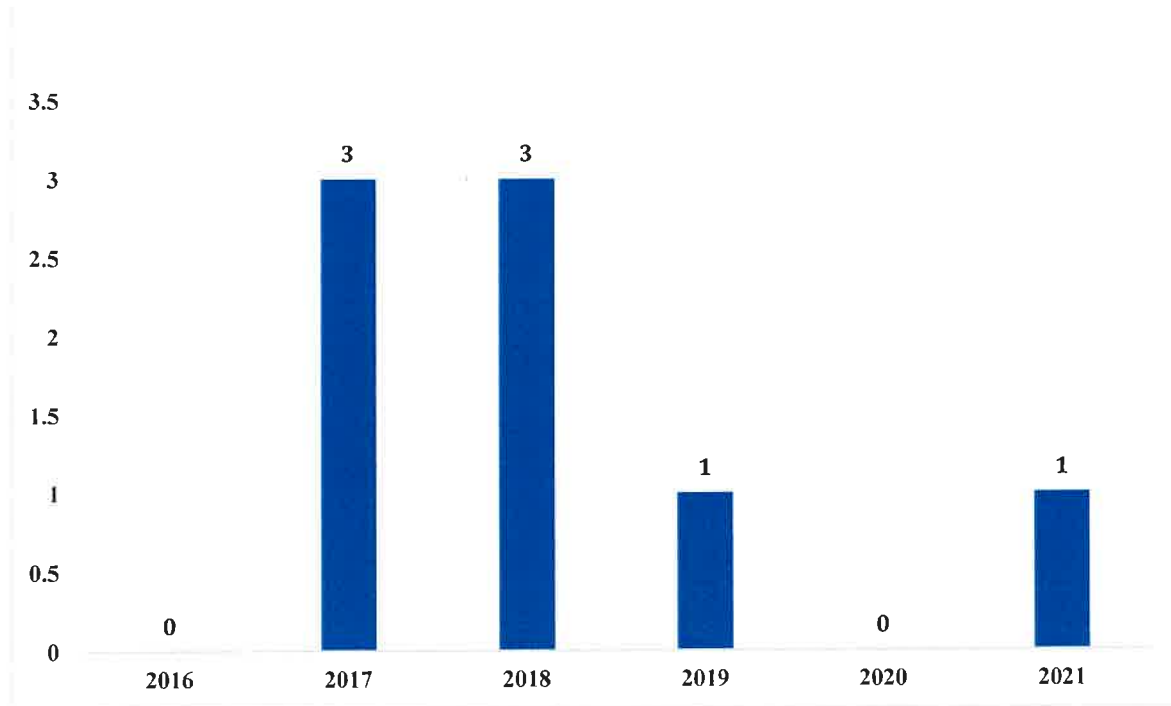
Progress: Not Met

Program-Area Level Report

The CNMI’s goal was to reduce the number of pedestrian fatalities from 1 (2016-2020 average) to 0 by December 31, 2022.

The CNMI had 1 pedestrian fatality in 2021; therefore, the CNMI did not meet the target.

Year:	2016	2017	2018	2019	2020	2021
Actual Numbers:	0	3	3	1	0	1



Performance Measure: C-11) Bicyclist Fatalities

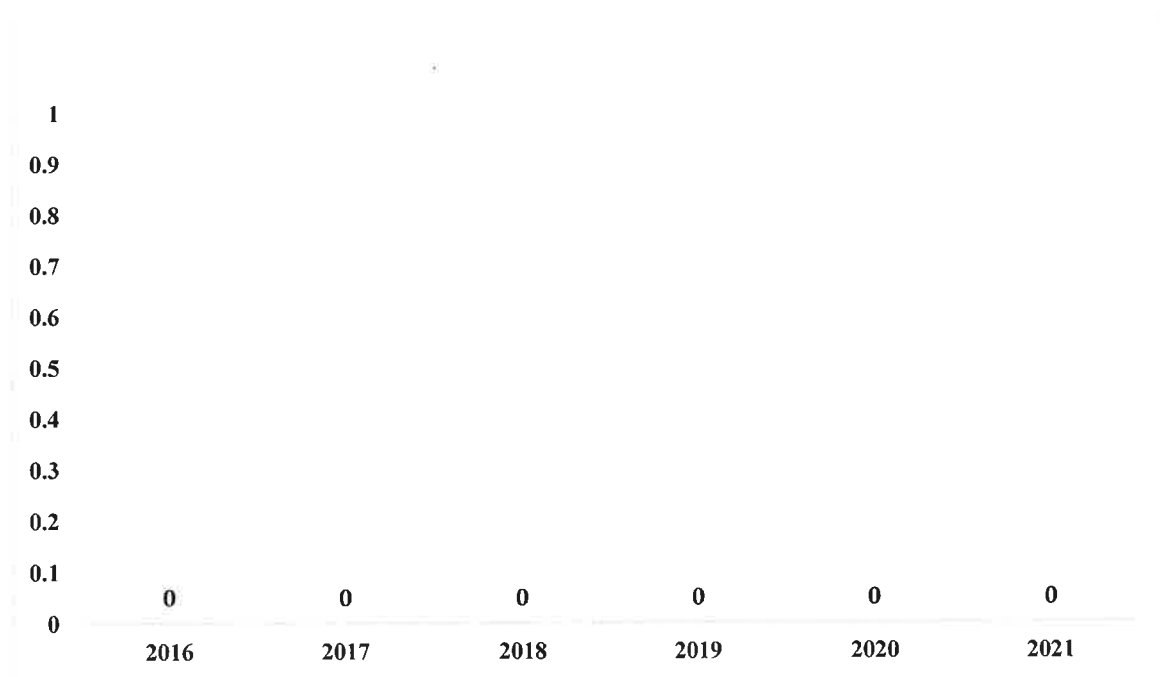
Progress: In Progress

Program-Area Level Report

The CNMI’s goal was to maintain the number of bicycle fatalities at 0 (2016-2020 average) thru December 2022.

The CNMI had 0 bicyclist fatalities in 2021. The performance report measure is still in progress as the 2022 calendar year is not yet complete.

Year:	2016	2017	2018	2019	2020	2021
Actual Numbers:	0	0	0	0	0	0



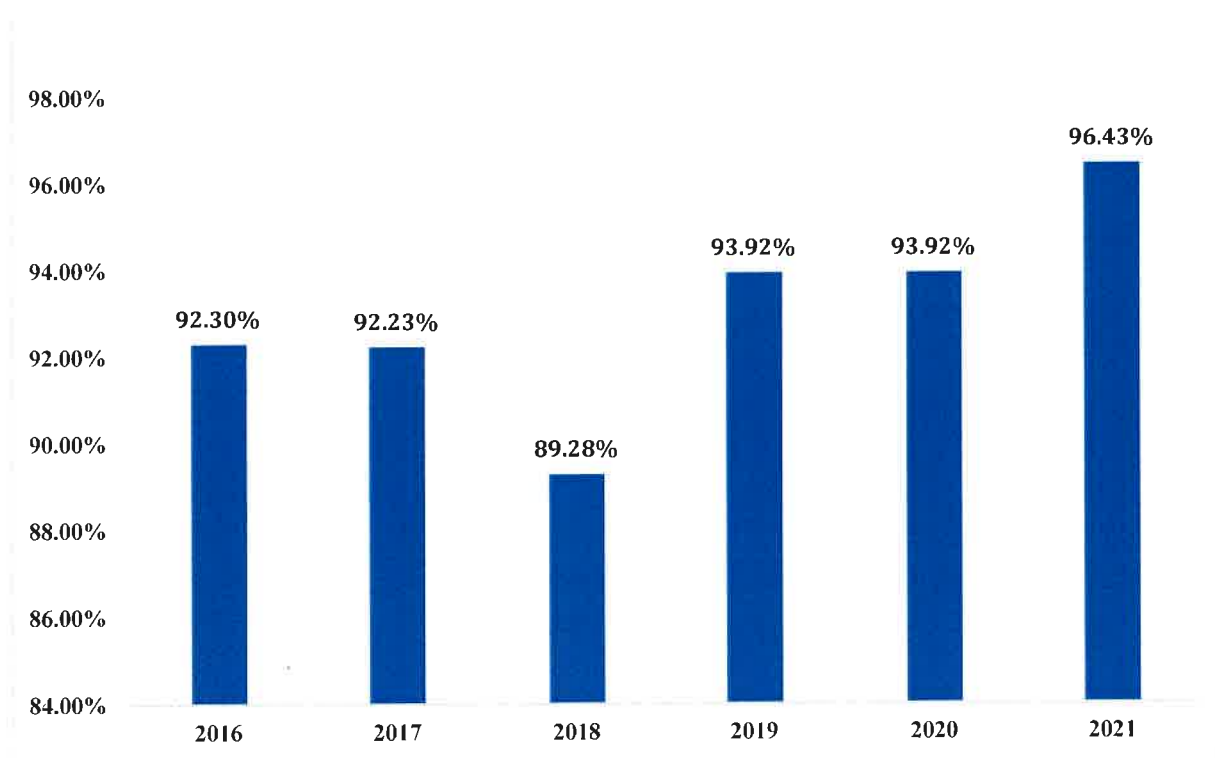
Performance Measure: B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (state survey)

Progress: Met

Program-Area Level Report

The CNMI's goal was to increase Occupant Protection restraint usage rate by 1.08 percentage points from 93.92% in 2019 to 95% by December 31, 2022. The 2021 Occupant Protection restraint usage survey result was 96.43%; therefore, the performance report measure was met.

Year:	2016	2017	2018	2019	2020	2021
Actual:	92.30%	92.23%	89.28%	93.92%	93.92%	96.43%



			BASE YEARS				
PERFORMANCE PLAN CHART – 2023 Highway Safety Plan			2016	2017	2018	2019	2020
C-1	Traffic Fatalities	State Annual	5	6	4	2	2
	Reduce total fatalities to <u>4</u> (2019 - 2023 rolling average) by 2023.	5-Year Rolling Avg.	2.2	3	3.2	3.2	3.2
C-2	Serious Injuries in Traffic Crashes	State Annual	13	11	9	4	4
	Reduce serious traffic injuries to <u>8</u> (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	11.6	12	12	12.2	11.48
C-3	Fatalities/100M VMT	State or FARS Annual	N/A	N/A	N/A	N/A	N/A
	Reduce fatalities/100 MVMT to <u>N/A</u> (2019 -2023 rolling average) by 2023.	5-Year Rolling Avg.	N/A	N/A	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State Annual	4	1	1	1	1
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions <u>37</u> percent from <u>1.6</u> (2016-2020 rolling average) to <u>1</u> (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	1	1	3.5	1.2	1.54

C-5	Alcohol-Impaired Driving Fatalities	State Annual	3	4	4	0	2
	Reduce alcohol impaired driving fatalities <u>23</u> percent from <u>2.6</u> (2016-2020 rolling average) to <u>2</u> (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	1.4	1.8	1.8	2	1.80
C-6	Speeding-Related Fatalities	State Annual	4	2	4	1	2
	Reduce speeding-related fatalities by <u>23</u> percent from <u>2.6</u> (2016-2020 rolling average) to <u>2</u> (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	1	.80	1.80	2.2	1.40
C-7	Motorcyclist Fatalities	State Annual	0	0	0	0	0
	Maintain motorcyclist fatalities at <u>0</u> (2016 – 2020 rolling average) by 2023.	5-Year Rolling Avg.	0	0	0	0	0
C-8	Un-helmeted Motorcyclist Fatalities	State Annual	0	0	0	0	0
	Maintain un-helmeted, motorcyclist fatalities at <u>0</u> (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	0	0	0	0	0
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State Annual	0	01	0	0	0
	Maintain drivers age 20 and younger involved in fatal crashes at <u>0</u> (2019 - 2023 rolling average) by 2023.	5-Year Rolling Avg.	0	.20	0	0	0

C-10	Pedestrian Fatalities	State Annual	0	3	3	1	0
	Reduce pedestrian fatalities at <u>1.4</u> (2016-2020 rolling average) to <u>1</u> (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	.20	.20	.80	1.40	.60
C-11	Bicyclist Fatalities	State Annual	0	0	0	0	0
	Maintain bicyclist fatalities at <u>0</u> (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	.20	.20	.20	.20	.16
			2017	2018	2019	2020	2021
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by <u>.57</u> percentage points from <u>96.43</u> percent in 2021 to <u>97</u> percent by 2023.	State Annual	92.23	89.28	93.92	93.92	96.43
D-1	Distracted Driving Program Area: Observed Cellular Phone Use While Driving	State Annual					
D-2	Traffic Records: To support the reduction of fatalities and serious injuries on the CNMI's roadways.	State Data					

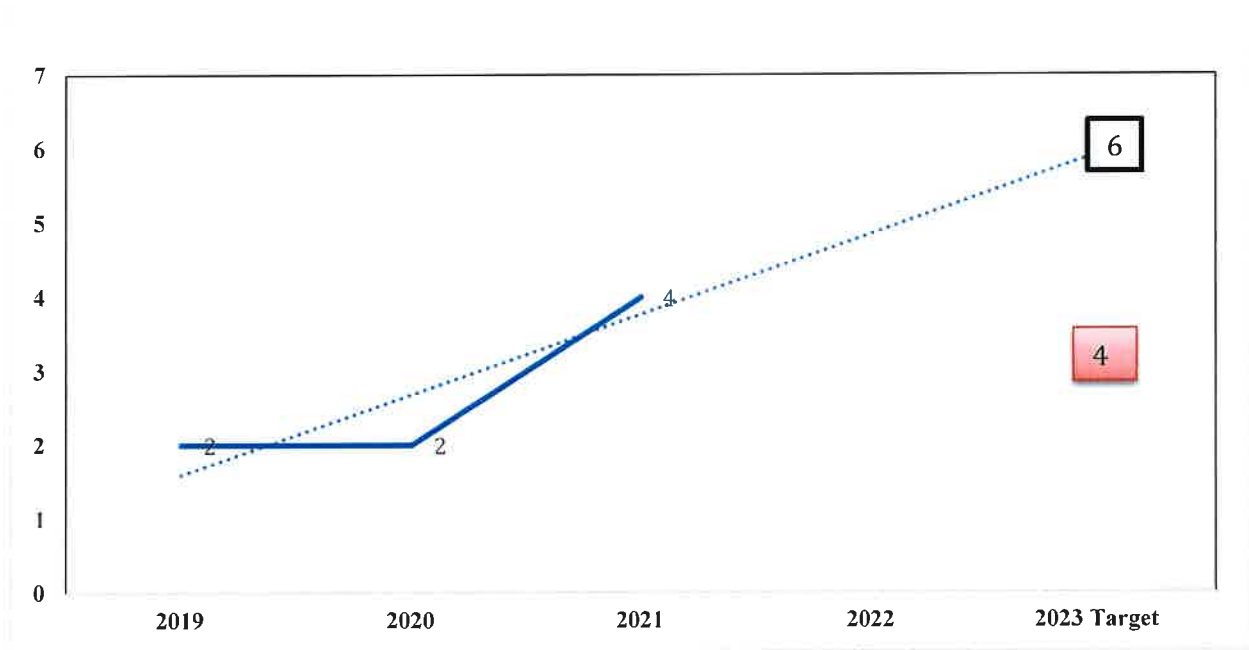


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D-3 EMS: Reduce the average response time, from the time the call is received, to arrival at the crash site by 1 minute by 2023.

