



Commonwealth of the Northern Mariana Islands DEPARTMENT OF PUBLIC SAFETY



OFFICE OF GRANTS AND SPECIAL PROGRAMS



Fiscal Year 2007 HIGHWAY SAFETY PLAN



August 25, 2005

David Manning Ph.D.
Regional Administrator
U.S. Department of Transportation
National Highway Traffic Safety
Administration, Western Region
201 Mission Street
Suite 2230
San Francisco, California 94103

Dear Dr. Manning:

Hafa Adai and warm greetings from the Commonwealth of the Northern Mariana Islands (CNMI).

The CNMI is honored to submit the Fiscal Year “*2007 Highway Safety Plan*”. The content of this Plan represents the approved program areas as established by the National Highway Traffic Safety Administration (NHTSA) and the CNMI’s traffic safety needs for Fiscal Year 2007.

As in the past, the CNMI continues to face challenges in the arena of providing an effective highway safety program to the citizens’ and visitors of the Commonwealth. The influx of population has increased the number of motor vehicle and drivers on our highways. This increase is anticipated to also affect the number of traffic crashes, pedestrian incidents, child restraint, and occupant protection. The greatest challenge identified is to find innovative cost-saving solutions while maintaining the level of protection and safety of the community. Authorities continue to identify problem solving measures such as training, enforcement, education, and community advocacy that would resolve or mitigate the impact of these problems.

We hope that upon your review, you will find this application in conformance with all requirements specified in the program guidelines.

Your continuing support and assistance is very much appreciated and should you have any questions, please call my office at Tel. No. (670) 664-9022.

Sincerely,

Rebecca M. Warfield
Acting Commissioner of Public Safety
Governor’s Highway Safety Representative

The Islands...

- Farallon de Pajaros
- Maug Islands
- Asuncion Island
- Agrihan
- Pagan
- Alamagan
- Guguan
- Sarigan
- Anatahan
- Farallon de Medinilla

★ Saipan

Tinian

• Aguijan

• Rota

Northern Mariana Islands

The Commonwealth of the Northern Mariana Islands (CNMI) consists of 14 islands in a chain. The islands are Agrihan, Alamagan, Anatahan, Aquijan, Asuncion, Farallon de Medinilla, Farallon de Pajaros, Guguan, Maug Islands, Pagan, Rota, Saipan, Sarigan and Tinian.

Saipan is the principal island in the chain; it is the commercial center and the capital of the Commonwealth. The island's strategic location in the Pacific Ocean provides easy access to many Asian countries: China (including Hong Kong), Indonesia, Japan, Korea, Laos, Myanmar, the Philippines, Taiwan, and Thailand.

FAST FACTS

NORTHERN MARIANA ISLANDS

- POPULATION (2000): 70,000
- LAND AREA: 190 SQUARE MILES
- CAPITAL: SAIPAN
- PRINCIPAL ISLANDS: SAIPAN, TINIAN AND ROTA
- PRINCIPAL INDUSTRIES: TOURISM & GARMENT

Commonwealth of the Northern Mariana Islands

***Fiscal Year 2007
Highway Safety Plan***

Prepared For

***United States Department of Transportation
National Highway Traffic Safety Administration***

by the

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

OFFICE OF GRANTS AND SPECIAL PROGRAMS

*Rebecca M. Warfield
Acting Commissioner of Public Safety
Governor's Representative for Highway Safety*

*Major Francis S. Taimanao
Officer In Charge
Office of Grants and Special Programs*

2007 Highway Safety Plan Grant Application Mission Statement

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The Commonwealth of the Northern Mariana Islands (CNMI), Department of Public Safety, Office of Grants and Special Programs manages various federal programs within the Department. Some of the federal program received funding is for highway safety program from National Highway Traffic Safety Administration (NHTSA), Western Region.

The Office of Grants and Special Programs provides leadership by developing, promoting and coordinating programs influencing public and private policy, and increasing public awareness on highway safety. Highway Safety means the reduction of traffic crashes, deaths, injuries, and property damages resulting from collisions on public roads.

The CNMI Highway Safety Plan (HSP) is developed through our annual problem identification and analysis of traffic records, citations, convictions judicial outcome, incarcerations, assessment, screening, treatment, prevention and surveys.

As the Governor's Highway Safety Representative, the Commissioner of Public Safety and the Officer in Charge for the Office of Grants and Special Programs will serve as a channel of communication between the Governor's Office, the CNMI Legislature, government agencies, activist groups and others affected CNMI's highway safety programs.

The CNMI Department of Public Safety continues to identify highway problems using the most recent data and public input available. The CNMI continues to work in increasing the rate of seat belt usage for child restraint/seat belts and work harder in reducing the number of traffic crashes involving serious injury or fatality. Due to limited manpower resources and the down trend of our economy, we maximize our impact by working hand in hand with other Sections within the Department of Public Safety promoting on public education on highway safety and increasing enforcement efforts on traffic safety and driving under the influence of alcohol.

The Commissioner of Public Safety is designated as the Governor's Representative for the CNMI's highway safety programs. As such, DPS is the appropriate agency to administer the Highway Safety Programs on behalf of the Governor.

The CNMI Department of Public Safety identifies problems that have been analyzed by other agencies, community action groups and specific individuals. Using the most recent data available, the CNMI is able to look at motor vehicle crashes data survey results (seat belts use, public perception, and other data on traffic safety problems for analysis).

Highway problem identification involves the study of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles. Drivers can be classified into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to the number of lanes, type of surface, political subdivision, etc. Crashes can be further analyzed in term of the time, day, and month; age and sex of drivers; primary collision factor, and use of safety equipment.

Other factors also influence motor vehicle crashes and are considered in conducting comparative analyses between jurisdiction. For example, variation in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential.

Key Components of the Highway Safety Plan Includes:

The following report represents the process for identifying and developing programs to address those problem areas in Section "402", as well as other state highway safety grants funds will be applied.

- **Occupant Protection (OP):** To increase the CNMI's seat belt / child safety seat (CSS) usage rate of motor vehicle occupants and to increase public information and education on the seat belt / child safety seat for adults and children.
- **Police Traffic Services (PTS):** To achieve and maintain compliance with traffic laws such as problem vehicles, aggressive driving, speeding, and other related highway safety violations. Enforcement must be consistent, and impartial.
- **Alcohol and Other Drugs Countermeasures (AL):** To reduce the number of crashes in which alcohol or drugs are primary contributing factors.
- **Traffic Records (TR):** To develop a comprehensive data processing system that brings together the engineering, enforcement, educational, medical, behavioral health, prosecution, judicial, and correctional systems and emergency response disciplines.
- **Emergency Medical Services (EMS):** To continue support the CNMI's provider's with emergency medical services (EMS) equipment.
- **Public Information and Education (PI&E):** The quarterly Planners are utilized to maximize the CNMI's PI&E strategy which is based on highway safety traffic crashes prevention programs. The PI&E Plan is divided into calendar quarters and a highway safety theme is developed for each quarter, posters, brochures, and promotional materials which distributed during school and other organization presentation on highway safety related issues.



COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS
DEPARTMENT OF PUBLIC SAFETY
OFFICE OF GRANTS AND SPECIAL PROGRAMS

STATE CERTIFICATION AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State official to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR ss 18.12.

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

- 23 U.S.C. - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organization
- 23 CFR Chapter II (ss1200, 1205, 1206,1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

CERTIFICATES AND ASSURANCES

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

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

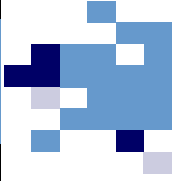
At least 40 percent of all Federal fund apportioned to this State under 23 USC. 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C), unless this requirement is waived in writing.



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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chief of Police that are currently in effect.

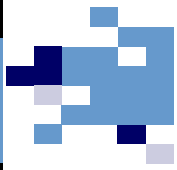


The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced or on or before July 1, 1976, at all pedestrian crosswalk to comply with 23 USC 402(b) (1) (D);

Cash drawdowns will be initiated only when actually needed for disbursements, cash disbursement and balances, will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18:20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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



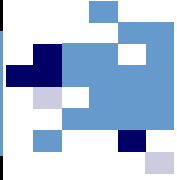
The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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

THE DRUG-FREE WORKSHOP ACT OF 1988 (49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a). Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employee 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.
- c). 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).
- d). Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will--
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.



- e). Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f). Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purpose by a Federal State, or local health, law enforcement, or other appropriate agency.
- g). Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act. The DOT reference to Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT):

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

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for Contracts, Grants Loans and Cooperative Agreement

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 disclosed 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:

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:Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certificate 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.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered and erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause for default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The term covered *transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principle, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be enter into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction", provide by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligibility or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participation may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-Procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.



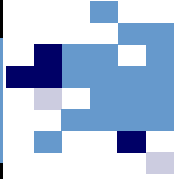
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily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

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

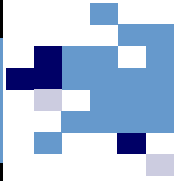
1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency.
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statement in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTION FOR LOWER TIER CERTIFICATION:

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



3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See Below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the coverage transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal procurement and Non- Procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transaction authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily, excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.



