



COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

DEPARTMENT OF PUBLIC SAFETY
Highway Safety Office



Federal Fiscal Year 2022
HIGHWAY SAFETY PLAN



COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS
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June 22, 2021

Mr. Chris Murphy
Regional Administrator
U.S. Department of Transportation
National Highway Traffic Safety
Administration, Region 9
John E. Moss Federal Building
Sacramento, CA 95814

Dear Mr. Murphy:

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

The CNMI Department of Public Safety (DPS), Highway Safety Office (HSO) is hereby submitting its Fiscal Year 2022 Highway Safety Plan. The HSP is intended to continue the efforts of addressing the traffic safety needs of the CNMI.

As we continue to face challenges in providing effective highway safety programs for the motorists and community as a whole, it is imperative that the CNMI DPS- HSO develop and coordinate safety initiatives to meet the growing and demanding services. The CNMI continues its primary intention of addressing every effort of traffic safety in all the different program areas: occupant protection, child restraint, impaired driving prevention and enforcement, pedestrian and bicycle safety, motorcycle safety, traffic crash reduction, and traffic injuries and fatality reduction.

The specified goals and the performance measures identify the intention to achieve traffic safety objectives. With these objectives, we could address the strengths and weaknesses of our programs and outline project areas requiring greater emphasis for future planning and reporting.

With the CNMI slowly moving forward from the COVID19 pandemic restrictions, enforcement activities and outreach programs are also slowly being conducted. We hope that with the CNMI's qualifying population vaccination at above 60 percent, it will enable DPS to fully implement the projects and activities listed in this submission.

The DPS – HSO and its sub-grantees continue to monitor and identify problem-solving measures such as professional development, enforcement mobilization/crackdown, educational campaigns and community partnerships to resolve or alleviate the negative impacts of traffic related incidents.

I hope that the CNMI Fiscal Year 2022 HSP is in conformance to the specified requirements. Your continued support and assistance to the Department of Public Safety, Highway Safety Office, and the CNMI as a whole in promoting highway safety throughout the commonwealth is very much appreciated.

Sincerely,



Robert A. Guerrero
Commissioner, Department of Public Safety
Governor's Highway Safety Representative

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Prepared for US DOT National Highway Traffic Administration

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Commonwealth of the Northern Mariana Islands (CNMI)

***Fiscal Year 2022
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
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***Robert A. Guerrero
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***Margarita DLG. Camacho
Coordinator
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Commonwealth of the Northern Mariana Islands
DEPARTMENT OF PUBLIC SAFETY
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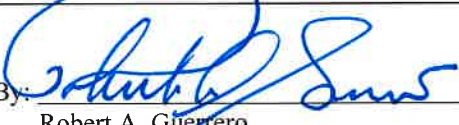
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Alina Concepcion

Administrative Assistant

Erica Trinidad

Approved By: 
Robert A. Guerrero
Commissioner/Governor's Representative
Date: 06/29/2021

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 2022 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds available under Section 402 and Section 405 of – Fixing America's Surface Transportation (FAST) Act. Programs implemented under the FAST Act include countermeasures to encourage behavioral changes toward traffic safety making roadways safer for all citizens and visitors/tourists alike.

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 and 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

- 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 a decrease in total crashes, injuries, fatalities and citations issued with the exception of total DUI arrests which increased from 179 in 2019 to 200 in 2020.

As with other parts of the world, the COVID-19 public health emergency impacted the CNMI in numerous ways. The implementation of curfews, the shutdown of many business establishments, schools and some government agencies attributed to the reduction of motorists that traveled on the highways in 2020, however, some of those that did drive were found not to be in compliance with the laws. Many saw the reduction of vehicles on the roadways as an opportunity to exceed speed limits or to drive after consuming alcohol as they may feel there is less threat of crashes.

The imposed restrictions did not permit law enforcement to perform most tasks and projects identified in the FFY2021 Highway Safety Plan.

Enforcement activities, community outreach programs, and training did not take place from March through September 2020. After September, things slowly eased up and some enforcement activities were conducted. However, due to the schools not being on total face-to-face instructional operations, no educational presentations were conducted at schools. A few community outreach events were conducted outdoors to comply with the restriction of indoor large crowd gatherings.

Based on the chart, prior to the pandemic, data reflects that the CNMI's problems areas were speed, impaired driving, and occupant protection. Top priorities should continue to be focused on those areas in FFY2022.

Projects have been identified to address those areas, to 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.