State Data	7	6	10	10	10
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C-1 Traffic Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-1) Traffic Fatalities (Territory Crash Data Files)	Numeric	4	5 Year	2019-2023

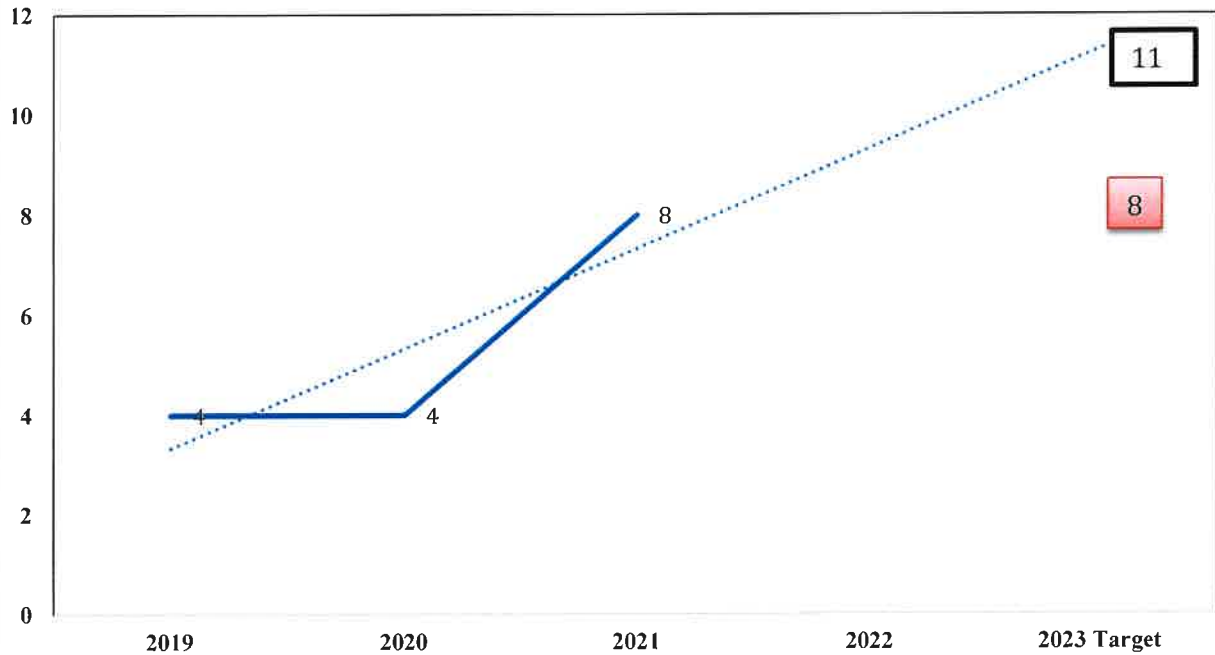
As of March 2022, the CNMI had (1) traffic fatality.

The linear trend on the above chart projects a target of 6. However, as target goals for all traffic fatalities are always aimed at reducing instead of increasing, and the (2016-2020) average is 3.8, the CNMI’s chosen target is 4 for 2023.

Performance Target Justification:

The Department of Public Safety continues to put more effort in enforcing traffic related violations through enforcement and education. The DPS Highway Safety Office will continue to fund priority programs identified in the HSP to reduce the number of traffic fatalities on the CNMI highways.

C-2 Serious Injuries in Traffic Crashes



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-2) Serious Injuries in Traffic Crashes(Territory Crash Data Files)	Numeric	8	5 Year	2019-2023

As of March 2022, the CNMI had (4) serious injuries in traffic crashes.

The linear trend on the above chart reflects (11) as the 2023 target. However, as target goals for serious injuries is to decrease, not to increase, and the (2016-2020) average is 8.2, the CNMI’s more realistic target is 8 for 2023.

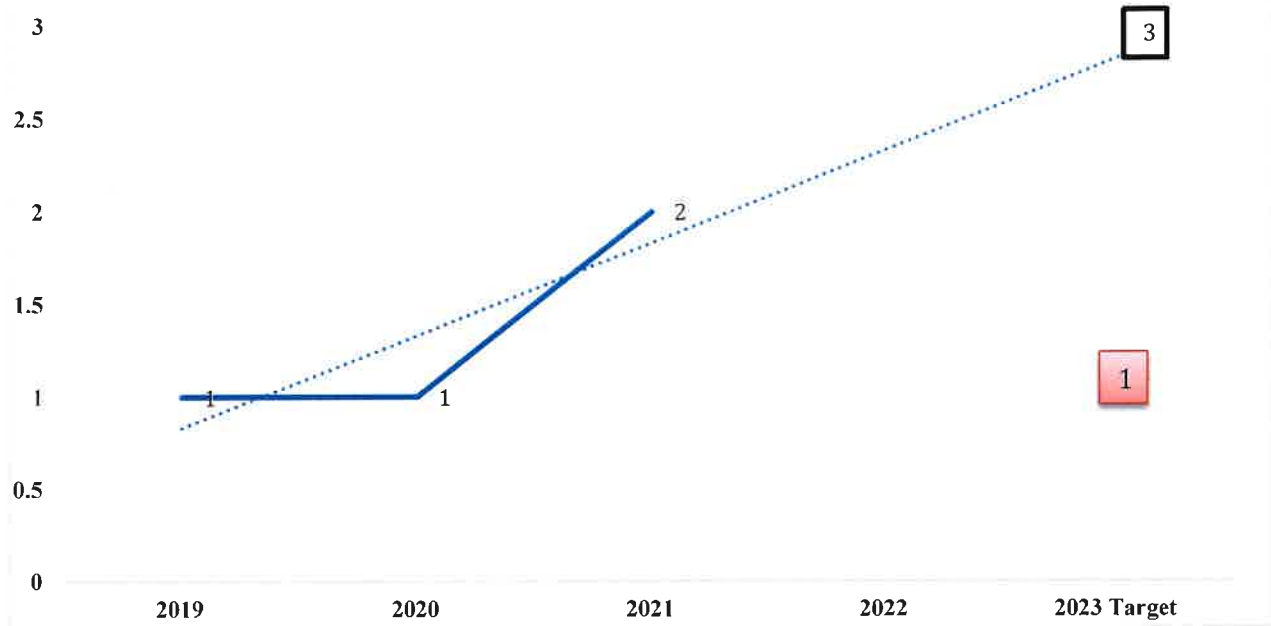
Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will lead to reduce the number of serious injuries caused by traffic crashes on the CNMI highways. Enforcement activities include checkpoints and saturation patrols. Educational presentations will also be continued in the community.

C-3) Number of Fatalities/VMT (FARS, FHWA)

Not applicable to the Territories.

C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-4) Unrestrained Passenger Vehicle Occupant Fatalities(Territory Crash Data Files)	Numeric	1	5 Year	2019-2023

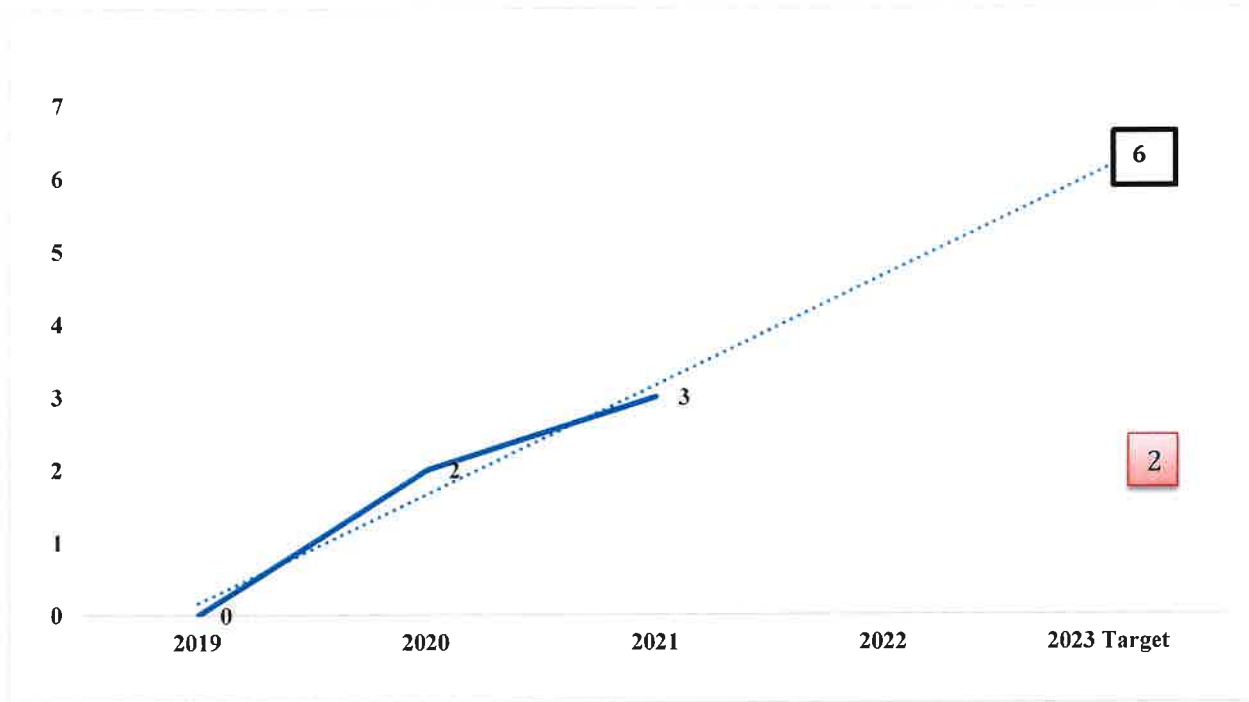
As of March 2022, the CNMI had (0) unrestrained passenger vehicle occupant fatalities.

The linear trend on the above chart projects a target of (3) for 2023. However, as target goals for all fatalities is always aimed at reducing instead of increasing and the (2016-2020) average is 1.6, the CNMI’s target for unrestrained passenger vehicle occupant fatalities for all seat positions is 1 for 2023.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund overtime to the Highway Patrol Sections to conduct HVE activities such as checkpoints and saturation patrols, covert operations, and educational outreach at schools and at community events.

C-5 Alcohol-Impaired Driving Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-5) Alcohol-Impaired Driving Fatalities (Territory Crash Data Files)	Numeric	2	5 Year	2019-2023

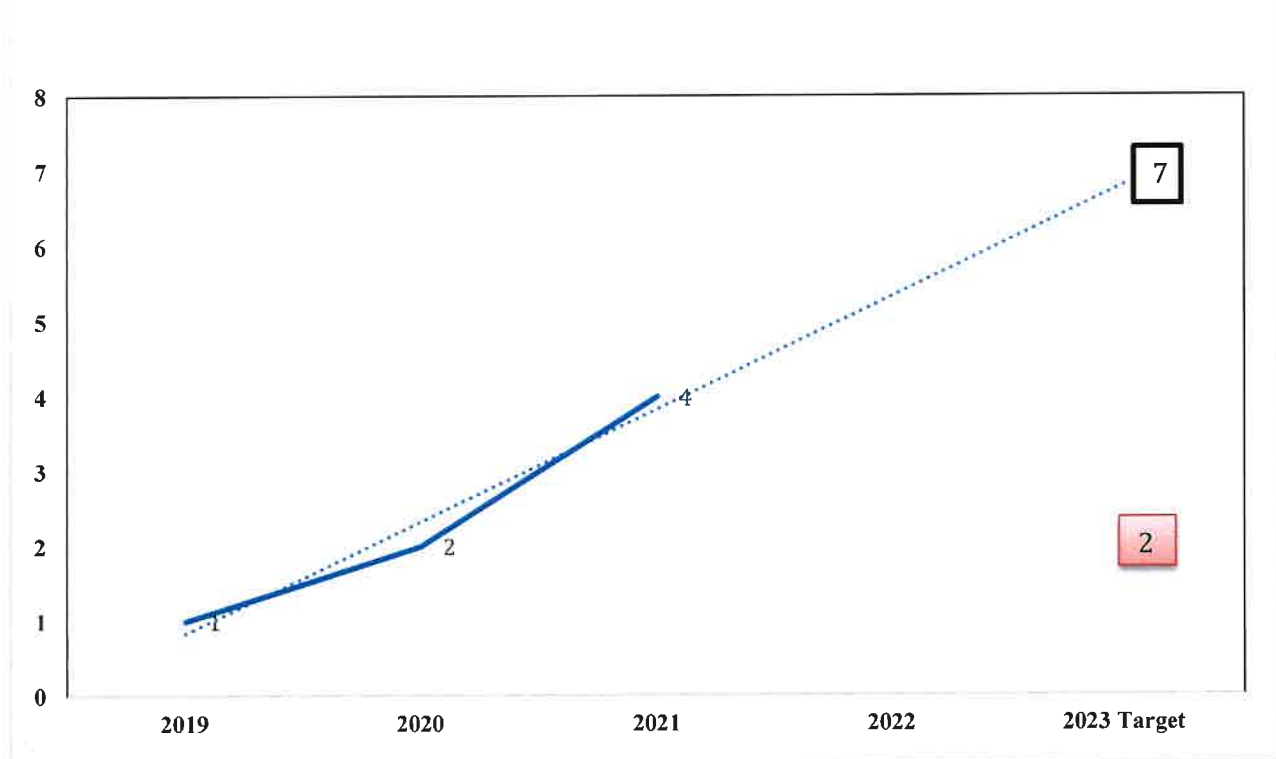
As of March 2022, the CNMI has (0) alcohol-impaired driving fatalities.