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

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

ENVIRONMENTAL IMPACT:

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year _____ highway safety planning and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) And the implementing regulations of the Council on Environment Quality (40 CFR. Parts 1500-1517).

Rebecca M. Warfield
Acting Commissioner of Public Safety
Governor's Representative for Highway Safety

Date _____

Yearly CNMI Population

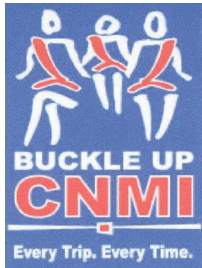
Data Element	1997	1998	1999	2000
Saipan	56,648	58,733	60,894	62,392
Tinian	2,982	3,175	3,381	3,540
Rota	3,408	3,358	3,310	3,283

Summary of the CNMI's Commonly Reported Statistics 1997—2005

Data Elements	1997	1998	1999	2000	2001	2002	2003	2004	2005
No. of Vehicle Registered	18,114	22,028	20,101	19,746	19,315	15,866	19,046	20,237	20,715
Licensed Driver (New & Renewal)	9,200	6,868	5,588	8,273	6,885	6,432	5,861	6,927	8,042
Total Crashes Reported	2216	2544	2491	2118	2561	2547	3246	3828	3325
Total Injuries	201	117	251	200	131	135	179	278	265
Yearly Fatalities	3	8	6	4	1	4	8	9	13
No. DUI Arrests	390	521	359	494	596	475	375	337	414
Yearly DUI Fatalities	1	6	2	2	0	1	5	7	6

Yearly Seat Belt Survey Percentage Usage Rate

Data Element	1997	1998	1999	2000	2001	2002	2003	2004	2005
Child Restraint % Usage Rate	18%	43%	37%	25%	52%	72%	47%	56%	73%
Occupant Protection % Usage rate	94%	97%	97%	97%	97%	96%	87%	90%	90%



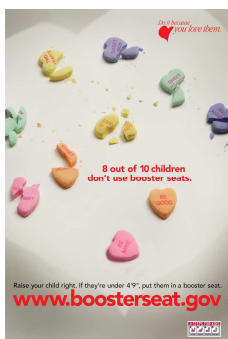
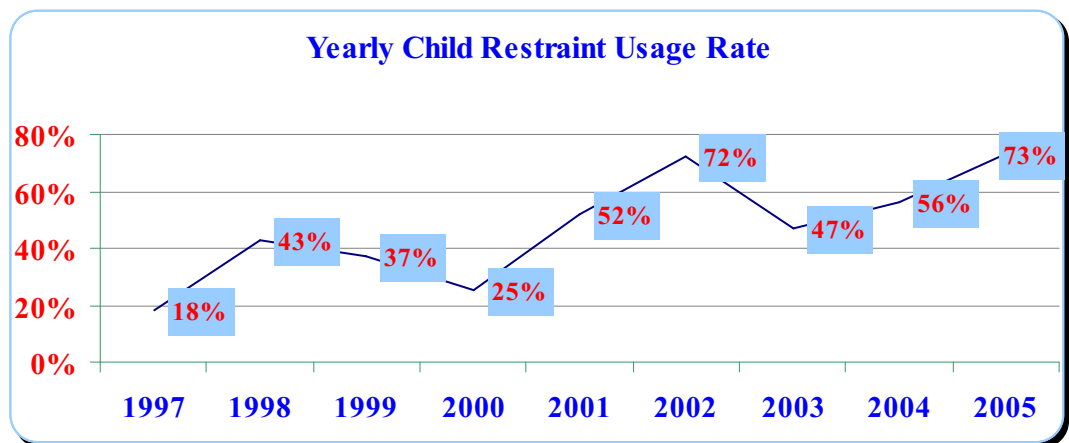
Child Restraint and Seat Belt Program

In 2005, The CNMI Department of Public Safety continued to enforce the Child Restraint and Seat Belt Programs throughout the year through the selective traffic law enforcement (STLE) program and annual campaign on “National Enforcement Mobilization”. We work closely with other Sections within the Department of Public Safety from Patrol, Fire/Emergency Medical Services and Motor Carrier Safety personnel in addressing the problems that involve child restraint and seat belt. We work hand in hand in ensuring the highway and occupant are

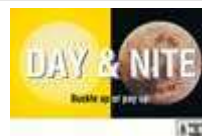
safe when driving on public highways. In 2005, the child restraint and seat belt survey showed an increase from 56% in 2004 to 73% in 2005 for child restraint usage rate. Now, for seat belt usage, the CNMI continues to maintain its usage rate of 90% since 2005. The increase is due to escalating enforcement efforts as well as media participation. Media calibration which plays a big role in disseminating vital information through local newspapers, magazines and on both am/fm radio station. The local magazines (Beach Road/Island Locator) distributed ap-

proximately, 3000 copies that covers Saipan, Tinian and Rota.. The CNMI consistently invests resources into to put more efforts on both programs (Child Restraint & Seat Belt) informing the community about the importance of child restraint and seat belts to prevent children and adults from injuries during traffic crashes.

The decline in our economy has limited personnel assignment to Traffic Section. We are currently addressing the problem at management level by increasing manpower in the Traffic Section.



Child Restraint



Seat Belts



Child Restraint & Seat Belt Awareness Program

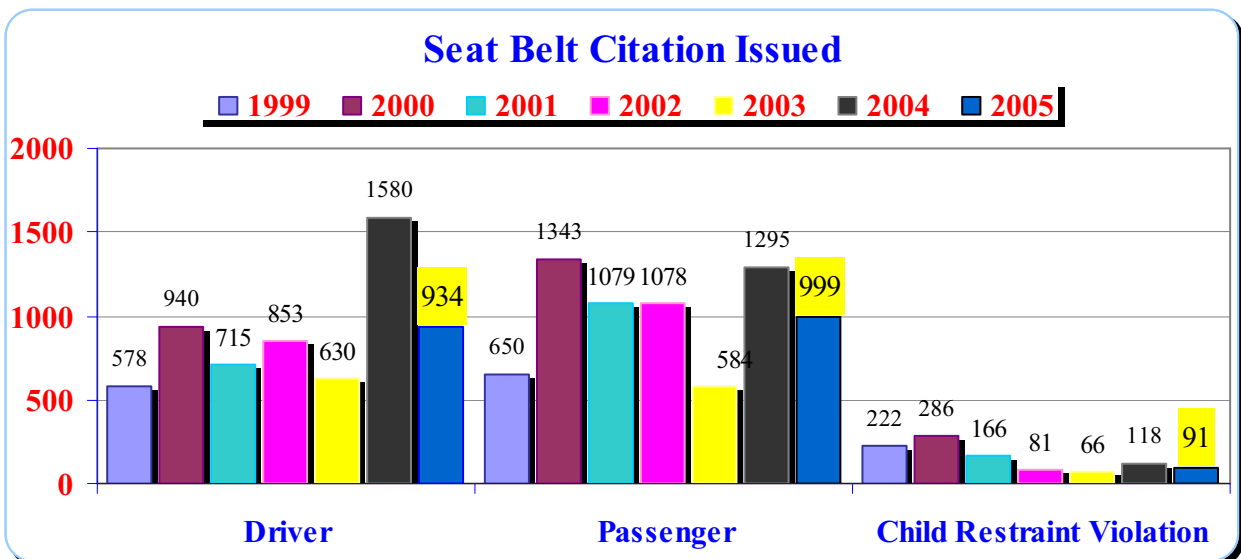
Public information and education program is a top priority, focusing on addressing parent concerns regarding child restraint and seat belts. The department of Public Safety believes that education and enforcement are critical tools in the quest to emphasize safety. There is an on going need to expand education efforts within resident ethnic groups such as Chamorro, Carolinian, Japanese, Korean, Chinese, and Filipino. The language barrier is a tremendous challenge due to the ethnic diversity in the CNMI.

The Department of Public Safety believes that this plan will give parents in each ethnic group clear messages about the importance of child restraint/seat belt usage in every trip and also prevent serious injuries in crashes.

Community Relations

The community outreach programs include visiting schools and presenting workshops on child restraint/seat belt. The program prints child restraint and seat belt information for distribution during presentations, checkpoints, and displays.

The program works intimately with the CNMI Safe and Sober foundation during annual highway safety programs who provide additional financial support for awareness and mobilization provide additional financial support. The Department of Public Safety updates 8ftX8ft signboards on child restraint and seat belts on Saipan, Tinian and Rota. The Department of Public Safety also prints seat belt education information in local Newspapers that are published daily to reinforce the importance safety efforts.



Training, Conference and Workshops

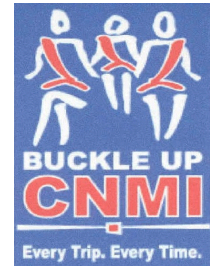
The CNMI Department of Public Safety continues to enhance the Police Officer's, and Fire/Emergency Medical Services Technician's and office personnel in upgrading their knowledge in the field of child restraint and seat belt information.

The need for training whether on-island or off-island for Police Officer's

and Fire/EMT's regarding Child Passenger Safety Technician is imperative because most Officer's/EMT's are not familiar with the latest information regarding child restraint/seat belt.