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

CRASH DATA	2016	2017	2018	2019	2020
Total traffic crashes	2,068	2,315	2139	2,021	1213
Total serious injuries	13	11	9	2	4
Total fatalities	5	5	4	2	2
Total traffic citations issued (traffic violation)	3,095	5,829	3,844	4,729	2,690

SPEED DATA	2016	2017	2018	2019	2020
Speed related traffic crashes	413	462	428	404	243
Total speed related serious injuries	13	11	9	2	4
Total speed related fatalities	4	2	4	1	2
Total speed citations issued	904	917	765	929	749

PEDESTRIAN DATA	2016	2017	2018	2019	2020
Total auto/pedestrian related traffic crashes	16	37	25	16	13
Total auto/pedestrian related serious injuries	1	6	1	1	1
Total auto/pedestrian related fatalities	0	3	3	1	0

BICYCLE DATA	2016	2017	2018	2019	2020
Total auto/bicycle related traffic crashes	11	8	12	14	5
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	2016	2017	2018	2019	2020
Occupant Protection usage rate	92.30%	92.23%	89.28%	93.97%	93.97%
Child Restraint usage rate	57.17%	64.53%	72.32%	80.42%	80.42%
Total seat belt citations issued	697	1090	840	1447	806
Total child restraint citations issued	46	73	33	159	40
Total serious injuries seat belt use	0	0	0	0	0

Total serious injuries non-seat belt use	11	10	8	1	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	4	2	0	0	1
Total fatalities: child restraint	0	0	0	0	0

IMPAIRED DATA	2016	2017	2018	2019	2020
Total DUI Arrests (Alcohol and .08 B.A.C. or more)	161	250	216	179	200
Total DUI Arrests (Alcohol less than .08 B.A.C.)	27	65	62	43	20
Total alcohol crashes	57	88	87	86	65
Total alcohol serious injuries	10	7	8	1	4
Total alcohol fatalities	3	3	4	0	2

Methods for Project Selection

- Each year around February/March, the DPS Highway Safety Office sends out letters to potential applicants (these applicants are both current grantees, and agencies that have expressed interest in applying for highway safety grants).
- A meeting date is scheduled for each agency applicant. At this meeting we discuss the entire 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 injuries including:
 - Project Identification
 - Targets and Objectives
 - Strategies and Activities
 - Budget Itemization
- Application selection is based on:
 - applicant's prior year's performance, timely project completion, and meeting goals.
 - proposed countermeasure activities on how they would address problem identifications to improve highway safety in the different program areas. We look at data or statistics used to identify problem identification addressing who, what, where, and when.
- Once review is completed and selection has been made, letters are sent out to each applicant advising of their application approval.

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 and Authorization to Proceed notices are issued

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)
5. Office of the Attorney General (1 application)

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.

- **The 2021 seat belt survey is under process. The new results should be completed by August 2021.**
- **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

Performance Measure:	2022 HSP				
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5 year	2017-2021	2	2015-2019 State 3.2	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	8	2015-2019 State 9.6	In Progress
C-3) Fatalities/VMT	5 year	2017-2021	N/A	2015-2019 State N/A	N/A

Note: VMT data not collected in the Territories.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	0	2015-2019 State 0	In Progress
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	1	2015-2019 State 2	No
C-6) Speeding-Related Fatalities	5 year	2017-2021	1	2015-2019 State 2.2	No
C-7) Motorcyclist Fatalities	5 year	2017-2021	0	2015-2019 State 0	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	0	2015-2019 State 0	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 year	2017-2021	0	2015-2019 State 0	In Progress
C-10) Pedestrian Fatalities	5 year	2017-2021	0	2015-2019 State 1.4	In Progress
C-11) Bicyclist Fatalities	5 year	2017-2021	0	2015-2019 State 0	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	95%	State Survey 2019 93.92%	In Progress