The linear trend on the above chart projects a target of (6). However, as target goals for any traffic fatality is always aimed at reducing instead of increasing, and the (2016-2020) average is 2.6, the CNMI's target for alcohol-impaired fatalities is 2 for 2023.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will decrease the number of alcohol-impaired driving fatalities on the CNMI highways through enforcement activities, public education efforts at schools and community events, and various media sources.

C-6 Speeding-Related Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-6) Speed-Related Fatalities (Territory Crash Data Files)	Numeric	2	5 Year	2019-2023

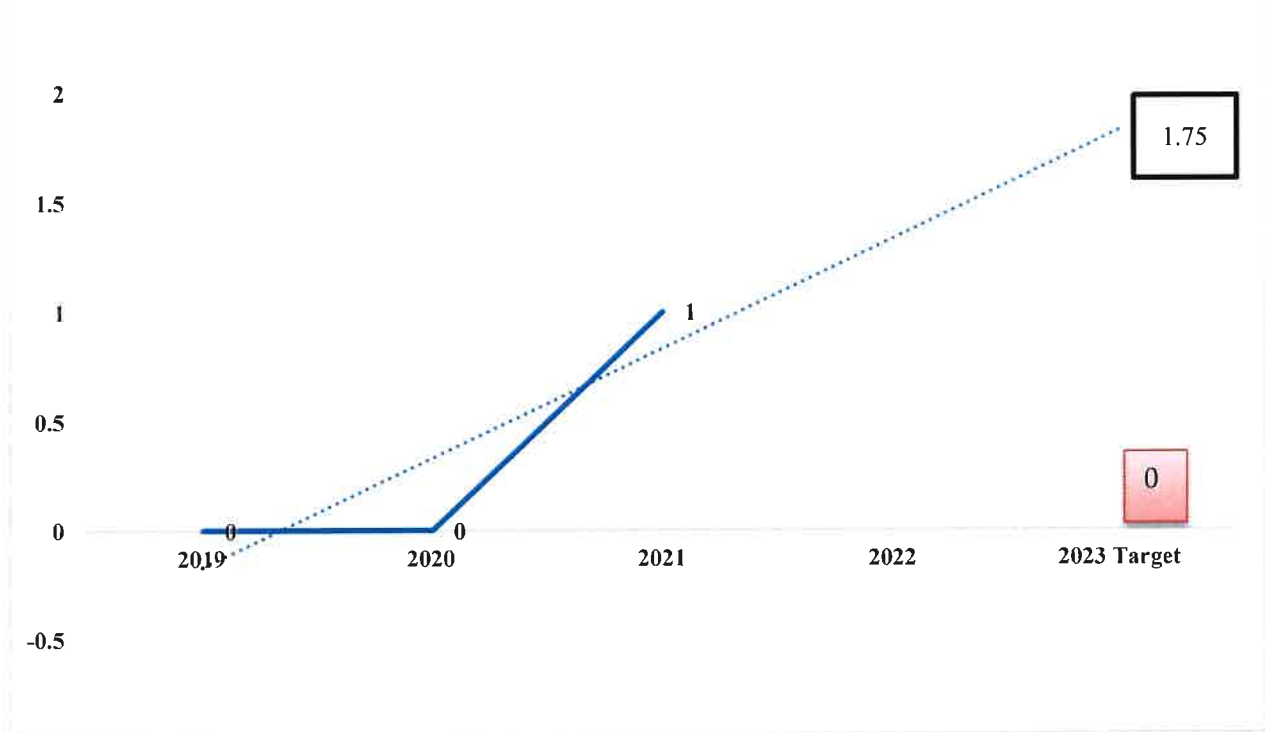
As of March 2022, the CNMI had (0) speed-related fatalities.

The linear trend on the above chart projects a target of (7). However, as target goals for any traffic fatality is always aimed at reducing instead of increasing, and the (2016-2020) average is 2.6, the CNMI’s target for speed-related fatalities is 2 for 2023.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund overtime enforcement activities such as laser speed enforcement and saturation patrols. Highway Patrol sections will also conduct educational presentations at schools and during community events about the danger and consequences of speeding on the highways.

C-7 Motorcyclist Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-7) Motorcycle Fatalities (Territory Crash Data Files)	Numeric	1	5 Year	2019-2023

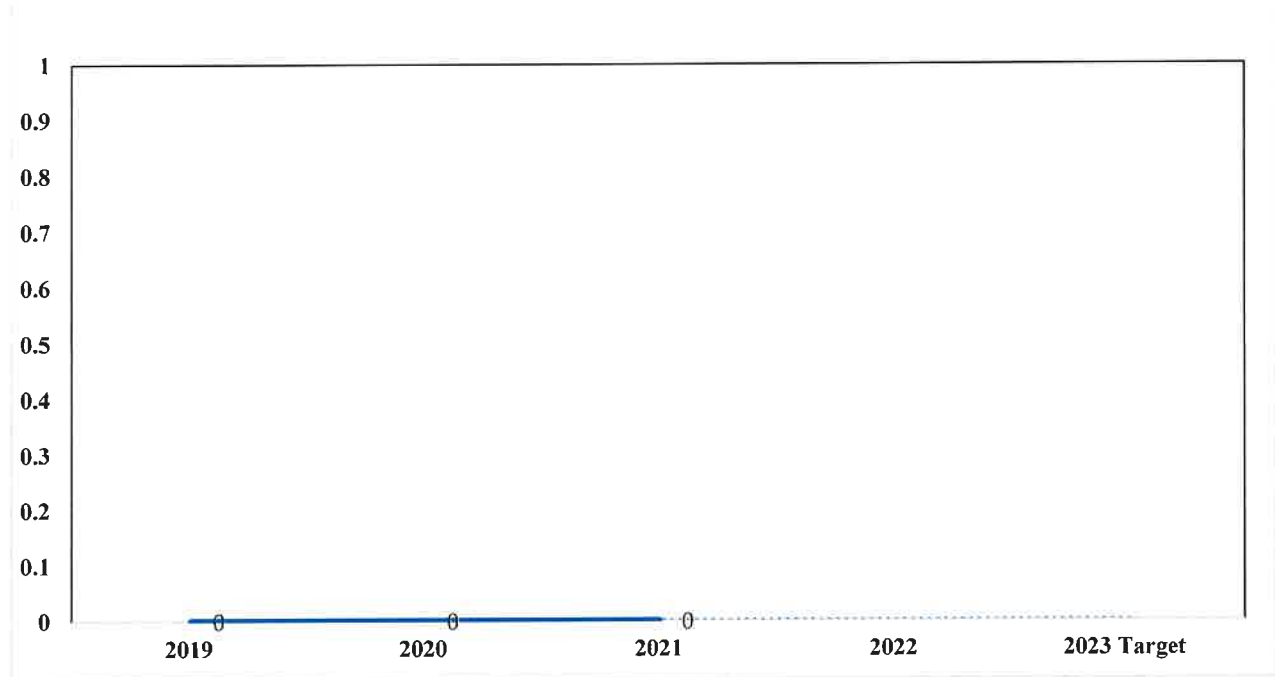
As of March 2022, the CNMI had (0) motorcycle fatalities.

The linear trend on the above chart projects a target of 1.75. There were (0) motorcycle fatalities from (2016-2020), however there was one (1) reported in 2021. The CNMI’s target for 2023 is (0).

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of motorcycle related fatalities on the CNMI highways at (0).

C-8 Un-helmeted Motorcyclist Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-8) Un-helmeted Motorcycle Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2019-2023

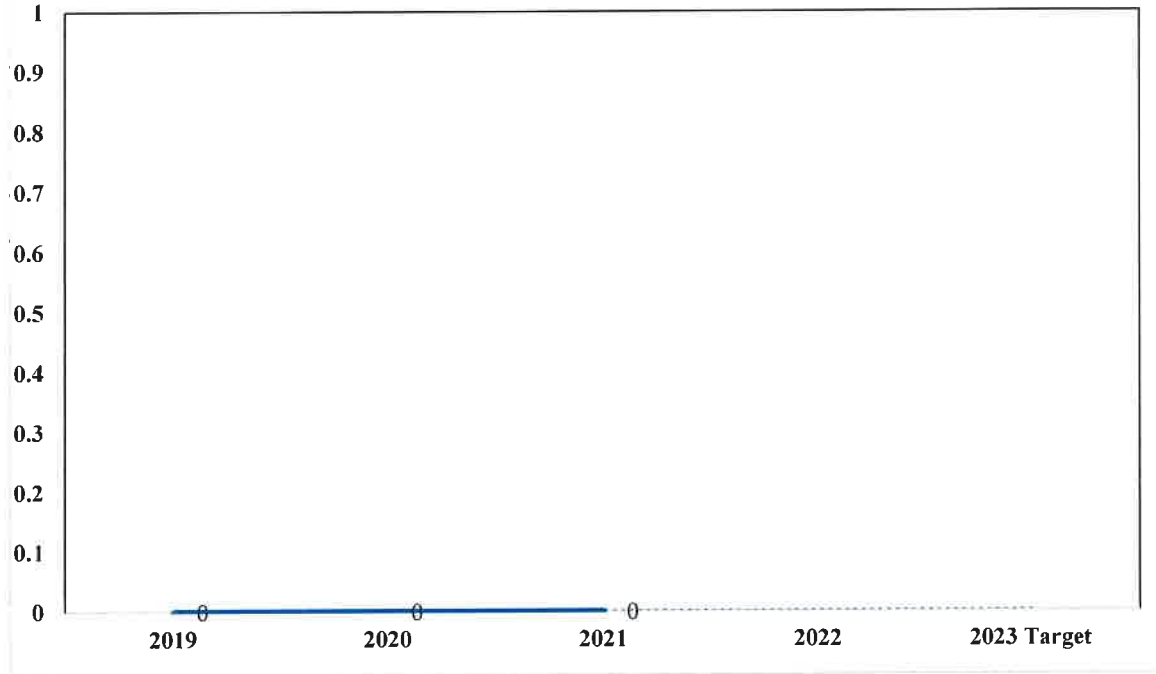
As of March 2022, the CNMI has (0) un-helmeted motorcyclist fatalities.

There have been (0) fatalities from (2016 – 2021). The CNMI’s goal in 2023 is to maintain un-helmeted motorcyclist fatalities at (0).

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of un-helmeted motorcycle related fatalities on the CNMI highways at (0).

C-9 Drivers Ago 20 or Younger involved in Fatal Crashes



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-9) Drivers age 20 or Younger involved in Fatal Crashes) Territory Crash Data Files)	Numeric	0	5 Year	2019-2023

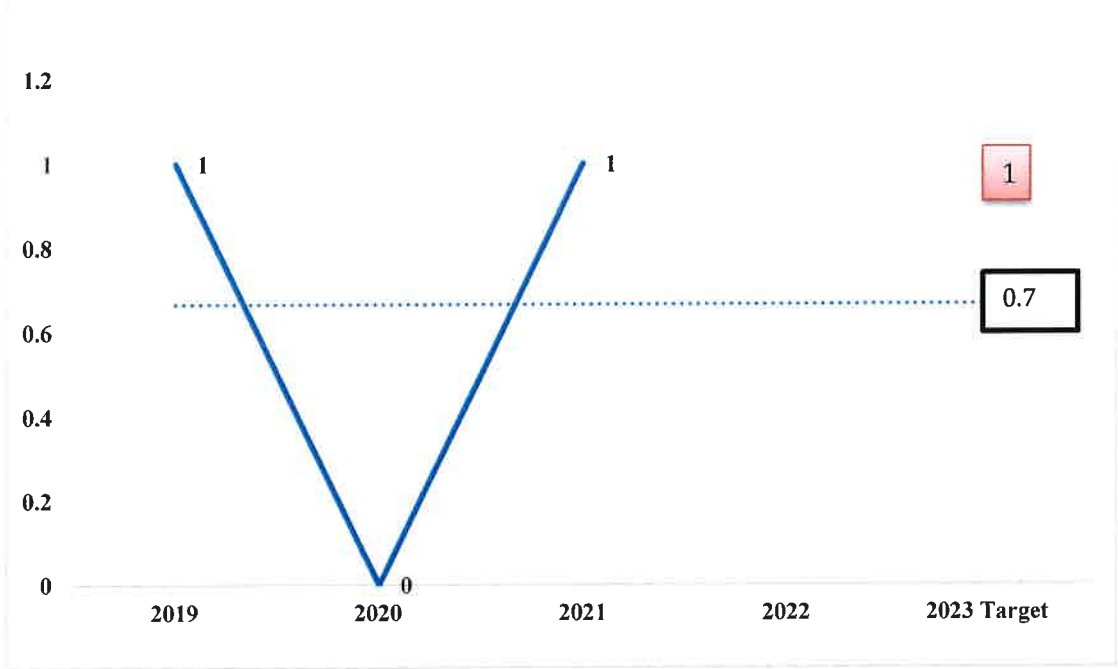
As of March 2022, the CNMI has (0) drivers age 20 or younger involved in fatal crashes.

There have been (0) drivers age 20 or younger involved in fatal crashes (2016-2021). The CNMI's goal is to maintain (0) fatalities in 2023.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of drivers age 20 or younger involved in fatal crashes on the CNMI highways at (0).