Efforts to bring in off-island Instructors to conduct training on Child Passenger Safety Technician are being considered. If it

is not available in 2006, then with the approval by NHTSA, Western Region, the Department of Public Safety will focus in 2007 to bring in Instructors from off-island to certify these Police Officer's and Fire/EMT's from Saipan, Tinian and Rota. The certification of some Child Passenger Safety Technicians expired in 2006.



Performance Measures and Activities

- Task 1:

To continue to provide funding for the CNMI Car Seat Assistance Program. This program is limited to \$50.00 coupon for each applicant to purchase car seat.

- Task 2:

To continue to increase the number of child restraint usage rate of 73% in 2005 to 80% by December 2006.

- Task 3:

To continue to provide funding for paid advertisement of child restraint/seat belt information on local magazines, newspaper to

include public service announcement (psa's) on both am/fm radio station's and commercials on movie theater.

- Task 4:

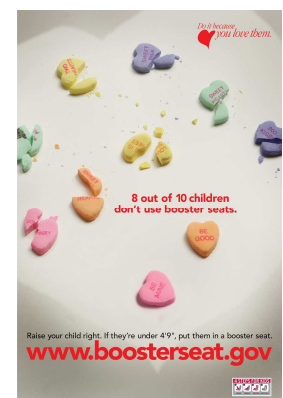
To continue to conduct survey on usage rate for child restraint/seat belt every quarter. This will help us determine the results of our education and enforcement efforts.

- Task 5:

To provide funding assistance for the Department of Public Safety, Police Officer's and Fire/EMT's personnel to attend off-island conferences and

workshops in regards to child restraint/seat belt related issues. Assistance will be limited to transportation costs, per-diem, lodging, training materials, supplies, and registration costs.

- Task 6: To continue to provide the Department of Public Safety on Tinian and Rota of highway safety public information and education materials such as brochures, signboards and other related to continue their public education at school, community meeting and Check-point Operation.



Performance Measures and Activities

- Task 7:

To continue to maintain or increase seat belt compliance rate of 90%.

- Task 8:

To continue to promote public awareness and compliance of the CNMI child restraint/occupant protection through printing and distribution of public information and education campaign or materials. Section 402 funds will support 100% of the development, printing, and purchase of public information and education material and supplies.

- Task 9:

To provide funding to support the printing of 2006/07 child restraint/

occupant protection educational calendar that will be distributed throughout the CNMI school on Saipan, Tinian and Rota.

- Task 10:

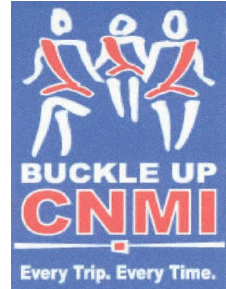
To maintain the number of car seat/seat belt Checkpoint from (24) to (30) car seat/seat belt Checkpoint and (20) courtesy inspection or checkpoint by December 2007. These project will help us in evaluating our child restraint/seat belt programs.

- Task 11:

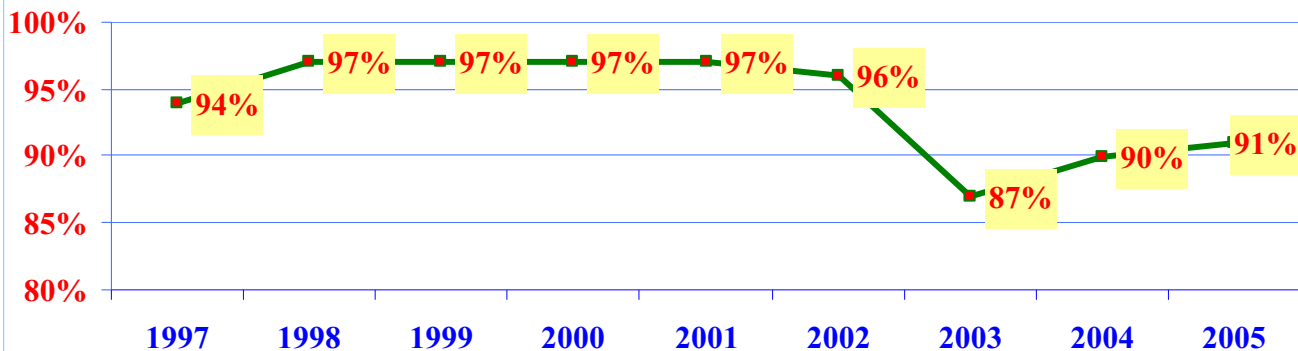
With the approval of NHTSA, Western Region, we will coordinate training to bring in off-island Instructors on Child Passenger Safety Technician to

train our Police Officer's and Fire/EMT's to become CPS Technician. Presently some of our Police Officer's/Fire EMT's neither overlook at their recertification or are not longer with the Department or are retired. Assistance will be limited to transportation costs, per diem, lodging, and training materials.

This will also include the Department of Public Safety on Tinian and Rota Traffic personnel to attend such training since some of the Officer's are retired, expired or re-assigned to different section.



Yearly Occupant Protection Survey



Police Traffic Services: Goals & Objectives



As previously explained the Department of Public Safety must concentrate its efforts to improve services by hiring additional enforcement personnel. Highway safety programs and enforcement are critical on Saipan because the majority of traffic crashes occur there. Prevention efforts will focus on paralleling that increased liability.

The number of traffic crashes is exacerbated by the large number of resident aliens residing in the CNMI. This trend also plays a significant role in the increased number of traffic fatalities in the CNMI. The Department of Public Safety continues to gather data to better understand traffic safety.

The Bureau of Motor Vehicle (BMV) management and personnel are developing better procedures to facilitate the licensing of competent motor vehicle operators.

The implementation of a Car Insurance Policy in the CNMI played a big role in reducing the number of traffic crashes. Training for Police Officers on Saipan, Tinian and Rota should continue especially for Officers that assisted or were assigned to the Traffic Section.

They need training regarding the apprehension of traffic violators and other traffic related matters. The Department of Public Safety also seeks to include training for Traffic Prosecutors. The Attorney General designated two (2) Prosecutors to handle traffic matters only.

The Department of Public Safety will continue efforts in (4E's) education, enforcement, Engineering and Emergency Medical Services programs in evaluating and addressing the problem for safer CNMI highway.

At the present time, the CNMI continues to manage within a declining economy and efforts have been made to address and evaluate the problems in highway safety despite the financial constraints of the local government. The Department of Public Safety is still making strides to manage the manpower shortage and address the needs of traffic enforcement. The Department of Public Safety will continue its education process through the assistance of other Section within the Department of Public Safety and other government agencies.

To Accomplish our Goals: (Saipan, Tinian & Rota)

- To continue the Child Restraint Purchase Assistance Program.
- To continue printing of our highway safety educational materials and to conduct public information and education at school, community meetings, government agencies, private businesses, also we will work closely with other ethnic group to assist us on the education process.
- Most important, to work closely with our Legislature to look into amending some of our traffic laws as well as to implement stricter laws and increase fine especially on those running over the posted speed limit and other violations of road rules.
- To continue to conduct Laser Speed Enforcement, Selective Traffic Law Enforcement (STLE) on week days throughout the year September 2007.
- To continue to conduct child restraint/seat belt Checkpoint, Courtesy Inspection and prevention program related to highway safety.
- To continue enforcing the child restraint and seat belts law on Saipan, Tinian and Rota.
- To continue to work closely with the Department of Public Works, Public School System in addressing pedestrian problem, school bus safety and other pertinent issues.
- To continue to work closely together with the Patrol Section and Motor Carrier Safety Assistance Program (MCSAP) on enforcement of commercial vehicles as well as to assist on education process.
- To continue to evaluate and assess our existing traffic crashes, injuries and fatality that occur each year. We need to give more attention of our highway fatalities problem.
- We will address the shortage of manpower assigned to Traffic Section through the support of the Department of Public Safety management in increasing Police Officer's exposure to deter and to enforce traffic violations.





Selective Traffic Enforcement Program (STEP),

The Commonwealth of the Northern Mariana Islands continues to record an increase on vehicle registration as well as new driver's license issued each year. In 2005, a total of 3325 traffic crashes were recorded. A decrease of about .9% as compared to the 2004 data.

The Department of Public Safety, Traffic Section and Police Officer's from various Sections continue to provide assistance on enforcing all traffic violations through the Selective Traffic Enforcement Program (STEP). Child Restraint/Seat Belt Checkpoint, Laser Speed enforcement at different lo-

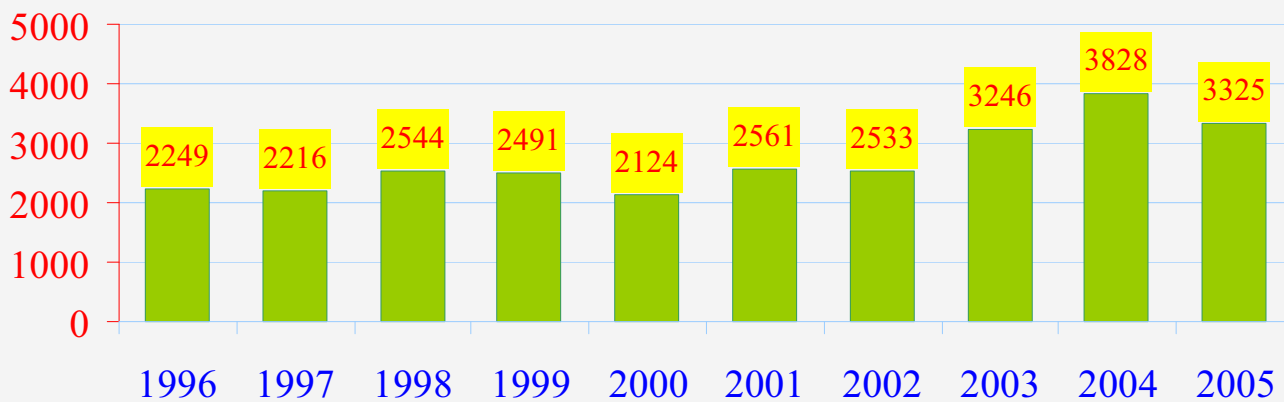
cation and time were also conducted specifically at busy highway corridors.