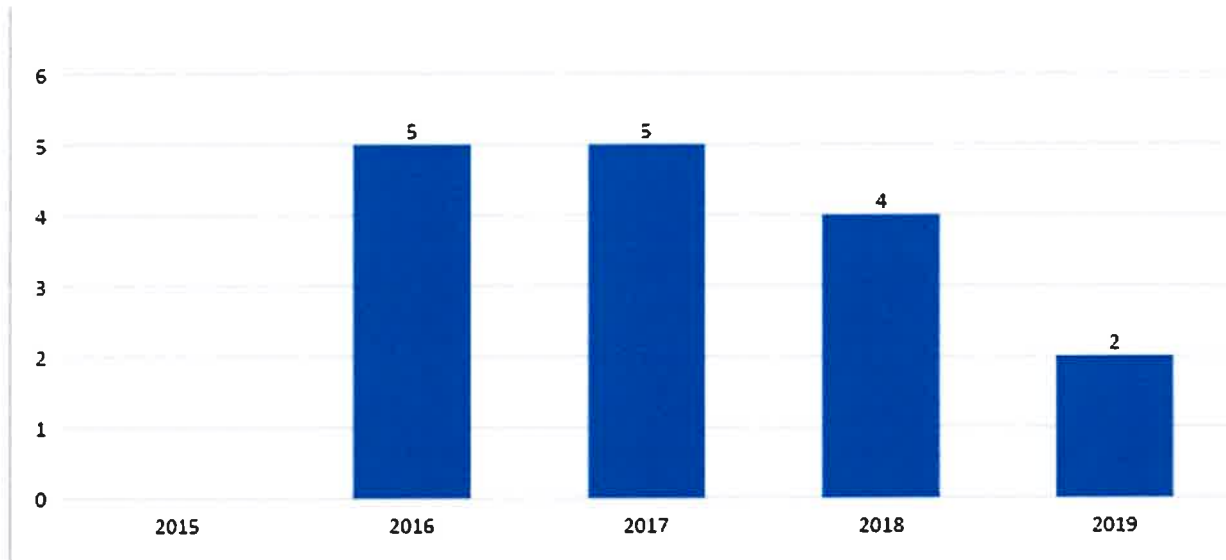
Performance Measure: C-1) Traffic Fatalities

Progress: Yes

Program Area-Level Report

The CNMI's goal was to reduce traffic fatalities from 3.2 (2015-2019 average) to 2 by December 31, 2021. The CNMI had 2 traffic fatalities in 2020; therefore, the CNMI has met the target.

Years:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	5	5	4	2	2



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

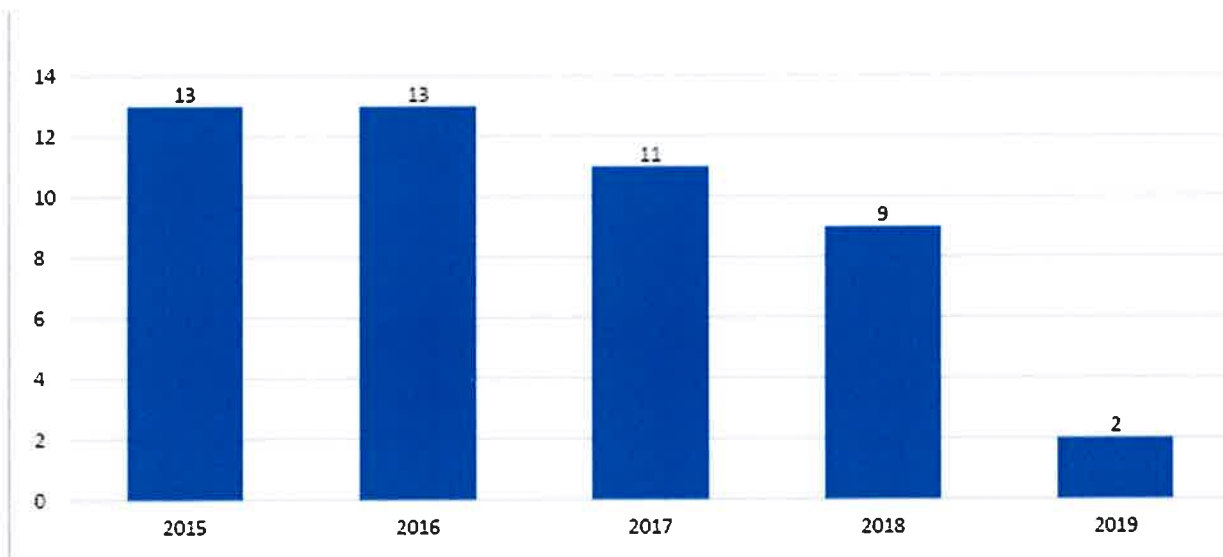
Progress: In Progress

Program Area – Level Report

The CNMI’s goal was to reduce serious traffic injuries from 10 (2015-2019 average) to 8 by December 31, 2021.

The CNMI had 4 serious injuries in 2020. The performance report is still in progress as the 2021 calendar year is not yet complete.