C-10 Pedestrian Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-10) Pedestrian Fatalities (Territory Crash Data Files)	Numeric	1	5 Year	2019-2023

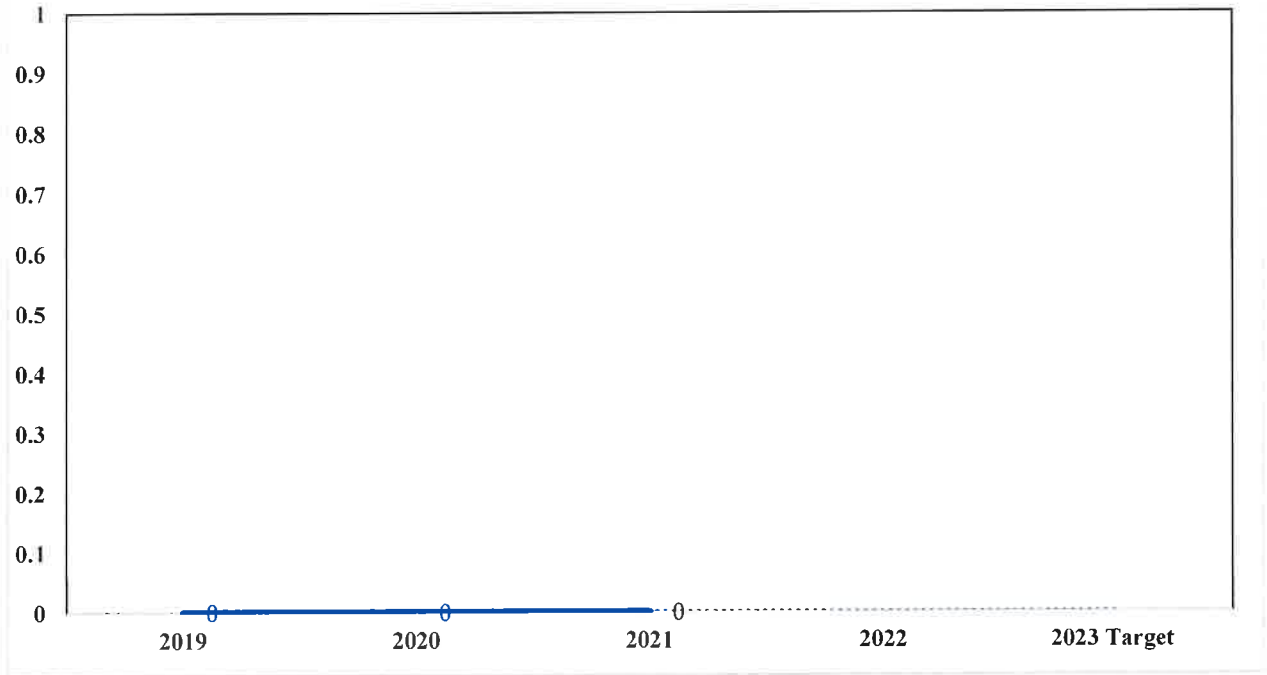
As of March 2022, the CNMI had (1) pedestrian fatality.

The linear trend on the above chart reflects a target of (.70). The (2016-2020) average is (1.4), and since there has already been (1) fatality in 2022, the CNMI’s realistic target for pedestrian fatalities is (1) for 2023.

Performance Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will reduce the number of pedestrian fatalities on the CNMI highways to (1). DPS Highway Safety Office will also continue to work with the Department of Public Works to upgrade all the pedestrian crosswalks to include markings especially at the school zones. Outreach programs will also continue at schools and at community events, along with enforcement activities and various media sources.

C-11 Bicyclist Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-11) Bicyclist Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2019-2023

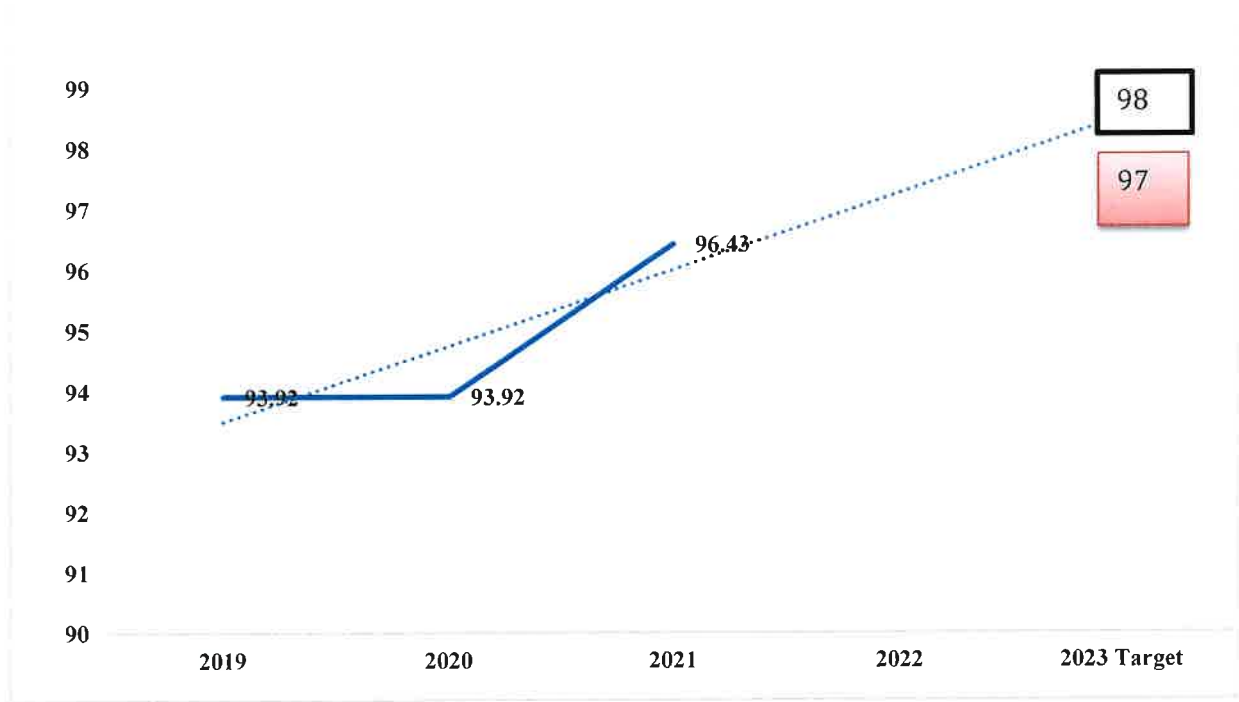
As of March 2022, the CNMI has (0) bicyclist fatalities.

There have been (0) bicyclist fatalities (2016-2021). The CNMI’s goal is to maintain fatalities at (0) for 2023.

Performance Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of bicyclist fatalities on the CNMI highways at (0) through educational outreach activities at schools, various media sources and enforcement.

B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants



The seat belt survey conducted in September 2021 revealed usage rate of 96.43%, an increase of 2.51 percentage points from 2019 usage rate of 93.92. The linear trend reflects 98% as the target, but the CNMI's goal is to increase usage rate by .57 percentage points from 96.43% to 97% in 2023, which is a more realistic rate.

Performance Target Justification:

In order to increase usage rate to 97%, the DPS Highway Safety Office will continue to fund enforcement activities such as checkpoints, saturation patrols, and public education and outreach activities, and ads on various media sources to maintain High Usage on seat belts.

D-1) Distracted Driving Survey

Performance Target Justification:

To conduct a Distracted Driving Survey on usage of cellular phones while driving. This will be the first time for this type of survey to be conducted as observation of distracted driving law compliance in the CNMI. The results will be used as the baseline for future annual surveys and for purposes of planning of enforcement and educational activities.

D-2) Traffic Records

Performance Target Justification:

To support the reduction of fatalities and serious injuries on the CNMI's roadways by providing timely, accurate, complete, uniform, integrated, and accessible traffic records data. The CNMI has the Island-wide Traffic Safety Information System (ITSIS).

D-3) EMS

Performance Target Justification

To decrease the extrication process from 10 minutes to 9, to increase the survivability of those involved in traffic crashes.

PROGRAM AREA

Planning & Administration

Problem Identification

The Planning and Administration (P&A) program includes those activities and costs necessary for the overall management and operations of the Department of Public Safety, Highway Safety Office. The HSO Coordinator is responsible for administering the CNMI's highway safety programs and reports to the DPS Commissioner/Governor's Representative (GR).

The following activities include:

1. Identifying the CNMI's most significant traffic safety problems;
2. Prioritizing problems and developing methods for the distribution of funds;
3. Developing the annual Highway Safety Plan (HSP) and Annual Reports;
4. Selection of projects to be funded;
5. Evaluating accomplishments;
6. Increasing public awareness and community support; coordinating public information and education programs;
7. Participating on various traffic safety committees;
8. Organizing traffic safety groups;
9. Overseeing and evaluating performance of the HSO staff to include Program Managers, Financial/Administrative personnel and their overall responsibilities;
10. Generally promoting and coordinating traffic safety in the CNMI;

Planned Activity Description

PLANNING & ADMINISTRATION

Project Number: PA 23-00

\$124,900.00

Project Description:

Planned activities will include funding to administer the highway safety programs for the CNMI to include salary & fringe of the HSO Coordinator; operational costs such as communication, utilities for HSO, annual membership fees for GHSA and NAWHSL, fuel reimbursement, printing, security software updates, website/email maintenance, and travel to meetings and conferences for the GR, Director for Division of Administration & General Support (DAGS), and the HSO Coordinator such as NHTSA Partner's Meeting, Pre-HSP Meeting, NAWHSL, GHSA Annual Meeting, Lifesavers Conference, as well as inter-island for program evaluation on the islands of Tinian and Rota.

Intended Sub-recipients

CNMI Department of Public Safety, Highway Safety Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Planning & Administration	\$124,900.00	N/A	N/A

PROGRAM AREA

Occupant Protection/Child Restraint

Description of Highway Safety Problems

Occupant Protection/Child Restraint DATA	2017	2018	2019	2020	2021
Occupant Protection usage rate	92.23%	89.28%	93.92%	93.92%	96.43%
Child Restraint usage rate	64.53%	72.32%	80.42%	80.42%	No Survey
Total seat belt citations issued	1,199	854	1,447	806	593
Total child restraint citations issued	74	33	112	40	29
Total serious injuries seat belt use	0	0	0	0	0
Total serious injuries non-seat belt use	13	11	3	3	3
Total serious injuries child restraint use	0	0	0	0	0
Total serious injuries non-child restraint use	0	0	0	0	0
Total fatalities: seat belt	1	1	1	0	2
Total fatalities: child restraint	0	0	0	0	0

As indicated on the above chart, the seat belt usage survey which was conducted in September 2021 revealed an increase of 2.51 at 96.43% percentage points from the 2019 rate of 93.92%.

The goal of 95 percent occupant protection usage rate for 2021 has been met. The number of seat belt citations for 2021 was 593 and child restraint was at 29 for the (3) islands collectively. Through new strategies of high visibility enforcement activities and public outreach, we have seen an increase in usage rate and decrease in occupant protection violations. However, once the momentum decreases, we would see the usage rate decreasing and violation number increasing.

For the island of Rota, the number of seat belt citations issued were to the older aged group drivers who do not believe that the belts are necessary, and the younger aged drivers who continue to neglect seat belt laws also think that belts are not necessary due to the short driving distance.

There are a few drivers noticed by enforcement officers who put the belts on only when they see a police vehicle approaching. However, with aggressive enforcement efforts conducted by the newly assigned officers and commander, the island of Tinian has seen a dramatic increase of seat belt citations in 2021. Because of the small size of the island and its short stretch of roadways, some motorists still think belts are not necessary.

Associated Performance Measures

Fiscal Year	Performance Measure name	Target Year	End	Target Period	Target Value
2023	C-4) Unrestrained passenger vehicle Occupant fatalities, all seat positions (state data)	2023		5 Year	1
2023	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022		Annual	97%

Countermeasure Strategies in Program Area

Countermeasure Strategy
OP Program Management
OP Enforcement, Education and Training
OP Child Restraint System Inspection Station(s)

Countermeasure Strategy: Program Management

Program Area: Occupant Protection/Child Restraint

Project Safety Impact

The overall program management of the Occupant Protection/Child Restraint program includes coordinated efforts of the Highway Safety Office and its partners in determining problem areas and identifying solutions. The goal is to maximize outreach through various media outlets, educational presentations, and enforcement efforts. The Occupant Protection program manager will oversee the program and provide guidance for occupant protection/child restraint-related projects. This includes operational and financial matters for all three islands.

- Coordinates activities as outlined in the Highway Safety Plan; provides status reports and updates to HSO Coordinator as required.
- Monitors activities, reviews monthly reports submitted by sub-grantees, prepares and maintains project documentation (monitoring, risk assessment, etc.). to be used as evaluation of project accomplishments.
- Plans and coordinates meetings with the HSO staff and other partners as necessary.
- Attends training and conferences for advancement on program areas and to stay abreast on program updates.
- Takes part and coordinates educational presentations at schools, government agencies, and community events.
- Participates in the development of annual highway safety plans and annual reports.

Linkage Between Program Area

To oversee the CNMI’s occupant protection programs and ensure that strategies and activities are optimized to reach set targets through active public awareness, education, and enforcement efforts.

Rationale

A coordinated CNMI’s occupant protection/child restraint program in Saipan, Tinian, and Rota to reach set targets aimed at reducing serious injuries and fatalities due to non-usage of seat belts and child restraints during traffic crashes. An active public awareness and community support program through coordination between partners (EMS, Public Health, schools, head start programs, day care centers, Division of Youth Services).

Planned Activity in Countermeasures Strategy

Planned Activity Description

OCCUPANT PROTECTION – Program Management

Project Number: OP 23-00

\$143,000.00

Project Description:

Funds will be used for Occupant Protection Program costs to include Program Manager’s salary & fringe, and operational costs. This includes supplies, communication, security software updates, travel costs to attend meetings, conferences, and training, and inter-island travels for monitoring purposes. Funds will also be used to procure (1ea) SUV to be utilized during public education/outreach activities to transport training seats, print materials, etc., to include printing cost of vehicle body wrap markings.

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Occupant Protection	\$143,000.00	N/A	N/A

Countermeasure Strategy: Enforcement, Education, Training, and Inspection Station

Program Area: Occupant Protection

Project Safety Impacts

The Occupant Protection and Child Restraint programs for Saipan, Tinian, and Rota are enforced by the Dept. of Public Safety, Highway Patrol Sections. Their goal is to maximize the usage rate of Occupant Protection and Child Restraints and minimize the violations to decrease the number of traffic crashes involving serious injuries and fatalities on the highways through aggressive enforcement, and public education through awareness campaigns. Public education is conducted to parents and caregivers on the proper selection and installation of child restraint systems.

Goals:

- To reduce unrestrained passenger vehicle occupant fatalities from 01 (2017-2021 average) to 0 by December 31, 2023.
- To decrease unrestrained passenger vehicle occupant injuries 29% from 7 (2021) to 5 by December 31, 2023.

Linkage Between Program Area

Child restraints and seat belts are the most effective tools in reducing motor vehicle injuries and fatalities. Combination of HVE enforcement activities and education is crucial in this effort.

Seat belt and child restraint survey results determine how effective our enforcement and educational efforts are. These surveys indicate whether more activities need to be conducted, and the location and population that require more focus.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy that increases seat belt and child restraint system usage.

With the planned enforcement activities and educational awareness outreach efforts, all (3) islands will realize a reduction in traffic crash related fatalities and injuries from non-usage of seat belts and child restraints.

Planned Activity in Countermeasure Strategy

Planned Activity Description

OCCUPANT PROTECTION – Enforcement, Education, and Training
Project Number: OP 23-01, 23-02, 23-03 \$220,100.00

Project Description:

Planned activities to include the purchase of supplies and equipment that support and enhance the OP program. Grant funds will be used for payment of overtime costs (290 hours) for enforcement and educational outreach activities and checkup events. Funds will also pay for training costs of CPST classes; travel cost to attend Kids-in-Motion Conference. Funds will pay for Child Restraint Purchase Assistance Program; printing costs of brochures, flyers, pamphlets for distribution at checkpoints and at presentations.