However, the CNMI continue to enforce traffic violations with the limited resources available and the decrease of sworn personnel continue in the department after neither after 20 years of services (retired) or resigned to another Section or resigned work abroad in the State..

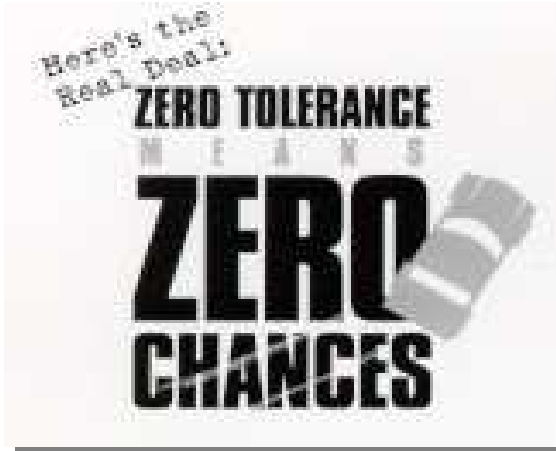
Every year, the highest classification recorded involved in traffic crashes is auto/auto, second, by auto fixed object, auto hit and run and auto parked vehicle.

The Department of Public Safety will continue to look into other resources within other Section/Division of the department that will also assist in monitoring, educating and enforcing traffic laws and violations in the CNMI. Other problems that we are looking into is the increase in number of registered driver's, the Department of Public Safety needs to continue to evaluate and assess the traffic problem facing the CNMI especially on Saipan in which recorded the highest number of traffic crashes.

Traffic Crashes Reported

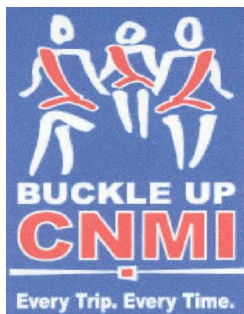


Traffic Enforcement Efforts



Enforcement activities is considered as one approach in preventing injuries and fatalities from crashes. Two major programs identified is the Selective Traffic Enforcement Program (STEP) and Laser Speed enforcement to prevent and deter speeding, and other traffic violators on public highways.

In 2005, the CNMI conducted Laser Speed enforcement at different location and time especially during peak hours. There were 4554 citations issued in 2005 due to speeding, no registration, and seat belts violation to name a few. The CNMI Department of Public Safety of the CNMI will continue to



enforce traffic violators and put more emphasis on education and public awareness about the importance of traffic safety.

We will continue working on different approaches in working together with other government agencies and ethnic groups to find solutions to the traffic problems that we are facing in the CNMI. Other infractions such as not following traffic signs, speeding, and inattentive driver's while driving on public highways.

Efforts with the Bureau of Motor Vehicle to look into the testing procedures for obtaining a driver's license especially for those who are not familiar with our highways. This is believed as one contributing factor to traffic crashes.

Traffic Fatalities & Injuries Recorded

The CNMI recorded thirteen (13) fatalities with six (6) were found to be alcohol involved compared to 2004 with nine (9) traffic fatalities and seven (7)

were found to be alcohol related.

Most fatal victims were found to be from Asian countries who are residing in the CNMI or were on island as tourists. A small portion of this number were locals.

These fatalities were recorded on Saipan at different locations and time. Also, fatal incidents involved occurs in the evening hours and early morning.

We believe that in order to reduce the number of traffic related injuries and fatalities from crashes in the CNMI, authorities should put more emphasis in increasing the number of traffic enforcement personnel on the streets to enforce all traffic laws and by conducting weekly Checkpoint or preventive mobilizations at high risk corridors.

Public Information and Education Program

Since majority of the CNMI primary and secondary roads are paved especially on Saipan, the CNMI Department of Public Safety on Saipan will continued to educate and inform the CNMI community about the important of traffic safety and other related such as the rules of the roads, seat belts and pedestrian safety, disobeying of traffic signs and other related to traffic safety issues.

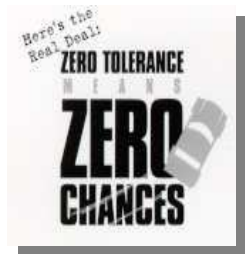
We continue to provide educational materials that distributed during Check-

point operations for both seat belts and sobriety and we continued to utilize other venue such as advertising our messages on localize magazines that distributed 3000 copies on a monthly basis on Saipan, Tinian and Rota. We also aired our highway safety massages through radio station's am/fm (Traffic report every hour) especially during peak/rush hours.

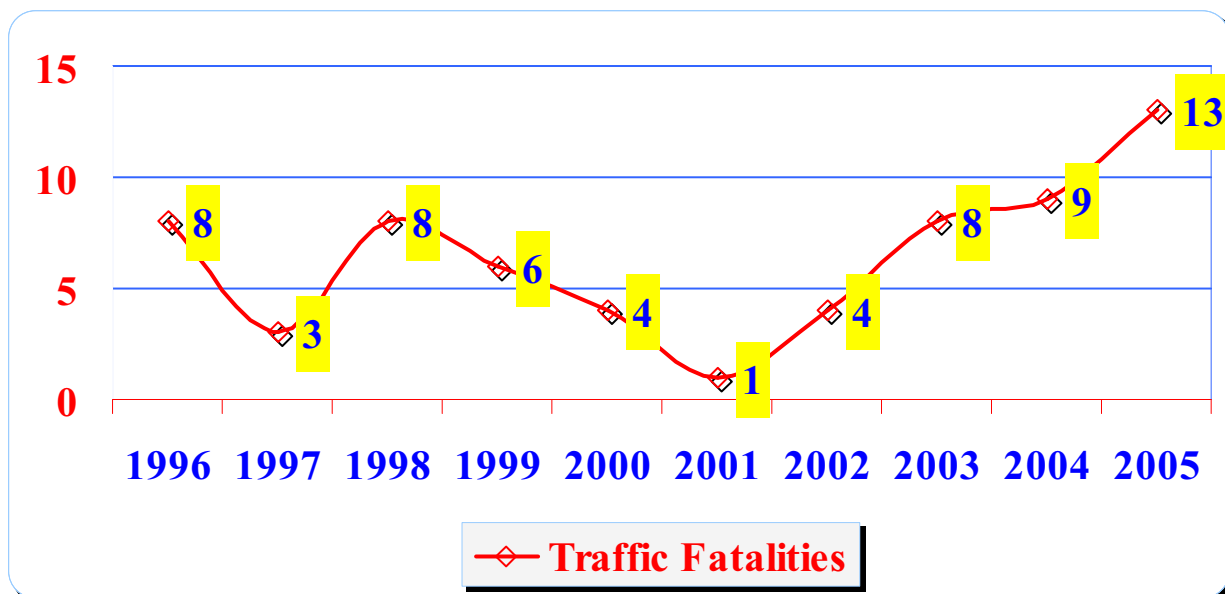
Posting of 8ft X 8ft sign-board along most travel highway safety continue to be provide on Saipan, Tin-

ian and Rota for motorists awareness.

In 2005, the Motor Carrier Safety Assistance Program (MCSAP) works hand in hand with Traffic/DUI personnel in including traffic safety related information during their (MCSAP) public education on Commercial vehicle at the private businesses establishment and during their (MCSAP) Strike Force Operation to include on display and presentation in distribution of highway safety brochures. Posters and promo items.