Years:	2015	2016	2017	2018	2019	2020
Actual Numbers:	13	13	11	9	2	4



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

Not Applicable to the Territories.

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

Progress: In Progress

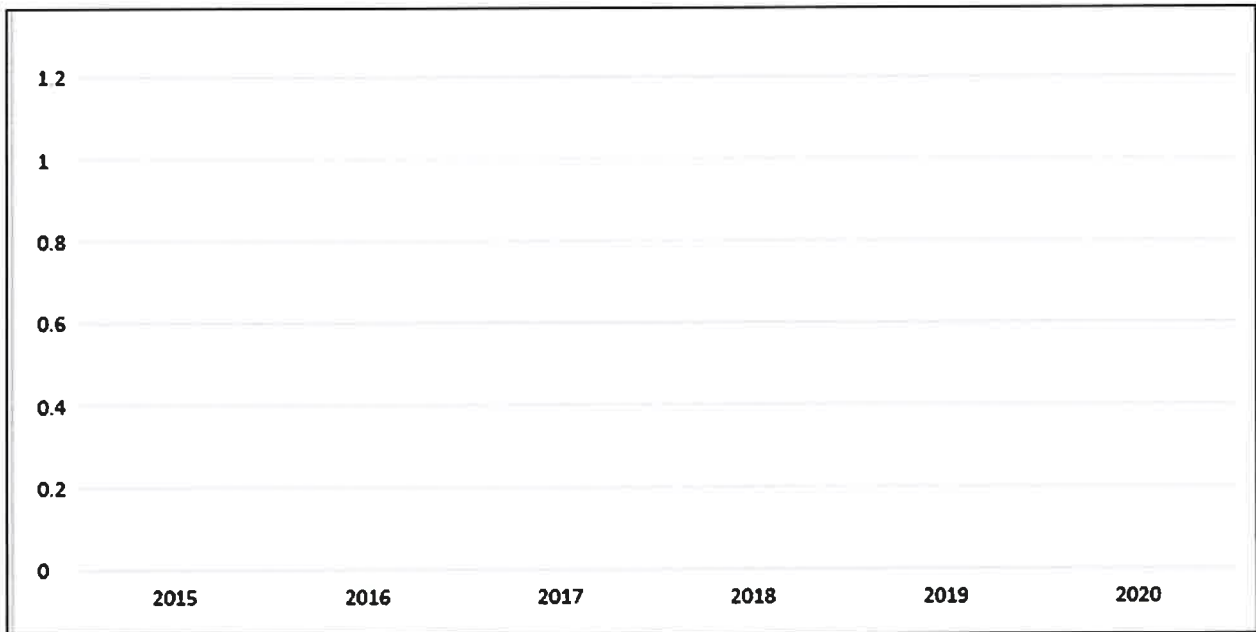
Program-Area Level Report

The CNMI's goal was to maintain unrestrained passenger vehicle occupant fatalities in all seating positions at 0 (2015 to 2019 average) by December 31, 2021.

The performance report measure is still in progress as the 2021 calendar year is not yet complete.