Also to pay for contractual services for the annual CNMI Seat Belt Survey statistical analysis, reporting and for the resampling which is scheduled for December 2022. Also included is for the purchase of (2) pop up tent for OPCR outreach activities.

Highway Patrol officers (Saipan, Tinian, and Rota) will be conducting the following enforcement activities:

Saipan

- Conduct a minimum of (12) zero tolerance OP/CR checkpoints during the Click-It-Or-Ticket (CIOT) campaign and (4) during the Child Passenger Safety (CPS) Week.

- Conduct a minimum of (12) HVE enforcement throughout the year.
- Conduct (4) low visibility/covert operation enforcement and survey operations before and after the CIOT and CPS campaigns.

Rota

- Conduct (10) OP/CR checkpoints; and (4) saturation patrols during the CIOT campaign.
- Conduct (4) OP/CR checkpoints; and (4) saturation patrols during the CPS Week campaign.

Tinian

- Conduct (4) OP/CR checkpoints; and (6) saturation patrols during the CIOT campaign.
- Conduct (2) OP/CR checkpoints; and (3) saturation patrols during the CPS Week campaign

Highway Patrol officers (Saipan, Tinian, and Rota) will be conducting the following educational outreach activities:

Saipan

- Conduct a minimum of (4) OP/CR presentations per year at schools and public functions.
- Conduct a minimum of (4) courtesy child restraint inspection/checkup events per year; and (2ea) during the CIOT and CPS Week campaigns.

Rota

- Conduct (3) educational presentations at schools during the CIOT campaign.
- Conduct (3) educational presentations at schools during the CPS Week campaign.
- Conduct (1) courtesy child restraint inspection/checkup event during National Seat Check Saturday.

Tinian

- Conduct (2) educational presentations at schools during the CIOT campaign.
- Conduct (2) educational presentations at schools during the CPS Week campaign.
- Conduct (1) courtesy child restraint inspection/checkup event during National Seat Check Saturday.

The following are trainings to be provided; and conferences to be attended:

To increase the number of certified CPS technicians within the CNMI and to ensure continuity of the technician certifications to ensure adequate services meet demand of the community.

- HSO will conduct (2) Child Passenger Safety Technician classes in Saipan, and (1) in Rota to increase the number of CPS technicians CNMI-wide.
- HSO will also conduct (2) CPS Recertification class, and (1) in Rota to ensure that technician certifications do not expire.

To ensure that CPS technicians and instructors stay abreast on the latest Child Restraint technologies and program updates as they are dealing with safety. CPS technicians and instructors are also responsible for the inspection stations and the community car seat checks, therefore it is very important that they stay current on OP issues.

Saipan

- Send (2) instructors to attend the Kids-in-Motion Conference

Rota

- Send (1) technicians to attend the Kids-in-Motion Conference

Tinian

- Send (1) technician to attend the Kids-in-Motion Conference

Intended Sub-recipient

CNMI Department of Public Safety, Highway Patrol Section (Saipan, Tinian, Rota)

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Occupant Protection	\$220,100.00	N/A	N/A

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection

Project Safety Impacts

The CNMI CPS program is managed and coordinated by the DPS Highway Safety Office. There are (8) fitting stations in the CNMI: 6 in Saipan, 1 in Tinian, and 1 in Rota. The car seat fitting stations are a multi-disciplinary effort where parents and caregivers can learn the correct use of child restraints. The stations are staffed with nationally certified CPS technicians consisting of highway patrol officers, fire fighters, and HSO staff. All CPS technicians assist during national campaign events and public outreach.

The CNMI currently has the following:

- > (4) instructors (2-Saipan, 1-Tinian, 1-Rota)
- > (10) technicians (Saipan)

Linkage Between Program Area

Currently on Saipan, there are (6) Child Seat Inspection Stations registered with NHTSA which are located in HSO (1), HP Section (1), Susupe Fire Station (1), Garapan Fire Station (1), Kagman Fire Station (1), Koblerville Fire Station (1), Tinian DPS HP Section (1), Rota DPS HP Section (1).

High-risk populations are found in all the different locations on all (3) islands, therefore special effort (separate requests not on regularly scheduled check-up events and/or educational outreach) are provided along with our partner agencies that specifically serve high-risk populations.

Rationale

This is a countermeasure from NHTSA’s Countermeasure that Works document. It is a proven strategy that increases correct child restraint use.

With the number of inspection stations and CPS technicians, the islands of Saipan, Tinian, and Rota are able to provide assistance to parents and caregivers on the proper use and installation of child restraint systems. The expertise of the technicians is utilized at the fitting stations and at various public events/outreach.

Planned activities in countermeasure strategy

**Planned Activity Name
Inspection Stations**

Planned Activity: Inspection Stations

Planned activity number: OP 23-04 \$10,000.00

Project Description:

The operation costs of the fitting stations will be funded for: child restraint system, and printing of posters, flyers, brochures.

Intended Sub-recipient

CNMI Dept. of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Occupant Protection	\$10,000.00	N/A	N/A

PROGRAM AREA

Police Traffic Services

Description of Highway Safety Problems (Saipan, Tinian, Rota)

CRASH DATA	2017	2018	2019	2020	2021
Total traffic crashes	2,337	2,158	2,021	1,213	1,315
Total serious injuries	11	9	4	4	8
Total fatalities	6	4	2	2	4
Total traffic citations issued (traffic violation)	5,829	3,844	4,629	2,790	3,149

Numbers on the data above shows a decrease from previous years. Even with those numbers, we still had an increase with serious injuries. Since the lifting of the lockdown, and daily flights coming in, numbers could drastically change.

DPS Highway Patrol Section continues to strive its best in promoting highway safety and enforcing traffic laws on a daily basis to keep the highways safe. However, there is a dire need for administrative assistance, investigative and enforcement equipment, training, fuel, vehicles and support in order to continue to provide undisrupted services effectively and efficiently. Through training and advanced technology, Highway Patrol Section will be able to provide better and more accurate services for our people that travel on public highways/roadways. The people depend on us to provide accurate and thorough reports and services.

In 2021, DPS Saipan issued a total of (3,001) traffic citations and made (308) DUI arrests. The DPS Saipan recorded and entertained (1,298) traffic crashes and provided over (487) escorts and directed traffic for highway safety measures. (77) Hit & Run cases were forwarded to HPIU which (49) cases were solved and closed. Furthermore, HPIU responded to (3) traffic fatality and (6) traffic crashes involving serious injuries.

For the island of Rota, according to their data, it shows a decrease in 2021 from previous years. Rota also noticed two main factors relating to traffic crash, which are highway road surface infrastructures and driver's negligence in exercising safe driving in regards to the condition of our roadways and highways.

The highway infrastructure is long overdue for resurfacing and may be a significant factor to several motor vehicle crashes. Crash data reveal that drivers between 40-50 years and teen drivers below 18 comprise the majority of crashes. Motor vehicle crashes on the island commonly occur on main highways, while others occur within parking areas or farmland.

The main highway linking the two residential villages is the main location for motor vehicle crashes. The main classifications of crashes that occur are auto-run off, auto-object, or auto-auto crashes. They are usually a result of driver error. Additionally, a majority of the crashes occur at night or during peak hours such as after normal work release in the early evening.

For the island of Tinian, the department’s manpower is stretched to its limits as there are only (2) enforcement officers assigned to the Highway Patrol Section. In addition, there is only one certified with any speed detection system. In order to combat traffic crashes or injuries, additional training is needed to certify others as well. Manpower issues are addressed with the local Mayor’s Office.

On Tinian, there were (4) in 2017, (8) in 2018, (6) in 2019, (16) in 2020 and (2) in 2021 total traffic crashes, with (1) fatality in 2021, no serious injury was recorded for 2017, 2018, 2019, 2020 and 2021. Again although these numbers seem low in comparison with the number of population and roadway size, it still requires enforcement efforts to bring them down.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities)	2023	5 Year	4
2023	C-2) Number of serious injuries in traffic crashes(State crash data files)	2023	5 Year	8
2023	C-6) Number of speeding-related fatalities (State crash data files)	2023	5 Year	2
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2023	5 Year	0

Countermeasure Strategies in Program Area

Countermeasure Strategy
PTS - Program Management
PTS - Enforcement, Education and Conference

Countermeasure Strategy: Program Management

Program Area: Police Traffic Services

Project Safety Impacts

The Police Traffic Services program for Saipan, Tinian, and Rota are overseen by a Program Manager and an assistant. The Manager provides guidance for PTS related projects. This includes operational and financial matters for all three islands.

- Coordinates activities as outlined in the Highway Safety Plan; provides status reports and updates to HSO Coordinator as required.
- Monitors activities, reviews monthly reports submitted by sub-grantees, prepares and maintains project documentation (monitoring, risk assessment, etc.).
- Plans and coordinates meetings with the HSO staff and other partners as necessary.
- Attend training and conferences for advancement on program areas and stay abreast on program updates.
- Takes part and coordinates educational presentations at schools, government agencies, and community events.
- Participates in the development of annual highway safety plans and annual reports.

Linkage Between Program Area

To oversee the CNMI's PTS program and ensure that strategies and activities are optimized to reach set targets through active awareness, education and enforcement efforts.

Rationale

A coordinated PTS program in Saipan, Tinian, and Rota to reach set targets aimed at reducing traffic crashes resulting in serious injuries and fatalities.

Planned Activity in Countermeasures Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Program Management

Project Number: PT 23-00

\$76,000.00

Project Description:

Funds will be used for Police Traffic Services program manager’s operational costs such as supplies, communication, travel costs to attend meetings, conferences, training, and inter-island travel for monitoring purposes; and for salary & fringe of Administrative Assistant.

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Police Traffic	\$76,000.00	N/A	N/A

Countermeasure Strategy: Enforcement, Education & Conference

Program Area: Police Traffic Services

Project Safety Impacts

The CNMI Dept. of Public Safety, Highway Patrol Section in Saipan, Tinian, and Rota will continue providing uninterrupted highway safety measures to the public and work effectively to keep our highways safe through enforcement efforts by DPS HP personnel. Will continue conducting accurate and thorough investigations in a timely manner on crashes involving serious injuries or fatalities, and collection of data which is utilized to identify and prioritize resources in an effort to reduce or prevent motor vehicle crash serious injuries and fatalities.

Combination of aggressive education and enforcement efforts by DPS HP sections and Highway Safety Office personnel throughout the year will result in positive driver behaviors therefore reducing aggressive driving, speed, distracted driving, etc.

Attending conferences such as Lifesavers Conference and others that focus on highway safety is also beneficial as they offer the law enforcement personnel up-to-date information, and innovative ways to improve the different program areas or implement new ones.

It will assist them in improving their skills while performing their duties. Meetings with traffic safety partners also offer information from different agencies and strengthen the collaboration in the effort of finding traffic safety solutions within the CNMI.

Goals:

- To decrease fatalities in traffic-related crashes 50% from 4 (2017-2021 average) to 2 by December 31, 2023.
- To decrease serious injuries in traffic-related crashes by 25% from 7 (2016-2020 average) to 5 by December 31, 2022.

Linkage Between Program Area

The Department of Public Safety Highway Patrol continues to utilize state traffic data and survey results to identify trends in traffic crash locations and to focus our efforts in the dissemination of manpower. Education and enforcement is a proven method in increasing the outcome compliance of the CNMI traffic laws. Community outreach programs continue to be more effective at the schools, community and or local events and also through the efforts of the local media sources.

DPS HP in coordination with HSO will continue to monitor traffic crash data collected to identify weaknesses, trends or high crash prone areas and distribute resources appropriately to reduce crashes.

Rationale

Planned on highway safety related enforcement efforts and activities to include education on all the (3) islands (Saipan, Rota & Tinian) will ensure driver and passenger compliance to the CNMI traffic laws in reducing traffic crashes resulting in serious injuries or fatalities.

Informed HP officers on up-to-date trends will be able to investigate crashes in a more efficient way, therefore producing complete and accurate reports/data that will be utilized in identifying crash locations, causes, etc. and address those issues by focusing enforcement efforts to prevent future crashes.

Planned Activity in Countermeasures Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Enforcement & Education

Project Number: PT 23-01, 23-02, 23-03

\$556,500.00

Project Description:

To provide funding for DPS HP to continue enforcement of traffic laws on the highways and to conduct public outreach to include educational activities at schools, at community events, and on various media sources on safe driving. Continue to fund overtime costs (64 hours) of HP personnel to conduct HVE traffic enforcements such as saturation patrols and laser speed for the islands of Tinian and Rota.

Planned activities to include purchase of supplies, equipment and vehicles to support and enhance the Traffic Safety enforcement efforts to include the purchase of (2) trucks or SUV which will solely be utilized for Highway Patrol purposes. Also to replenish old traffic investigation tools, the purchase of (1) set of crash investigation equipment to replenish old and deteriorated set of equipment, laptop, etc.; purchase of (1) message board trailer; (1) police interceptor (Rota); logistic vans (1ea.) (Rota and Tinian).

Planned activities also include training for Basic Traffic Crash Investigation to support ongoing efforts to train all officers to ensure that they stay current on investigation techniques; and for attendance to the Lifesavers Conference.

Highway Patrol officers (Saipan, Tinian, and Rota) will conduct the following enforcement activities:

Saipan

- Conduct (4) public education activities at schools and to the general public functions to explain why safe driving on the highway is important and needed which saves lives and properties.
- Conduct a minimum of four (4) public awareness and education a year about safe and defensive driving.
- Increase the current Highway Patrol Section work force from (14) to (16) to keep our highway safe. Will work with the Department of Public Safety on this issue.
- Conduct Day and Night Zero Tolerance traffic enforcements on our highways/roadways using two (2) types of enforcement strategies: (1) High Visibility Enforcement-marked vehicle traffic enforcement and (2) Low Visibility Enforcement-slightly marked and/or rented vehicle for covert traffic law enforcement.

Rota

- Once a month, educational contacts at schools, organizations, meetings, and other locations or events as well as via social media on the awareness of pedestrian safety, speed and traffic crash injuries and other highway safety related. These contacts will be done until September 2023.
- (2) educational contacts in person throughout the month of April 2023, on distracted driving and during the National Distracted Driving Awareness Month.