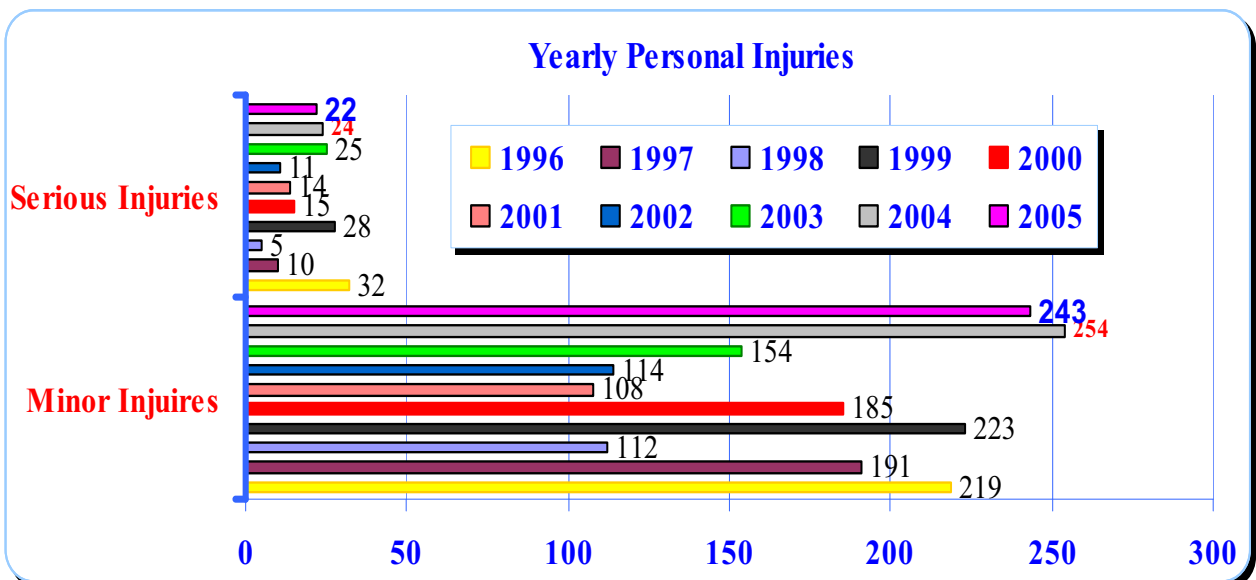
Yearly Traffic Fatalities

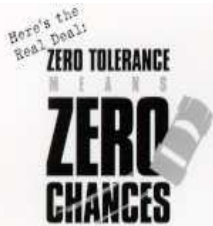




Performance Measures Objectives and Activities

- Task 1: Reduce traffic crashes by at least ten (10) percent by December of 2007.
- Task 2: Conduct an assessment as to outlying problems associated with the continued traffic crashes.
- Task 3: Increase number of traffic officers to twenty (20) to be assigned to specific program projects.
- Task 4: Identify Two Traffic Police Officer's on Saipan, Tinian and Rota to attend the Drug Recognition Expert Training.
- Task 5: Coordinate and implement traffic safety efforts with other government agencies (Public Works) and highway safety advocates to include private businesses in addressing highway safety issues.
- Task 6: Purchase three (3) Ultra-Lyte Laser Speed Instrument with Laser Mapping equipment for Saipan, Tinian and Rota to be use by the Traffic Investigation Unit.
- Task 7: Coordinate an Advanced At Scene Traffic Investigation Course for the traffic investigative units.
- Task 8: Purchase of two (2) Flood Light with stand and one (1) 35mm Camera for traffic investigation unit as well as school and community highway safety program presentation.
- Task 9: Purchase of Emergency Warning Devices and Lighting for traffic enforcement vehicles.
- Task 10: Purchase and printing of educational materials and props to enhance information and education mobilizations.





Performance Measures Objectives and Activities

Fiscal Year 2004 Project:

- Task 1:

To provide funding assistance for the Department of Public Safety, Traffic/DUI personnel to attend Police Traffic Management Course. Funding assistance will be limited to transportation cost, per diem, lodging, training materials, supplies and registration cost.

- Task 2:

To provide funding assistance for the Department of Public Safety, Traffic/DUI personnel to attend Public Media Relation Seminar. Funding assistance will be limited to transportation cost, per diem, lodging, training materials, supplies and registration cost.

2006 Highway Safety Project:

- Task 1:

To provide funding assistance for Saipan Department of Public Safety, Traffic/DUI Officer to attend Instructor Course on Laser Speed Enforcement.

The Traffic Section presently does not have Laser Speed Instructor. Officer's that were trained were neither assigned to other Section within the department or are no longer with Traffic Section or neither retired.

- Task 2:

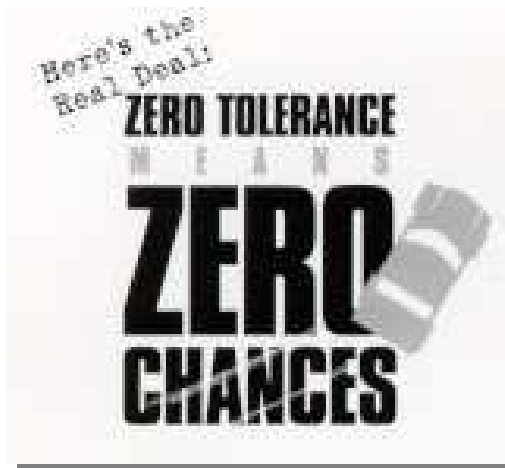
To provide funding to purchase Law Enforcement Extendo Bed. This item is one that is mounted in the trunk of the Police Vehicle (Expedition) and use as a mobile crime scene carrier.

This object slides out of the trunk and has fold down table, lockable evidence box, access to all traffic investigation equipment.

To have this will cut the investigators time at the scene in half to measure, spray, etc and will allow for more time to conduct interviews and other equally important investigative related duties.

- Task 3:

To provide funding to purchase one (1) unit of Speed Measuring Awareness Radar Trailer (Smart Trailer) for Tinian, Department of Public Safety, Traffic Section. With this equipment it will educate, inform driver's of their speed on the long stretch of highway.



Alcohol and Other Drugs Countermeasures: Goals and Objectives



The Highway Safety Program will continue to seek support and assistance from the Department of Public Safety. This support and assistance will enable DPS to find solutions and resources to address the shortage of manpower in Traffic/DUI Section and enforcement in the areas of drinking and driving in the CNMI. The demand to increase manpower and recruit Police Cadets is long overdue because the force is depleted through retirement and resignation of law enforcement officers. Authorities seek assistance in maintaining an effective level of service working with Legislators allocate additional funding for personnel training on traffic/DUI related issues and enforcement.

In 2005, the CNMI Department of Public Safety arrested (414) for DUI, compared to 2004 which had (337), an increase of about .8%. Drinking and driving is a persistent problem in the CNMI. Overlap in community event schedules exacerbate the number of alcohol related traffic violations because alcoholic beverages are present at every event. With the alarming figure on traffic fatalities recorded each year, it shows that efforts should be focused on addressing the problem of drinking and driving. DPS will continue to find solutions, develop ideas and tackling the problem. Collaboration with other government agencies such as the Judiciary, Office of the Attorney General, the CNMI Superior Court/Probation Office, private business and non-profit organizations such as the CNMI Safe and Sober Foundation will be maintained to increase community awareness to support other highway safety countermeasures. Through these efforts, DPS will continue to work closely with the Legislature to promulgate and enact stringent Legislation on DUI because some DUI Laws are lenient on repeated offenses and apply nominal fees for DUI crashes. Penalties should require lengthy imprisonment and include counseling.

The Department of Public Safety collaborated with the community especially during the December for the past year's, collaboration with the community especially during the month of the 3D month to remove prevention mobilization. The organizing committee members assisted in advocating to the community the consequences of drinking and driving. These efforts included delivery of messages through our 20/25 seconds commercial on drinking and driving, local newspaper ads and local magazine ads on Saipan, Tinian and Rota. The CNMI Safe and Sober Foundation and Mobil Micronesia plays an important role in sponsoring preventive programs or activities related to highway safety every year during annual awareness week to include cash and in-kind services to reinforce efforts.

To accomplish our goals: (Saipan, Tinian and Rota)

- To continue to promote DUI public information and education program at high school level for both public and private school on Saipan, Tinian and Rota.
- To continue to provide funding for paid advertisement on DUI information on local newspaper, monthly distribution of localized magazines both AM/FM radio stations, and television station.
- To continue to work closely with the Motor Carrier Safety Assistance Program (MCSAP) in enforcing DUI violations and to assist on DUI education during their schedule presentation for commercial vehicles and others.
- We will continue to work closely with other government agencies such as the Superior Court, Probation Office, Department of Public Health, Community Guidance Center, Alcoholic Anonymous and private businesses, the CNMI Safe & Sober Foundation and the CNMI Bar Association to promote the DUI program in the CNMI.
- To continue to conduct Sobriety Checkpoint on Saipan, Tinian and Rota on a monthly basis to deterrence of drunk driver's on the CNMI highways.
- To continue to conduct annual training for Bartenders on Saipan, Tinian and Rota on how to serve alcohol responsibly especially during December 3D month.
- To continue to request for additional manpower to be assign to DUI enforcement to enforce all DUI violation especially during the late hours from 7:00 p.m. to 05:00 a.m. (morning hours) and on weekends.
- To look into our existing DUI Laws and other highway safety related and work closely with the CNMI Legislators to amend or add stricter penalty for any person involved in DUI arrests.
- To work closely with other ethnic groups in assisting and addressing our campaign on highway related especially on DUI arrests and fatalities occur each year.
- We will continue to attempt different ideas or approach in reducing the number of DUI crashes, injuries and fatalities that occur every year.

Alcohol and Other Drugs Countermeasures

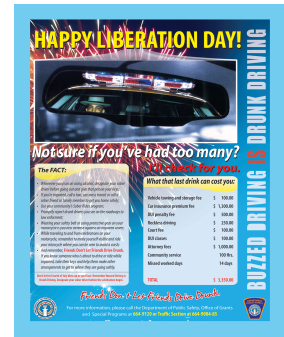
Due to historical data, the Commonwealth of the Northern Mariana Islands, Department of Public Safety Traffic/DUI Section foresees an increase in the number of Police Officers assigned to Traffic/DUI Section, thing allowing better patrol and deterrence of drunk drivers. Particular attention will be paid to evening, weekend, and early morning hours where the majority of DUI violators were apprehended for driving under the influence of alcohol. DPS continues to invest in more manpower to address the drinking and driving problem in the CNMI. In

2005, the CNMI recorded six (6) alcohol related crashes, slightly decreased from 2004 which had (7). There were (414) arrests for driving under the influence of alcohol in 2005, while (337) were recorded in 2004, an increase of about .8% for 2005.