- (2) Saturation patrol and Laser Speed Operations (8 hours each during the month of October 2022 during the annual San Francisco Fiesta. Visitors from Saipan, Tinian and Guam attend this fiesta celebration so the volume of traffic is always high.

Tinian

- Certify two (2) officers with any speed detection system (LASER).
- Conduct 2 speed enforcement activities each quarter.
- Conduct saturation patrol during their 2023 annual Pika Festival, San Jose Fiesta, and Christmas / New Year Ride Safe Program.
- Conduct one every quarter (4) educational outreach to inform teenagers and young adults about the speeding laws in the Commonwealth throughout the year.

Intended Sub-recipient

CNMI Department of Public Safety, Highway Patrol Section (Saipan, Tinian, Rota)

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Police Traffic	\$244,500.00	N/A	N/A

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Pickup Truck/SUV	2	\$55,000.00	\$110,000.00	100%	\$110,000.00
Message Board	1	\$25,000.00	\$25,000.00	100%	\$25,000.00

Crash Invest. Equip/laptop	1	\$3,000.00	\$3,000.00	100%	\$3,000.00
Police Interceptor PI Utility Vehicle	1	\$50,000.00	\$50,000.00	100%	\$50,000.00
Logistic Van	2	\$60,000.00	\$120,000.00	100%	\$120,000.00

PROGRAM AREA

Communications (Media)

Problem Identification

CRASH DATA	2017	2018	2019	2020	2021
Total traffic crashes	2,337	2,158	2,021	1,213	1,315
Total serious injuries	11	9	4	4	8
Total fatalities	6	4	2	2	4
Total traffic citations issued (traffic violation)	5,829	3,844	4,629	2,790	3,149

As CNMI schools went back to face to face instructions beginning in mid-January 2022, community interactions are safely being lifted. Some outreach/public education activities have been performed since then. In addition, we continue spreading awareness through media sources such as radio, television, and newspaper and social media in support of the national mobilizations.

Associated Performance Measures

Source Fiscal Year	Funding Source ID	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (State data files)	2023	5 Year	4
2023	C-2) Number of serious injuries in traffic crashes (State crash data files)	2023	5 Year	8

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Project Safety Impacts

Through various media outreach such as television & radio stations, newspapers, and magazines, highway safety campaigns such as: Click-It-Or-Ticket, Drive Sober or Get Pulled Over, Labor Day Impaired Driving, Fourth of July Impaired Driving, Holiday Season Impaired Driving, etc., are widespread in the community. Awareness ads serve as reminders of the dangers of impaired driving (alcohol and drugs), speed, distracted driving, importance of seat belts and child restraints, and promote message of respect in sharing the road and caution motorists on the need to watch out for motorcycles, bicycles, and pedestrians. It is a tool used in an attempt to change the attitudes and behaviors of motorists to improve road safety, and to inform of new or little known traffic rules.

Linkage Between Program Area

Public awareness on highway safety campaigns through various media sources in conjunction with legislation and law enforcement activities contribute in the effort to reach all demographics in the CNMI communities with the goal of reducing traffic crashes.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy that increases community awareness of safe driving and knowledgeable of the rules of the road on dangers of impaired driving (alcohol and drugs), speed, distracted driving, seat belt and child restraint use, motorcycle, and pedestrian & bicycle safety.

Planned Activities in Countermeasure Strategy

Planned Activity Description

COMMUNICATION CAMPAIGN – Media

Project Number: PM 23-01

Project Cost: \$51,500.00

Project Description:

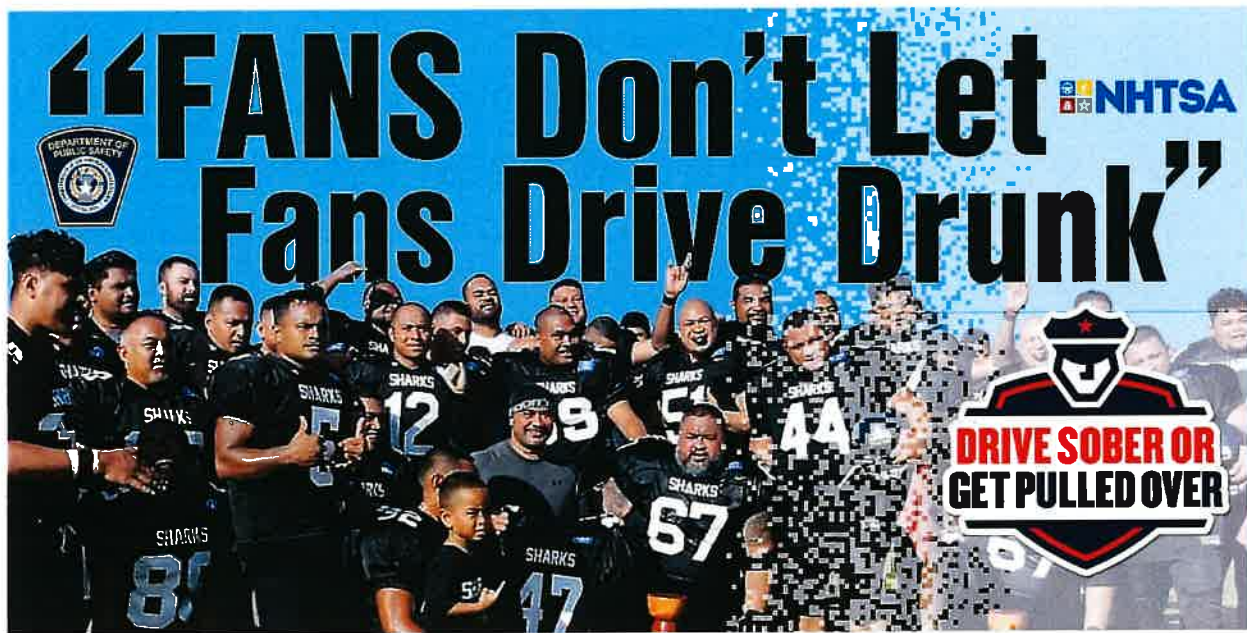
Planned activities will include paying for advertising costs of highway safety's public educational awareness messages on various media sources such as newspapers, magazines, billboards, production (4 localized productions were made for buzzed driving, distracted driving, drug impaired driving and pedestrian/bicycle safety) and airing on radio and television, conversion to theatre format for the various campaigns throughout the year such as: Click-It-Or-Ticket, Drive Sober or Get Pulled Over, Child Passenger Safety Awareness, Distracted Driving, etc.

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Paid Advertising	\$51,500.00	N/A	N/A



Birth 1 2 3 4 5 6 7 8 9 10 11 12 13



PROGRAM AREA

Impaired Driving (Alcohol and Drugs)

Problem Identification

IMPAIRED DATA	2017	2018	2019	2020	2021
Total DUI Arrests (Alcohol with .08 BAC or more)	244	220	190	200	291
Total DUI Arrests (Alcohol less than .08 BAC)	65	62	43	19	23
Total alcohol related crashes	91	88	86	65	69
Total alcohol related serious injuries	7	8	2	4	2
Total alcohol related fatalities	4	4	0	2	3

Data above shows numbers have increased and decreased in some areas. A compilation of all three islands reveals that we had an increase in DUI arrests, an increase in fatalities, and a decrease in serious injuries.

As the community re-opens and is slowly getting back to normalcy, the community is taking this to the extreme and overlooking the dangers of driving a vehicle while impaired. But with law enforcement and HSO’s effort to continue working hard in educating the public of the danger of driving under the influence, a positive outcome is anticipated. Reminding the public to plan ahead and designate a sober driver is done through radio, newspaper, television, theatre ads, magazine or social media. With having the mindset of living on a small island, sometimes violators think it’s okay to drive under the influence because their destination is not too far.

With the increase use of illegal drug and the legalization of marijuana where motorists continue to drive under the influence, the following issues must be addressed: having a shortage of trained officers, the need to provide enforcement tools such as oral drug test kits, and overtime pay to increase HVE enforcement efforts such as checkpoints and saturation patrols on all three islands.

Instructors will be brought in to conduct ARIDE training to about 60 officers in August of 2022 and 2 officers will be sent off island to be recertified as DREs.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	2023	5 Year	2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Impaired Driving – Program Management
Impaired Driving – Enforcement, Education and Training

Countermeasure Strategy: Program Management

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The overall program management of the Impaired Driving program includes coordinated efforts of the Highway Safety Office and its partners in determining problem areas and identifying solutions. The goal is to maximize outreach through various media outlets, educational presentations, and enforcement efforts. The Impaired Driving program manager will oversee the program and provide guidance for impaired driving-related projects. This includes operational and financial matters for all three islands.

- Coordinates activities as outlined in the Highway Safety Plan; provides status reports and updates to HSO Coordinator as required.
- Monitors activities, reviews monthly reports submitted by sub-grantees, prepares and maintains project documentation (monitoring, risk assessment, etc.). to be used as evaluation of project accomplishments.
- Plans and coordinates meetings with the HSO staff and other partners as necessary.
- Attends training and conferences for advancement on program areas and stays abreast on program updates.
- Takes part and coordinates educational presentations at schools, government agencies, and community events.
- Participates in the development of annual highway safety plans and annual reports.

Linkage Between Program Area

To oversee the CNMI's impaired driving programs and ensure that strategies and activities are optimized to reach set targets through active public awareness, education, and enforcement efforts.

Rationale

A coordinated CNMI's impaired driving program in Saipan, Tinian, and Rota to reach set targets aimed at reducing traffic crashes resulting in serious injuries and fatalities. An active public awareness and community support program through coordination between partners (drug court, probation & parole, and community guidance/counseling).

Planned Activity in Countermeasures Strategy

Planned Activity Description

IMPAIRED DRIVING – Program Management

Project Number: ID 23-00

\$87,500.00

Project Description:

Funds will be used for Impaired Driving (Alcohol & Drugs) Program costs to include Program Manager’s salary & fringe, and operational costs. This includes supplies, communication, security software updates, travel costs to attend meetings, conferences, and training, and inter-island travels for monitoring purposes.

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Impaired Driving	\$87,500.00	N/A	N/A

Countermeasure Strategy: Enforcement, Education, Conference and Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

To reduce impaired driving related crashes causing serious injuries and fatalities, and to increase the deterrence, detection, and apprehension of all impaired drivers on the highways by conducting aggressive enforcement activities such as checkpoints and saturation patrols; and by conducting educational presentations at schools and community events. The additional acquisition of a Fatal Vision Roadster Pedal Kart will enhance our educational efforts on Tinian and Rota and will give the students/community members an on-hand learning experience.

Activities:

- Checkpoints
- Saturation Patrols
- Educational Outreach
- Acquire Fatal Vision Roadster Pedal Kart

Goals:

- To decrease alcohol related fatalities by 25% from 3 in fiscal year 2021 to 2 by December 31, 2023.
- To decrease alcohol related crashes by 10% from 69 during fiscal year 2021 to 62 by December 31, 2023.

Linkage Between Program Area

By conducting aggressive enforcement activities such as checkpoints and saturation patrols, and educational presentations, the community will be more alert and cautious in deciding whether or not to get behind the wheels after they have consumed alcohol or drugs.

Rationale

This is a countermeasure from NHTSA's Countermeasure that Works document. It is a proven strategy that decreases alcohol and drug impaired driving related crashes. Funding for overtime costs for enforcement activities will help the community make better decisions before getting behind the wheels, therefore reducing impaired driving.

Planned Activity in Countermeasures Strategy

Planned Activity Description

IMPAIRED DRIVING – Enforcement, Education, and Training

Project Number: ID 23-01,02,03

\$222,000.00

Project Description:

Fund activities to include the purchase of educational materials and supplies that support and enhance impaired driving enforcement efforts. The items to be purchased may include and are not limited to breathalyzer accessories and oral drug test kits. Funds will also be used to procure a Fatal Vision Roadster Pedal Kart and accessories and include freight and handling for Rota and Tinian.

Activities to include training costs of instructors for ARIDE, DRE recertification and SFST as well as send (3) officers to Lifesavers Conference. Holiday Season designated driver program; and for overtime costs (510 hours) of officers to conduct HVE activities such as checkpoints and saturation patrols.

Highway Patrol officers (Saipan, Tinian, and Rota) will be conducting the following enforcement activities:

Saipan

- 12 checkpoints per year during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in July and August.
- 12 saturation patrols throughout the year.

Rota

- 6 checkpoints during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in July and August.
- 5 saturation patrols between November 30 – January 02, 2023.

Tinian

- 4 checkpoints during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in August.
- 5 saturation patrols throughout the year.
-

Highway Patrol officers (Saipan, Tinian, and Rota) will be conducting educational outreach activities:

Saipan

- 4 per year (1 quarterly) targeting high schools and at community events.

Rota

- 24 (2 times a month from October 2022 to September 2023).

Tinian

- 4 per year (1 quarterly) targeting high schools and at community events.

The DPS HP Sections on all (3) islands have personnel that need to be ARIDE certified. We have made contact to have one CHP instruct on Saipan and our expired DRE's (2) will be sent off island for re-certification.

Saipan – 50 to be ARIDE certified.
 - 2 DREs to be recertified.

Rota – 6 to be ARIDE certified.

Tinian – 4 to attend SFST training in Saipan.
 - 4 to be ARIDE certified

The current number of officers certified in SFST and ARIDE CNMI-wide are as follow:

- > SFST - 146
- > ARIDE - 52
- > DRE - 02

Intended Sub-recipient

CNMI Department of Public Safety, Highway Patrol Section (Saipan, Tinian, Rota)

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Impaired Driving	\$222,000.00	N/A	N/A

PROGRAM AREA

Speed Enforcement

Problem Identification

Reckless driving violation in 2017 was at its highest with 293 violators. The graph shows that it was decreasing the following year but started to increase at the beginning of the pandemic. Violators took advantage of the less vehicles on the roadways and drove recklessly.

Enforcement activities such as utilizing marked vehicles to perform laser deterrence continues to be a challenge for the officers. Motorists continues to warn on-coming vehicles on the opposite lane of what is to be expected up ahead; however, some speeding motorists are still pulled over.