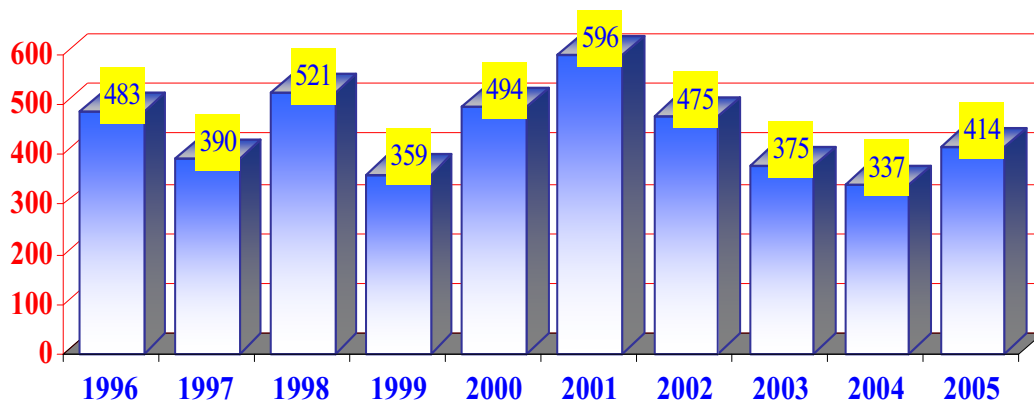
The majority of violators were apprehended between the hours of 4:00p.m. and 4:00a.m. The age group involved in DUI arrests was from 21 to 60 years. Philippine nationals presented the greatest percentile of DUI offenses followed by Chamorro, Korean, Carolinian, Chuukese, Beluan and

Chinese respectively.

DPS must expand its outreach efforts and advocate in the alien national communities.



Yearly DUI Arrests



Public Information and Education Program

Public information and education on driving under the influence (DUI) must continue as one of our priorities. Prevention is the best remedy for the dangers of drinking and driving.

The Department of Public Safety offices on Saipan, Tinian and Rota will invest more resources in combating drinking and driving through increased public awareness via all the available media outlets, including local newspaper and magazines, television and am/fm radio station's in putting out our public service announcement (PSA).

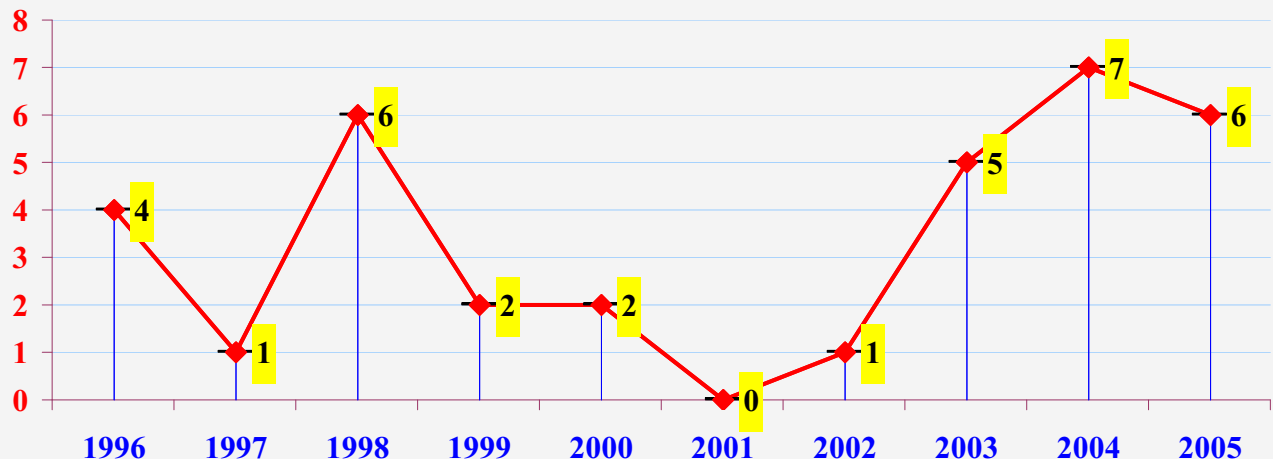
It is critical that Department of Public Safety needs to work closely with other highway safety advocates, government agencies, and the hospital in addition to private health clinics on the island.

Additional private-elementary and high schools were opened in 2004 on Saipan, and efforts will be directed to accommodate the increase. In the future more high schools will also be built on Tinian and Rota well, resulting in an increase in enrollment that will require Police intervention.

Distribution of DUI educational materials will continue with the assistance of the Motor Car Safety Assistant Program (MCSAP) and the Fire/EMS during their program public awareness and during schedule Sobriety and Car Seat/Seat Belt Checkpoint operation on Saipan, Tinian and Rota.



Yearly DUI Fatalities



Motorists Awareness & Education Program

The number of registered drivers and vehicles has steadily risen each year. The CNMI Department of Public Safety provides information to the traveling motorists with the installation of 8ft X 8ft signboards at various locations along busy highways on Saipan to include Tinian and Rota. Different highway safety messages were printed out and posted on the signboard especially during annual, monthly, weekly, highway safety program mobilizations

DPS procures promo-items such as pencils/pens, lanyards, post it pad, car shield, coloring books, message buttons and printing of posters all related to seat belts and driving under the influence of alcohol. The promo items were also distributed to Tinian and Rota. These two islands are also boosting their campaigns on alcohol counter-measures.

Public education and information through the media remains a key component of this campaign. Changes

in awareness and attitudes of teenagers has been noted through PI&E mobilizations. The majority of teenagers listen to various radio stations, or read the local magazines which carry highway safety messages on both seat belts and the consequences of driving under the influence of alcohol and other drugs.

Performance Measures Objectives and Activities

- Task 1:

Conduct and maintain a minimum of (25) Sobriety Checkpoint on a quarterly basis.

- Task 2:

Maintain efforts on DUI enforcement on a daily basis.

- Task 3:

Work closely with the Commissioner of Public Safety and ranking Police Officer' to support the

DUI program by putting more Officer's to enforce DUI and Zero Tolerance of violator's especially on the evening hours.

- Task 4:

Assess and evaluate current DUI program to determine effectiveness and weaknesses of project implementation.

- Task 5:

Maintain collaboration with other safety advocates in dissemination of vital

drug countermeasure laws and information to the community.

- Task 6:

Procure necessary equipment and props to enhance and reinforce mobilization efforts.

- Task 7:

Identify necessary drug countermeasure/DUI training for CNMI Police Traffic Services personnel.



Performance Measures Objectives and Activities

• Task 8:

To continue to reduce the number of DUI related personal injuries and fatalities sustained involving DUI related crashes.

• Task 9:

We will continue to implement the Designated Driver program during December Drunk and Drugged Driving Prevention (3D) Month and hopefully implement the program on other local events such as July 4th celebration, Labor Day and during Impaired Driving mobilization in July each year.

•Task 10:

Procure stationary Video Camera, one (1) folding table, and three (3) chairs

for the Breathalyzer room.

• Task 10:

Purchase four (4) surveillance Camera for the new Police/DUI vehicle’s. On every violator stop conducted by the Officers will provide audible footage that can be use during Court hearing on DUI or other related highway safety issues.

•Task 11:

Purchase Breathalyzer instrument for DPS Tinian. Breathalyzer instrument (Dreager) needs maintenance and service.

Fiscal Year 2006 Project:

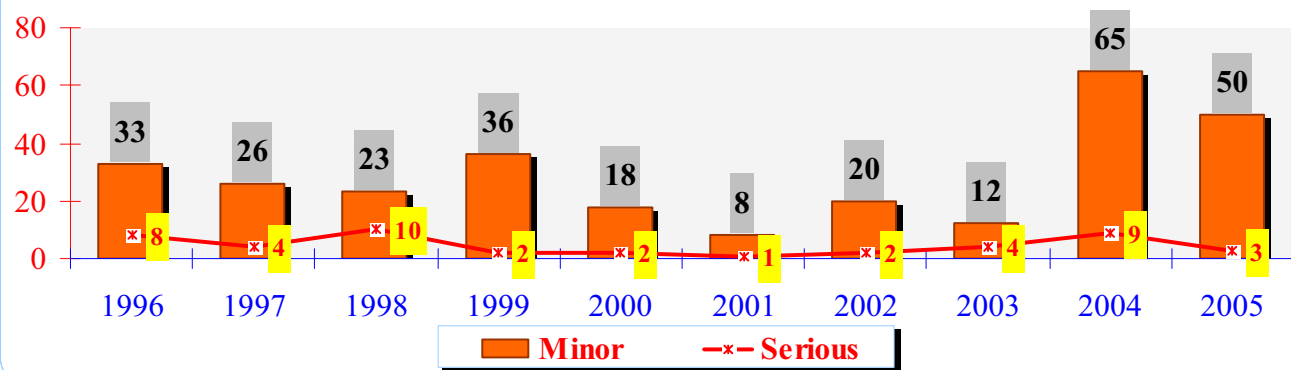
• Task 1:

To provide funding assistance to send (1) Traffic

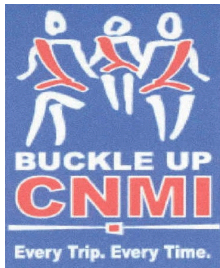
personnel to attend “Law Enforcement In-Car Video Instructor Course”, at present the CNMI doesn’t have any Instructor.

Having personnel from Department of Public Safety, Traffic personnel train will gain more knowledge and understanding on In-Car Video as part of multi-media technology. In addition, the train personnel will learn the proper procedures in camera positioning, lighting, officer safety, prosecution with the video and audio application relating to a vehicle stop.

DUI Crashes Involved Injuries



Advertising—PM



With the limited resources that we have in reaching out the community, the CNMI Department of Public Safety, uses the majority of the paid advertisement funding to pay for print media for the following program areas: highway safety programs annual awareness weeks. These include Child Passenger Safety, Click It or Ticket Mobilization, Police Traffic Services and Alcohol program. As we assess and evaluate the Paid Media program we see that this is one way that is so effective in reaching out the community for both young and adults in regards to traffic safety issues in the CNMI. The Paid Media commercial/advertisement include radio station's for both am/fm, in the CNMI we

had KCNM AM/KZMI FM (one of the Station assigned for local broadcasting only playing local music, Power 99/Rock Studio, KSRI 100.3FM and KSAI AM, we utilize these radio station's for our public services and paid announcement, we also use the funding for print materials for distribution during school, community and Checkpoint operation for both seat belt and DUI on Saipan, Tinian and Rota.

The media plays a big role in informing the community about highway safety related programs, part of the Paid Media, we also use Every year in December, we use portion of the funding for airing our localized 25 seconds television commercial on seat belt and alcohol to remind and make the community aware in regards to highway safety. local newspapers Marianas Variety, Saipan Tribune, Pacific Times, ads on phone Directory Beach Road & Island Locator magazine's

that were distributed 3000 copies on a monthly basis on Saipan, Tinian and Rota, since most of the adults and teenagers read since these magazines contain information on island issues such traffic, vehicles, health and other event happening in the CNMI. This magazine's soon will increase their publication to 5000 copies in the future since the demand is high. Radio Stations also make a big role in informing the listener or the driving motorists about the our highway safety messages during hourly traffic report, as well as other radio stations is doing it to inform the listeners and the motorists.

Lastly, posting of 8ft X 8ft signboards on Saipan, Tinian and Rota that were erected along busy highway for driving motorists awareness is still one way of reaching the motorists. With the approval of NHTSA, we will continue to provide this program in the future since it is so effective in reaching out the

DAY & NITE. 



BUCKLE UP OR PAY UP.

FOR MORE INFORMATIONS, PLEASE CALL
CNMI DEPARTMENT OF PUBLIC SAFETY AT 664-9120/9085






Performance Measures and Activities

- Task 1: To evaluate the outcome of paid advertisement on how much audience benefits or heard the message as well as behavior.
- Task 2: To continue to air our localize 25 seconds commercials on highway safety programs during awareness week and other local events.
- Task 3: To continue to provide funding to localize our highway safety programs on seat belt, traffic safety and alcohol program.
- Task 4: To continue to provide funding to for printing and advertising of our highway safety program through different local newspapers, magazines and other source of public awareness. This will be share to Tinian and Rota as well.
- Task 5: To continue to work closely with the media in assisting us put out our public service announcement (psa) messages through both radio station's (am/fm), television or publication on local newspapers and magazine's in regards to highway safety.

Saipan Tribune

CNMI'S FIRST DAILY NEWSPAPER

Issue No. 338 THURSDAY DECEMBER 4, 2003 www.saipantribune.com

Love is in the air... it always is 365 days a year. So what makes Valentine's Day special? It's that one day when love and romance take center stage, probably the only day in a year when public display of affection is tolerated. So, Carpe Diem! This issue of Pacific Times comes with a special pullout supplement filled with dating tips, gift ideas, and where you can spend your romantic getaway.

Log on to: www.ptimes.net

PACIFIC TIMES

FRIDAY, FEBRUARY 10, 2006 FRESH PERSPECTIVE, NEW OUTLOOK VOL. 1 NO. 36 FREE

DAILY Marianas Variety
 Micronesia's Leading Newspaper Since 1972
 Vol. 32 No. 201 62004 Marianas Variety Tuesday • December 21, 2004 www.mvariety.com
 Serving the CNMI for 32 Years 50¢

DAY & NITE. **CLICK IT OR TICKET**

BUCKLE UP OR PAY UP.
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Bein' Rd.
 FREE DECEMBER 2004

ISLAND LOCATOR
 Marianas' Guide & Information Magazine
 FREE SINCE 1991 FEBRUARY 2005

HAPPY LIBERATION DAY!
 Not sure if you've had too many?
 What that last drink can cost you:

Vehicle towing and storage fee	1,000.00
Car insurance premium fee	1,000.00
DOT liability fee	300.00
Police detainer	200.00
Car fee	100.00
800 hours	1,000.00
Attorney's fee	1,000.00
Guaranty service	100.00
100 hrs	10,000.00
Medical and legal	10,000.00
TOTAL	1,370.00

BUZZED DRIVING IS DRUNK DRIVING

CLICK IT OR TICKET
 KAGMAN HIGH SCHOOL

30 12:20 PM

5 out of 10 children don't use booster seats.

www.boosterseat.gov

DEPARTMENT OF PUBLIC SAFETY SEATBELT 2001 P.S.A.'s
 Governor's Message • Lt. Governor's Message • Governor "On the Go"

DEPARTMENT OF PUBLIC SAFETY 3D 2002 P.S.A.'s
 Sobriety Checkpoint • Designated Driver • Innocent Victims

Traffic Records (TR)



The CNMI Department of Public Safety, Criminal Justice Information System (CJIS) at the present continued to developed a comprehensive data elements necessary for problem analysis and countermeasures evaluation in all areas of traffic safety.

As of July of 2006, the Bureau of Motor Vehicle License Section facility are complete, and the drivers'

license system hardware installed. The development and implementation of the Traffic Safety Database is currently under way. We begun auditing the Vehicle Registry to identify and remove duplicate records, impose a standardized vehicle classification system, standardized identification of government, private and commercial vehicles, and to identify records of vehicles that no longer use in the CNMI roadways (junked, shipped off island, etc). We begun an audit and modification of

the Driver' License database to remove excess data fields, standardize license classification, identify government, commercial and private licenses. Similar database audits and modifications will be performed on our citation and accident database. Once all data has been brought to the highest level of accuracy and completeness, the vehicle registry, drivers license, citation and accident database will be hosted on a new Traffic Safety server, and access will be provided to all qualified users.

Performance Goals & Objectives

- Task 1:

To continue to encourage the training of personnel in record processing and data retrieval and analysis. Funding assistance will be limited to transportation costs, per diem, lodging, training materials, supplies and registration costs.

- Task 2:

To continue to promote traffic record system to reduce preparation time and at time these information will be readily available if requested by other government agencies, school, Commissioner of Public Safety, the media and others that will help evaluate or assess their project using data's.