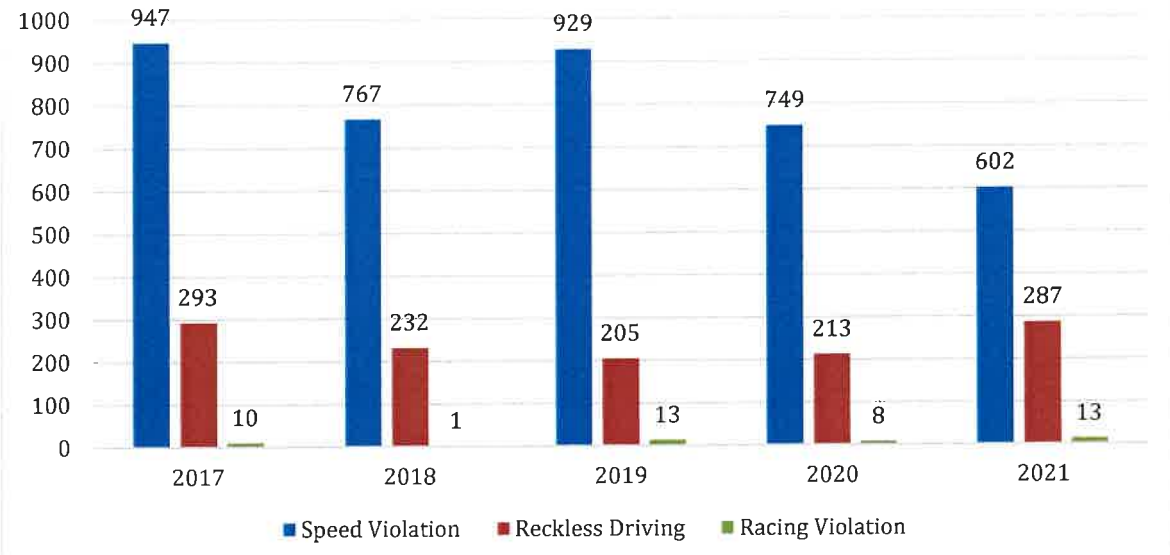
Speed citation fees are still at a very low cost of \$30.00, regardless of how fast a vehicle is going. The Department of Public Safety has been working with the Fines & Fees Committee created by the Courts to increase the speed penalty to at least \$90.00 to serve as a deterrent.

Four (4) speed related fatalities were recorded in 2021 - one (1) of which was at an illegal drag race event when she was run over.

Based on the number of traffic crashes on island, we have found that speed is the main causing factor. With new technologies, speed can be determined on the newer vehicles as they are equipped with the air bag control module which stores all vehicle data at the time of the crash to include speed. We are hopeful that with the accuracy of the speed data and the conviction of the violators, motorists will be more inclined to follow the speed limits.

The DPS Highway Patrol Section currently have (7) LTI 20/20 speed measuring instruments and (10) vehicle mounted moving radars. Unfortunately, because of the unavailability of instructors, there are officers that are not certified to operate the instruments.

	2017	2018	2019	2020	2021
Speed Violation	947	767	929	749	602
Reckless Driving Violation	293	232	205	213	287
Racing Violations	10	1	13	8	13



Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (State crash data files)	2023	5 Year	4
2023	C-2) Number of serious injuries in traffic crashes(State crash data files)	2023	5 Year	8
2023	C-6) Number of speeding-related fatalities (State crash data files)	2023	5 Year	2
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2023	5 Year	1

Countermeasure Strategy: Speed Enforcement

Program Area: Speed Enforcement

Project Impacts

Speed and alcohol are the main causes for traffic crashes in the CNMI. Law enforcement will continue their efforts to reduce speed related crashes through continued HVE enforcement activities such as laser speed, and through educational activities to increase the public's awareness of the danger of speeding and minimize speed related injury and fatality crashes on the highways.

Countermeasure Strategies in Program Area

Countermeasure Strategy
Speed Enforcement – Enforcement, Education and Training

Goals:

- To decrease fatalities in speed-related crashes by 75% from 4 during fiscal year 2021 to 2 by September 30, 2023.
- To decrease serious injuries in speed-related crashes by 100% from 01 during fiscal year 2021 to 0 by September 30, 2023.

Linkage Between Program Area

Speed management involves enforcement including HVE, trained officers, education and public awareness to reduce the number of injuries and fatalities resulting from speed related crashes.

- increasing awareness of the danger of speeding through educational presentations and outreach efforts by utilizing various media sources;
- to minimize speed related injury and fatality crashes by implementing various HVE speed enforcement activities;
- influence CNMI legislators to increase speed fines from \$30.00 to \$90.00 to serve as form of deterrence for all motorists

Rationale

This is a countermeasure from NHTSA's Countermeasures that Works document. It is a proven strategy that reduces speed related crashes.

Planned Activity in Countermeasures Strategy

Planned Activity Description

Speed Enforcement

Project Number: SE 23-01

\$17,000.00

Project Description:

The DPS HP personnel will continue to conduct enforcement activities and educational presentations during regular shifts (day and night); and send two officers for training on the Event Data Recorder (EDR) equipment (which will be procured in FY22). Also to send (1) officer to LTI train the trainer certification course.

Highway Patrol officers in Saipan will conduct the following speed enforcement activities during regular hours:

- conduct educational contacts at schools to target young drivers on the danger and consequences of speeding.
- conduct weekly random speed enforcement activities throughout the year to include covert operations.
- conduct saturation patrols as deterrence.
- conduct zero tolerance speed enforcement using LTI 20/20 and radar instruments at random hours.

Intended Sub-recipient

CNMI Department of Public Safety, Highway Patrol Section

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Training Costs	\$17,000.00	N/A	N/A

PROGRAM AREA

Traffic Records

Problem Identification

The Saipan Dept. of Public Safety collects and stores traffic data such as number of crashes, traffic citations issued, etc. Such data include factors or cause of crash, age, location of crash/violation, time of crash, etc. Saipan DPS continues to upgrade traffic record systems to better serve highway safety programs such as crash, citation, adjudication, driver licensing, EMS, injury surveillance, roadway information and vehicle records. Traffic records play a vital role as we utilize these data collected to target problematic factors to apply preventive measures.

The CNMI Traffic Records Coordinating Committee continues on its efforts to improve accuracy, completeness, timeliness, uniformity, accessibility, and integration of data.

We have also launched the e-citation system which links up with CRS and JustWare systems of the courts and the Attorney General's Office for better communication and record management. However, due to a limited amount of resources such as hardware (laptop, printers), some law enforcement personnel continue to cite violators with manual paper tickets. There are currently (07) total hardware for the whole department of over (60) law enforcement vehicles. The (07) units are assigned to the HP Section personnel. The current paper ticket process involves DPS, the Court, and the AGO. The implementation of the e-citations saves manpower hours, reduces deficiencies between the three agencies which sometimes cause delays to access citations, and also leads to the dismissal of traffic cases. Law enforcement personnel have 5-7 days to deliver paper citations to the court. These combined delays and issues result in inaccurate traffic citation reporting. In addition, the delays may also prevent violators from being able to make payments. Saipan has visiting tourists traffic violators, and with the average length of stay being 4-6 days only, most times the citations are unpaid when these tourists leave the island. There is no mechanism currently in place to ensure that any traffic infractions are cleared before the renters return the vehicles.

The e-citation system which was only being utilized by the Highway Patrol on (7) vehicles suspended until such time that the rest of the department's patrol vehicles can be fully equipped, for uniformity purposes.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-T-1) Average number of days from crash date to entry into centralized database.	2023	Annual	24 days, 22 hours, 40 minutes

Countermeasure Strategy in Program Area

Countermeasure Strategy
Traffic Records Specialist
Maintenance and support; Traffic Records Equipment Purchase

Countermeasure Strategy: TR Specialist

Program Area: Traffic Records

Project Impacts

The DPS Traffic Records is managed by a Traffic Records Specialist dedicated to gathering traffic statistics on a daily basis and transmits to the DPS Records Section, Attorney General's Office and the Courts. This individual provides data to the DPS HSO, legislature, and other agencies as requested to be utilized for planning purposes, research, and other reasons.

- Collects various traffic crash data for various uses.
- Collects traffic citations data to include violations, driver bio, age, ethnicity, location, roadway condition.
- Prepares statistical tables and charts of all traffic record data for DPS HSO reports.
- Works closely with Dept. of Fire & EMS to obtain an injury report of transported and treated patients from traffic crashes.

Linkage Between Program Area

To continue traffic records collection and ensure that traffic data are complete, accurate, and timely.

Rationale

Updated and accurate CNMI traffic data will be available for planning, recording, or any other useful purposes for NHTSA Region 9, DPS HSO, DPS HP Section, legislature or other agencies.

Planned Activity in Countermeasures Strategy

Planned Activity Description

TRAFFIC RECORDS – Traffic Records Specialist

Project Number: TR 23-00

\$66,000.00

Project Description:

Funds will be used for Traffic Records Specialist cost to include salary & fringe; office supplies; and operational cost to include communication, security software updates and for traffic records/data related training.

CNMI Department of Public Safety, Saipan Highway Patrol Section

Funding Sources

Source Year	Fiscal	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023		NHTSA 402	Traffic Records	\$66,000.00	N/A	N/A

Countermeasure Strategy: Traffic Records Maintenance & Support; Traffic Records Equipment Purchase

Program Area: Traffic Records

Project Impacts

For the maintenance, support, and upgrade of the DPS Traffic Records Systems. This task will be contracted to a vendor familiar with the CNMI’s system.

Linkage Between Program Area

A system that is current and useful for data collection and retrieval.

Rationale

Continuous improvement of the CNMI’s traffic safety system.

Project Number: TR 23-01

\$114,000.00

Project Description:

Funds will be used for contractual services for the maintenance, support and upgrade of the Traffic Records System. Funds will also purchase desktop and laptop for Highway Patrol Personnel.

Funds will be used to purchase four (4) desktop computers to replace old/obsolete units. Funds will also purchase fourteen (14) e-citation equipment to completely equip the Highway Patrol vehicles. HP has recently been granted additional officers bringing total to (14).

Intended sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Year	Fiscal	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023		NHTSA 402	Traffic Records	\$50,000.00	N/A	N/A

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
E-citation equipment for Highway Patrol Vehicles	14	\$4,000.00	\$56,000.00	100%	\$56,000.00
Desktops	4	2,000.00	\$8,000.00	100%	\$8,000.00

Countermeasure Strategy: 405c Traffic Safety Information System Improvement

Program Area: 405c

Project Impacts

To improve the process of Citation and Adjudication systems for the Island-wide Traffic Safety Information System (ITSIS).

The CNMI initiated field-testing Electronic Citation (E-Citation) that will automatically transmit traffic violation Citation to the Court System. An interface through API was also tested for automatic insertion of the citation data at the Court for a complete paperless system. The system upon completion will provide information about citations, arrests, and dispositions.

Due to the lack of e-citation hardware equipment to equip all DPS fleet, the Commissioner has suspended the use of the (7) that were in operation until such time that all the fleet are equipped for uniformity purposes. This request is to utilize 405c carry-forward funds from the FFY2022 to procure e-citation equipment for more vehicles.

Project Number: 405c 23-01

\$170,000.00
(Carry-Forward from FFY2022)

Project Description:

Funds will be used to purchase (36) e-citation equipment to be distributed to the DPS fleet vehicles utilizing only carry-forward funds from FFY2022 to include installation and shipping costs.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
Carry-Forward from FFY2022	405c	Traffic Safety Information System Improvement	\$170,000.00	n/a	n/a

PROGRAM AREA

Pedestrian & Bicycle Safety

Problem Identification

PEDESTRIAN DATA	2017	2018	2019	2020	2021
Total auto/pedestrian related traffic crashes	37	25	16	13	16
Total auto/pedestrian related serious injuries	6	1	1	1	2
Total auto/pedestrian related fatalities	3	3	1	0	1

BICYCLE DATA	2017	2018	2019	2020	2021
Total auto/bicycle related traffic crashes	8	12	14	5	8
Total auto/bicycle related serious injuries	0	0	0	0	0
Total auto/bicycle related fatalities	0	0	0	0	0

Communities slowly working its way back to normalcy as it was before the pandemic made an impact in our data as shown above. Data shows that not only did we have an increase in pedestrian related crashes and serious injuries, we also had one fatality. Although, we had no serious injuries or fatalities shown for bicycle, we did have an increase in traffic related crashes.

We are now in the midst of slowly bringing back tourism as we did a trial run with what's called a travel bubble. Community members are now given the option of either wearing a mask in public but all protocols pertaining to this pandemic has been lifted. With this in mind, there are now more pedestrians out there and bicyclists on the roadways.

With this being said, now is the time when we need to boost our enforcement and awareness efforts in order to remind the community of the importance of being safe on our roadways.

HSO continues to work with the Dept. of Public Works to identify, repair existing, and install more crosswalks throughout the island with proper lighting for better visibility.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-10) Number of pedestrian fatalities (state data crash file)	2023	5 Year	1
2023	C-11) Number of bicyclists fatalities (state data crash file)	2023	5 Year	0

Countermeasure Strategy in Program Area

Countermeasure Strategy

Pedestrian & Bicycle Safety – Enforcement and Education

Countermeasure Strategy: Enforcement and Education

Program Area: Pedestrian & Bicycle Safety

Project Impacts

Reducing the number of Auto-Pedestrian and Auto-Bicycle crashes in the CNMI to save lives and reduce injuries is our goal. Educating the public of the danger of crossing non-crosswalk areas is very important.

The CNMI DPS HSO is continuously working with the legislature to have a Jaywalking Law in place to deter pedestrians from just crossing anywhere even on non-identified pedestrian crosswalks. This is an issue for both residents and tourists alike.

Goals:

- To decrease fatality rate in pedestrian-related crashes from 1.6 (2017-2021 average) to 1 by December 31, 2023.
- To decrease serious injuries related to pedestrian crashes by 50% from 2 (2017-2021 average) to 1 by December 31, 2023.
- To maintain fatalities in bicycle-related crashes by 100% at 0 (2017-2021 average).
- To decrease traffic related bicycle crashes by 50% from 9 (2017-2021 average) to 4 by December 31, 2023.

Linkage Between Program Area

By conducting public education activities to explain why utilizing marked pedestrian crosswalks for safety is important, as well as addressing the motorists to be vigilant for pedestrians when driving especially at night where there is little or no lighting. Improving the effectiveness of educational programs by actively seeking new partners and utilizing new technologies. Target highly populated areas and conduct high visibility (checkpoints) and/or low visibility (covert) pedestrian/bicycle traffic law enforcements.

Rationale

Conducting continuous outreach to educate the public through various media sources; AND enforcement activities will reduce auto-pedestrian and auto-bicycle crashes. Emphasis more on the local households without vehicles as they are the population that more frequently get involved in auto-pedestrian crashes.

Planned Activity in Countermeasure Strategy

Planned Activity Description

PEDESTRIAN & BICYCLE SAFETY-Enforcement & Education

Project Number: PS 23-01

\$26,200.00

Project Description:

The DPS HSO will continue to fund overtime costs (84 hours) of enforcement activities by the DPS HP Section personnel. This will include rental vehicles to be used during covert operations. HVEs will target highly populated areas such as parks, schools and other community sites where both adults and children frequent. Helmets and pedestrian safety decals will be issued to both adults and children to add to their safety while walking/running or riding bikes.

Highway Patrol officers in Saipan will conduct the following activities:

- conduct (4) Pedestrian/Bicycle Safety public education activities throughout the year on the importance of proper and safe highway/roadway crossing at schools, government agencies, and at community events to educate pedestrians/bicyclists as well as motorists.
- conduct (12) zero tolerance enforcements throughout the year at areas that have clearly marked crosswalks.

- continue to work with the Dept. of Public Works in identifying needed repairs on crosswalks that are non-visible, identify new locations to add more crosswalks, and to have lightings replaced or installed.
- continue to work with the legislature to re-introduce Jaywalking bill and the vehicle window tint regulations since most of the auto-pedestrian and auto-bicycle crashes involve vehicles with darkly tinted windows.

Intended Sub-recipient

CNMI Department of Public Safety, Saipan Highway Patrol Section

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	Pedestrian & Bicycle Safety	\$26,200.00	N/A	N/A

PROGRAM AREA

Emergency Medical Service

Problem Identification

CRASH DATA	2017	2018	2019	2020	2021
Total traffic crashes	2,315	2,139	2,021	1,213	1315
Total serious injuries	11	9	2	4	8
Total fatalities	5	4	2	2	4
Response Time	7	6	10	10	10

EMS Yearly Data Collection

Classification	2017	2018	2019	2020	2021
No. Motor Vehicle Crash (MVC):	225	202	196	114	128
Patient transported from MVC:	150	140	116	65	57
Ambulance Response to MVC:	205	213	204	113	67
Rescue Response to MVC:	136	106	84	53	31
Suppression Response to MVC:	21	30	33	18	18
Fatal (MVC):	2	3	0	0	2
Critical (MVC):	11	11	2	4	4
Minor Injury (MVC):	154	140	153	85	62
Non- Injury (MVC):	58	48	48	23	61

The Department of Fire and Emergency Medical Services (DFEMS) is responsible for providing emergency medical services for all traffic crash victims CNMI-wide.

Every second count in an emergency such as a motor vehicle crash. It is vital for first responders to treat patient effectively and quickly while ensuring their own safety and protection.

Currently, DFEMS has incomplete to no personal protective equipment due to wear and tear, field loss, and overdue replacement.

Goals:

- Reduce crash-related injuries and fatalities
- Reduce on scene time
- Provide high standard of patient care treatment.
- Provide rapid extrication of patient (s) from a motor vehicle crash
- Increase number of personnel training
- Provide proper tools and equipment

EMS will continue to do the following:

- Collect and analyze data on motor vehicle crashes resulting serious injuries and fatalities
- Conduct quality improvement and quality assurance based on data collection
- Conduct training on specialized tools and equipment
- Conduct educational presentations at community based organizations and school levels both public and private
- Conduct public education and outreach during Police Week, EMS Week, and Holiday Season Impaired Driving Prevention campaigns

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-2) Number of serious injuries in traffic crashes(State crash data files)	2023	5 Year	8

Countermeasure Strategies in Program Area

Countermeasure Strategy
Emergency Medical Service – Equipment, Education and Conferences

Project Safety Impacts:

The personal protective equipment provides safety and minimizes serious injuries to personnel while operating extrication tools and equipment at a motor vehicle crash scene. Common hazard during motor vehicle crashes are sharp pointed metal parts, sharp glasses, heat and other unpredicted hazard.

Linkage:

Purchase of personal protective equipment for all DFEMS personnel responding to motor vehicle crashes and all other traffic related emergencies in the CNMI.

Rationale

Personnel will increase confidence in response and enhance special skills and prevent injuries when responding to motor vehicle crashes in the CNMI.

Intended Sub-recipient
 Department of Fire & Emergency Medical Services

Planned Activity in Countermeasure Strategy

Planned Activity Description

EMERGENCY MEDICAL SERVICES-Equipment, Education and Conferences

Project Number: EM 23-01 \$38,700.00

Project Description

Funds will be used for the purchase of Personal Protective Equipment and to send (1) Firefighter/EMT to Lifesavers Conference and (1) to Kids-In Motion Conference.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2023	NHTSA 402	EMS	\$12,000.00	N/A	N/A

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Emergency Response Vehicle	1	106,800.00	\$106,800.00	\$26,700.00 (25%)	\$26,700.00 (25%)

Evidence-based traffic safety enforcement program (TSEP)

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

Planned Activity Name
ID Enforcement Activities/ Media Campaign
OP – Enforcement Activities/ Media Campaign
PTS - Enforcement Activities/ Selective Traffic Law Enforcement (STLE)
Speed - Enforcement Activities

Crash Analysis

The CNMI continues to see traffic crashes, injuries and fatalities each year in the areas of speed, pedestrians, and impaired driving. Problem identifications are summarized in each program area section in this HSP. Analysis and identification of the areas of these crashes determine where enforcement efforts will be targeted and the type of enforcement.

Based on the data from last five years (2017-2021):

The CNMI had (18) traffic fatalities and (36) serious injuries.

- (13) fatalities and (27) serious injuries were speed related.
 - (8) fatalities and (11) serious injuries were pedestrian related.
 - (13) fatalities and (26) serious injuries were alcohol impaired driving related.
- In the last five years there were (1,358) DUI arrests, and (398) resulted in DUI related crashes.

Deployment of Resources

Using data provided in the grant application, Highway Patrol Sections in Saipan, Tinian, and Rota implement strategies to address the problems areas. Examples of strategies include enforcement activities such as checkpoints and saturation patrols, both of which are included in NHTSA's Countermeasures That Work Guide. This includes enforcement of traffic laws pertaining to speed, impaired driving, pedestrian safety, adult and child occupant protection, and distracted. In addition, high visibility enforcements are also included in participation of national seat belt and impaired driving mobilizations. Paid media and educational outreach activities are also combined with enforcement activities for the most effective deterrent tool.

Effectiveness Monitoring

Monitoring of the enforcement is another important element of the CNMI’s continuous enforcement program. Enforcement agencies receiving grant funds are required to provide after action reports or detailed information on the program progress to the Highway Safety Office which include data on the activities conducted, such as location, time, manpower and number of traffic violations issued and arrests made. The information utilized in the funding decisions for the subsequent years are based on the effectiveness and performance of the enforcement project.

The Highway Patrol will submit data or after action reports on certain grant funded activities. This information will be vital to monitor and improve enforcement tactics, strategies, and assist in certain traffic laws that might need revisions or changes.

High Visibility Enforcement (HVE)

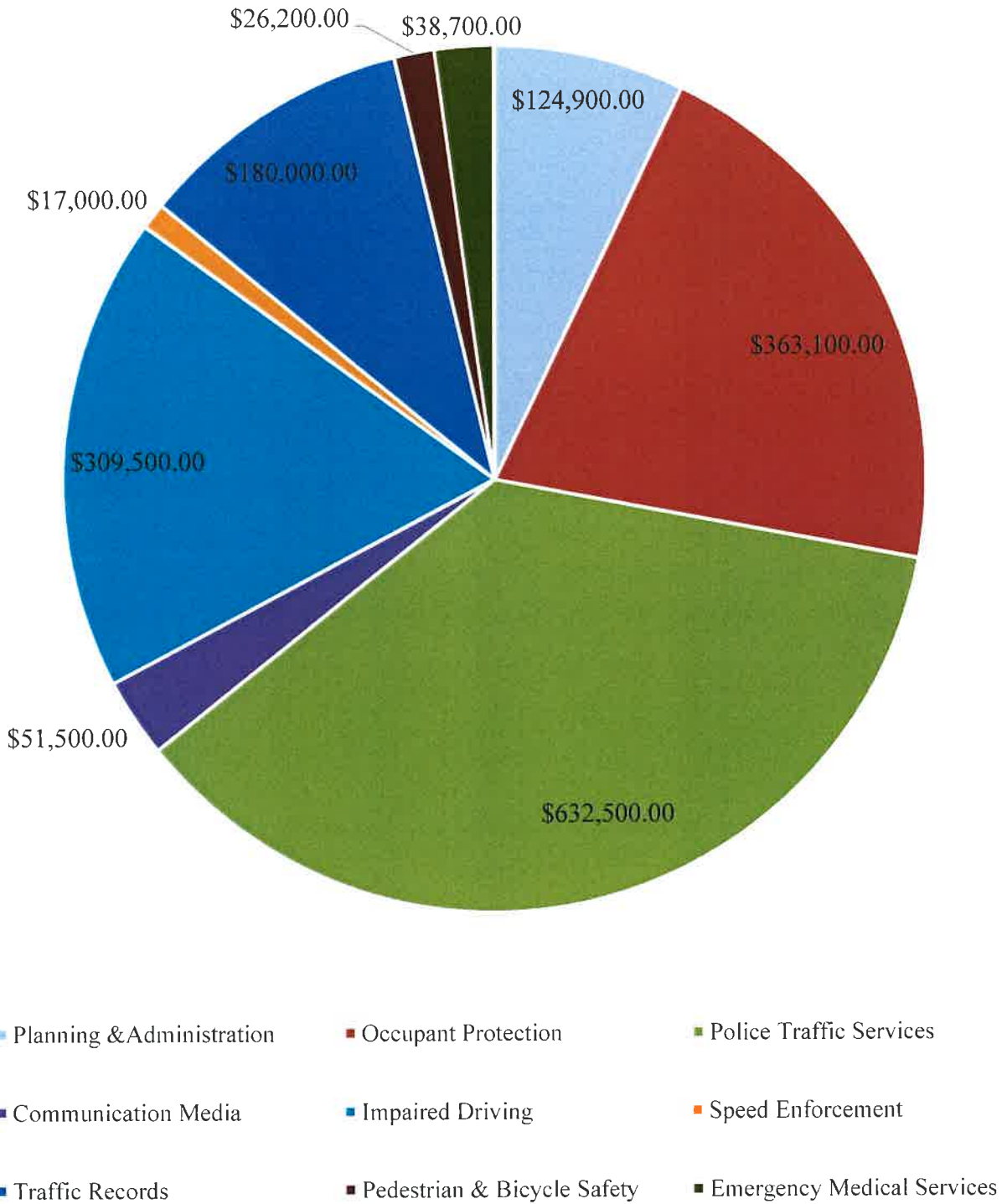
Planned High Visibility Enforcement strategies to support national mobilizations:

Countermeasures Strategy
Mass Media Campaigns
High Visibility Enforcement/ Saturation Patrols / Checkpoints
High Visibility Seat Belt/Child Restraint Law Enforcement

High Visibility Enforcement activities that demonstrate the State’s Support and participation in the National High Visibility Enforcement Mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Planned Activity Name
ID Enforcement Activities/ Media Campaign
OP – Enforcement Activities/ Media Campaign

Fund Distribution by Program Area \$1,743,400.00



FFY2023 Project List

Planned Activity	Project No.	Agency	Estimated Funding Amount	Funding Source
P&A	PA23-00	DPS -HSO	\$124,900.00	402
OP/CR	OP23-00	DPS - HSO	\$143,000.00	402
OP/CR	OP23-01	DPS-Saipan HP DPS	\$156,650.00	402
OP/CR	OP23-02	DPS-Rota HP DPS	\$39,550.00	402
OP/CR	OP23-03	DPS-Tinian-HP DPS	\$23,900.00	402
		<i>Total</i>	\$363,100.00	
PTS	PT23-00	DPS- HSO	\$76,000.00	402
PTS	PT23-01	DPS -Saipan HP	\$264,100.00	402
PTS	PT23-02	DPS -Rota HP DPS	\$184,300.00	402
PTS	PT23-03	DPS -Tinian HP	\$108,100.00	402
		<i>Total</i>	\$632,500.00	
ID	ID23-00	DPS - HSO	\$87,500.00	402
ID	ID23-01	DPS -Saipan HP	\$122,200.00	402
ID	ID23-02	DPS -Rota HP DPS	\$65,300.00	402
ID	ID23-03	DPS-Tinian HP DPS	\$34,500.00	402
		<i>Total</i>	\$309,500.00	
TR	TR23-00	DPS - HSO	\$66,000.00	402
TR	TR23-01	DPS-Saipan HP DPS	\$114,000.00	402
		<i>Total</i>	\$180,000.00	
PM	PM23-00	DPS - HSO	\$51,500.00	402
SE	SE23-01	DPS -Saipan HP	\$17,000.00	402
Ped/Bike	PS23-01	DOS -Saipan HP	\$26,200.00	402
EMS	EM23-01	DFEMS	\$38,700.00	402
		Grand Total	\$1,743,400.00	

MASTER EQUIPMENT LIST

	Project Number	Equipment	Quantity	Unit Cost	Total Cost
1.	OP-23-00	SUV	1	\$50,000.00	\$50,000.00
2.	PT-23-01	Pickup Truck	2	\$55,000.00	\$110,000.00
3.	PT 23-01	Message Board Trailer	1	\$25,000.00	\$25,000.00
4.	PT 23-02	Police Interceptor	1	\$50,000.00	\$50,000.00
5.	PT 23-02 PT 23-03	Police Logistic Van	2	\$60,000.00	\$120,000.00
6.	TR 23-01	E-citation Equipment	14	\$4,000.00	\$56,000.00
7.	TR 23-01	Desktop Computers	4	\$2,000.00	\$8,000.00
8.	EM 23-01	Personal Protective Gear	150	\$712.00	\$106,800.00 or \$26,700.00 (@25%)

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 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 subrecipients are noted under the applicable caption.]

State: Northern Mariana Islands (CNMI)

Fiscal Year: 2023

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 Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“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, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (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 programs (70 FR 74087-74100).

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 subrecipients, 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 its subrecipients, 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;
- Agrees to 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 subagreement 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:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. 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 –
 - 1. Abide by the terms of the statement;
 - 2. 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 –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by 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 subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 primary tier 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 tier 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 tier 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 tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant 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 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 Participant 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 1200.
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 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*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant 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 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, 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 for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient 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 and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

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 vehicles 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 wheelchairs, 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 seat belts by occupants of motor vehicles;
 - 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))

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.



6/21/2022

Signature Governor's Representative for Highway Safety

Date

Robert A. Guerrero

Printed name of Governor's Representative for Highway Safety