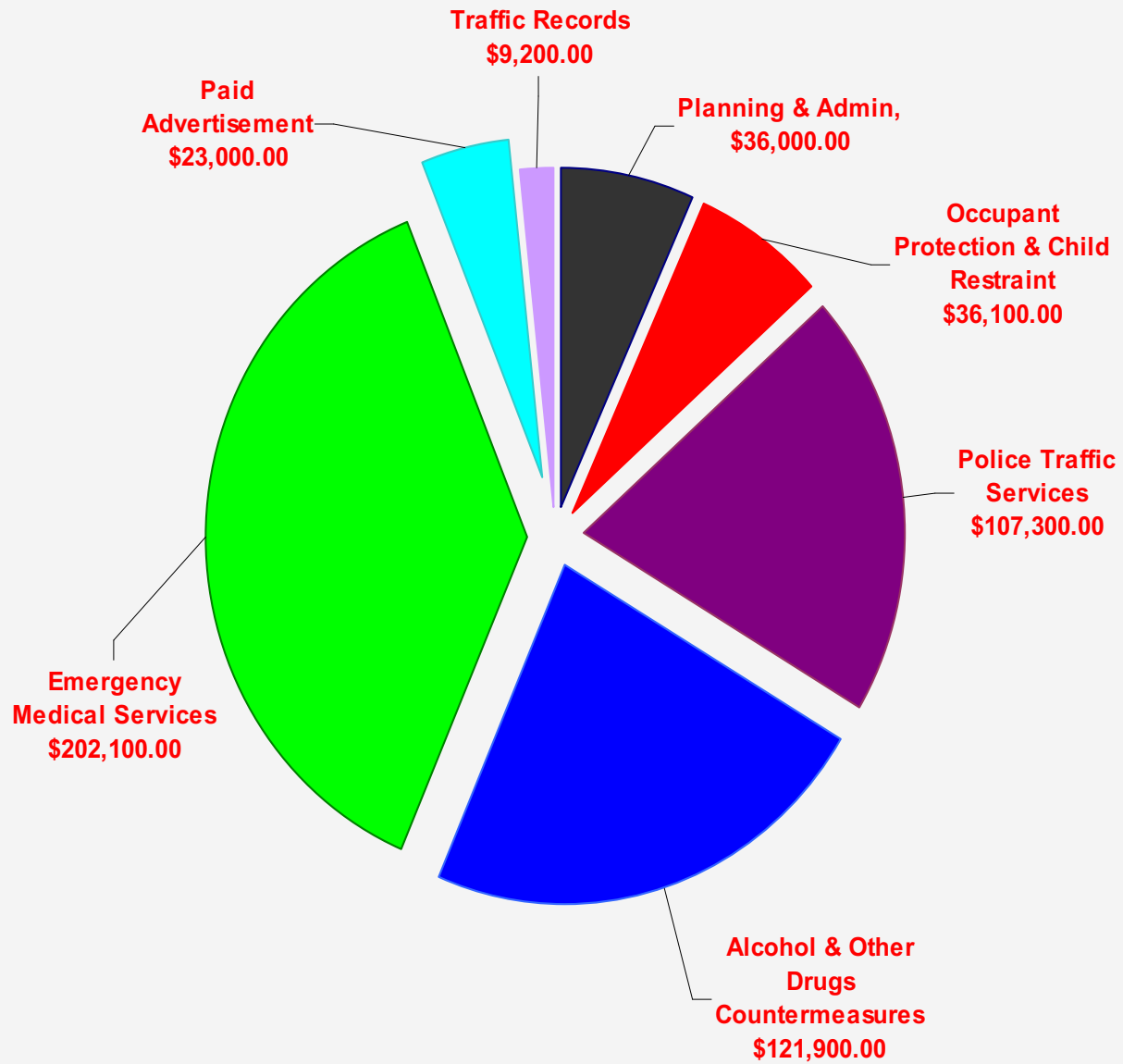
- Task 3:

To continue to support the Department of Public Safety, Traffic Section, Bureau of Motor Vehicle and other highway safety advocate to attend traffic records conference, workshops and forum. Funding assistance will be limited to transportation costs, per diem, lodging, training materials, supplies and registration costs.

Financial Section

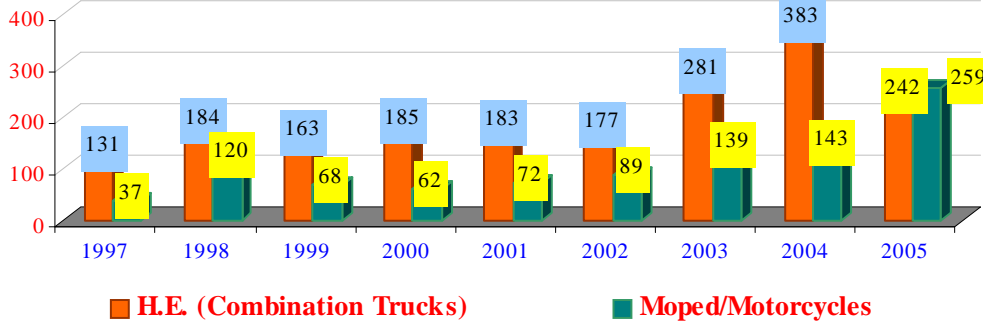
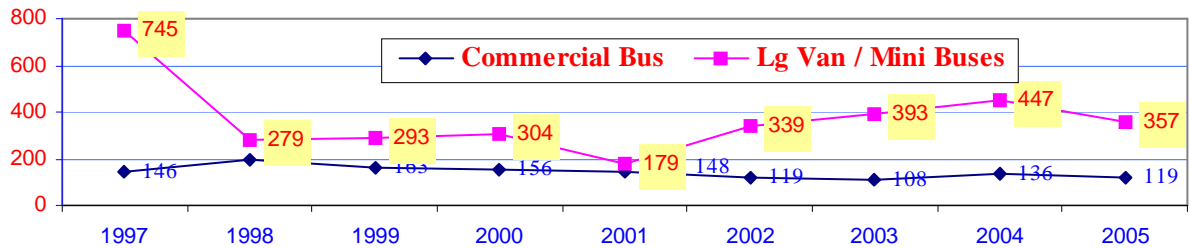
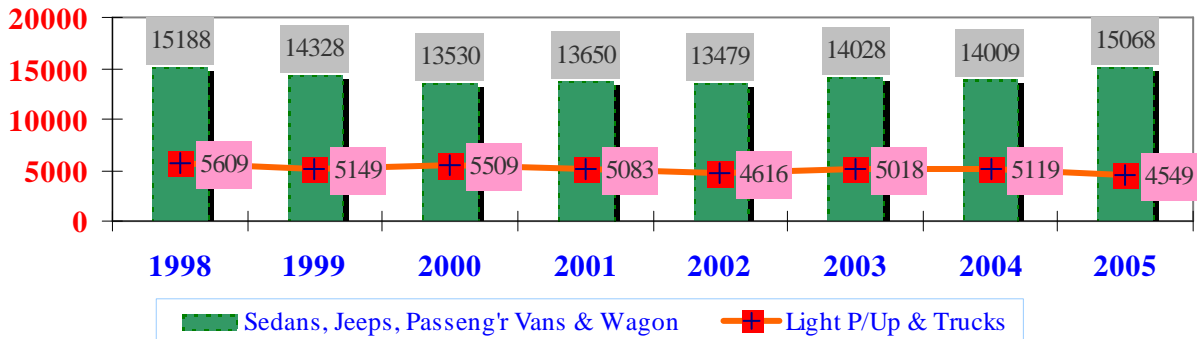


2007 Highway Safety Programs Budget Breakdown

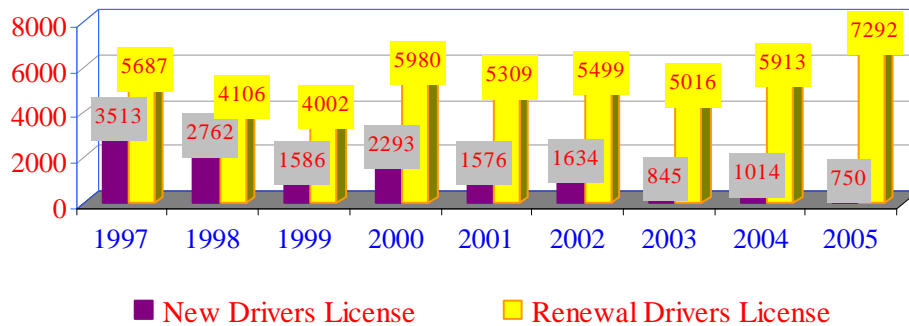


YEARLY REGISTERED VEHICLE'S & DRIVER'S

Yearly Vehicle's Registered



Yearly Registered Driver's



REGISTERED DRIVERS

2007 Cost Breakdown Sheet
Planning & Administration (PA)

Function / Activities	Description of Items:	Unit Cost	Total Cost
<u>Communication</u>	1. To pay for communication costs for OGSP & Traffic Section.	\$ 3,000.00	
	Total Communication		\$ 3,000.00
<u>Dues & Subscription</u>	1. To pay for annual membership fees and dues.	\$ 3,400.00	
	Total Dues & Subscriptions		\$ 3,400.00
<u>Travel/Training</u>	1. GHSA 2007 annual meeting (2ea).	\$ 4,000.00	\$ 8,000.00
	2. GHSA 2007 Executive Seminar (2ea).	\$ 4,000.00	\$ 8,000.00
	3. NHTSA R-9 Partners meeting (2ea).	\$ 4,000.00	\$ 8,000.00
	Total Travel/Training		\$ 24,000.00
<u>Freight & Handling</u>	1. For payment of mailing costs of documents.	\$ 1,000.00	
	Total Freight & Handling		\$ 1,000.00
<u>Others</u>	1. Indirect Cost @ 14.57%	\$ 4,600.00	
	Total Others		\$ 4,600.00
<u>Carry Over</u>	1. Estimated FY06 Carry-Over	\$ -	
	Total Carry Over		\$ -
-		\$ -	
-		\$ -	
		TOTAL	\$ 36,000.00

PSP TITLE: TRAFFIC RECORDS (TR)	PSP NO.	STATE	PAGE
Objective(s) To promote traffic records system.	07TR00	CNMI	1 of 1
TIME FRAMES			

SUB-GRANTEE	DESCRIPTION OF PROJECT	INPUT	OUTPUT	CURRENT	FY +1	FY +2	FY +3	FY +4	FY +5
OGSP	1. Travel/Training	-Traffic Records Forum	-For improvement on current systems.						

PROGRAM AREA CODE	CURRENT YEAR MAJOR COST ITEMS BY PROJECT	PRIOR YEAR	2 CURRENT YEAR	3 TOTAL OF 1 & 2
TR-06	1. Carry forward funds from FY06.	\$ -		\$ -
TR-07	1. Travel/training and indirect cost @ 14.57%		\$ 9,200.00	\$ 9,200.00
TOTAL:		\$ -	\$ 9,200.00	\$ 9,200.00