Years: 2015 2016 2017 2018 2019 2020

Actual Numbers: 0 0 0 0 0 0



Performance Measure: C-5) Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

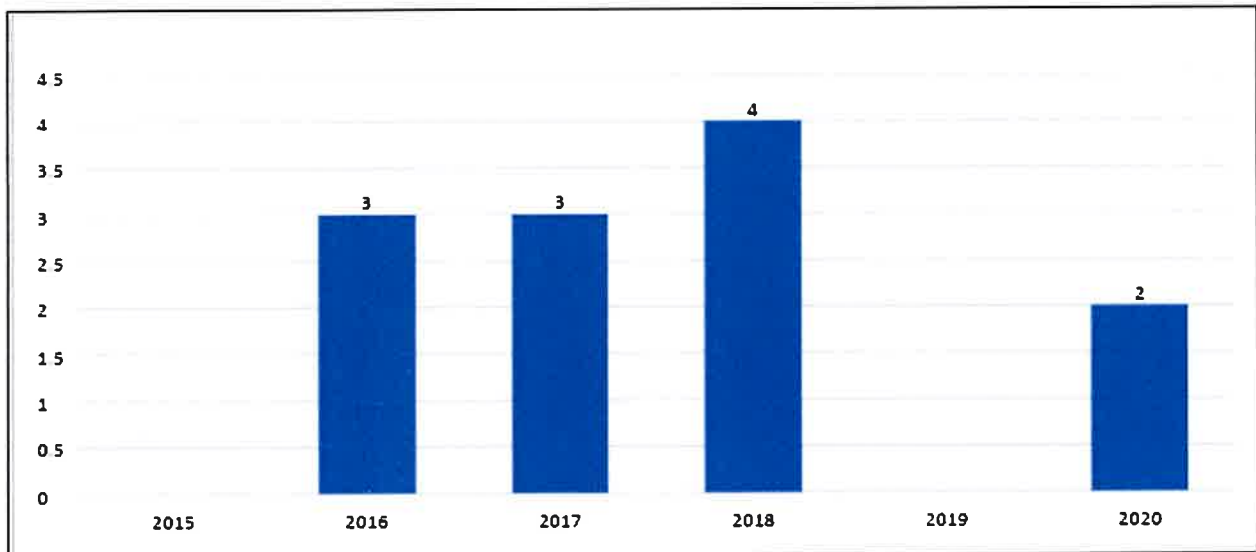
Progress: No

Program- Area Level Report

The CNMI's goal was to reduce the number of alcohol-impaired driving fatalities from 2 (2015-2019 average) to 1 by December 31, 2021.

In 2020, the CNMI had 2 alcohol- impaired driving fatalities; therefore, the performance report measure was not met as it exceeded the target.

Years:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	3	3	4	0	2



Performance Measure: C-6) Speeding- related fatalities

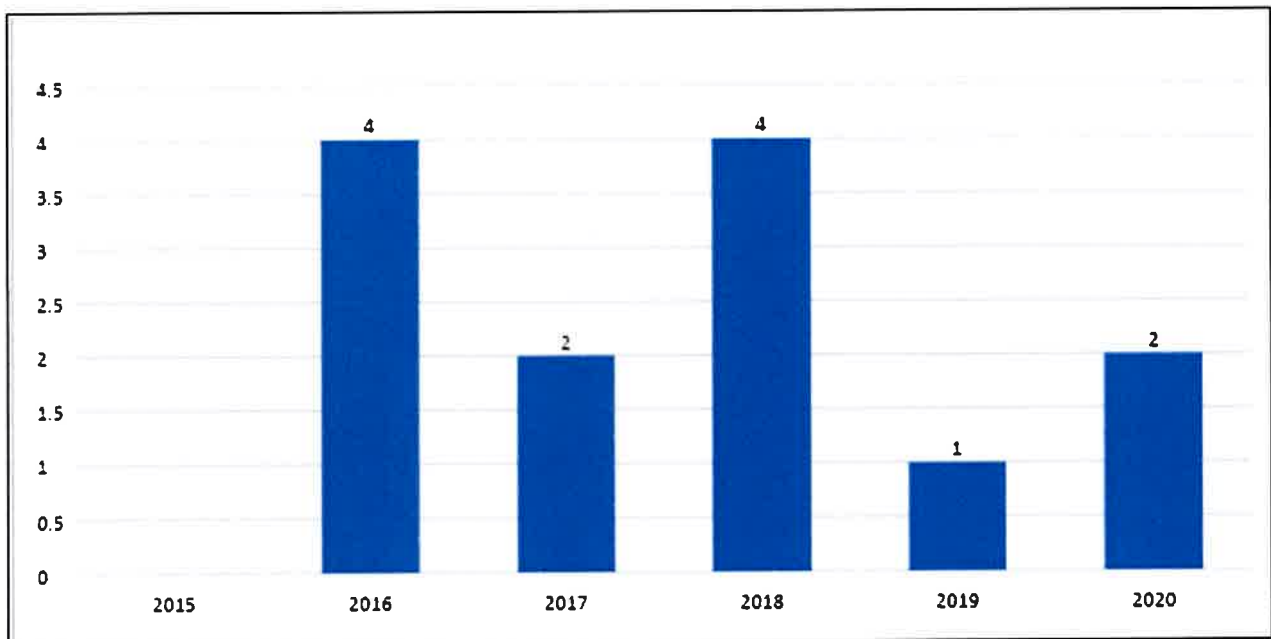
Progress: No

Program-Area Level Report

The CNMI’s goal was to reduce the number of speed- related fatalities from 2 (2015-2019 average) to 1 by December 31, 2021.

There were 2 speed- related fatalities in 2020; therefore, the performance report measure was not met as it exceeded the target.

Years:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	4	2	4	1	2



Performance Measure: C-7) Number of motorcycle fatalities

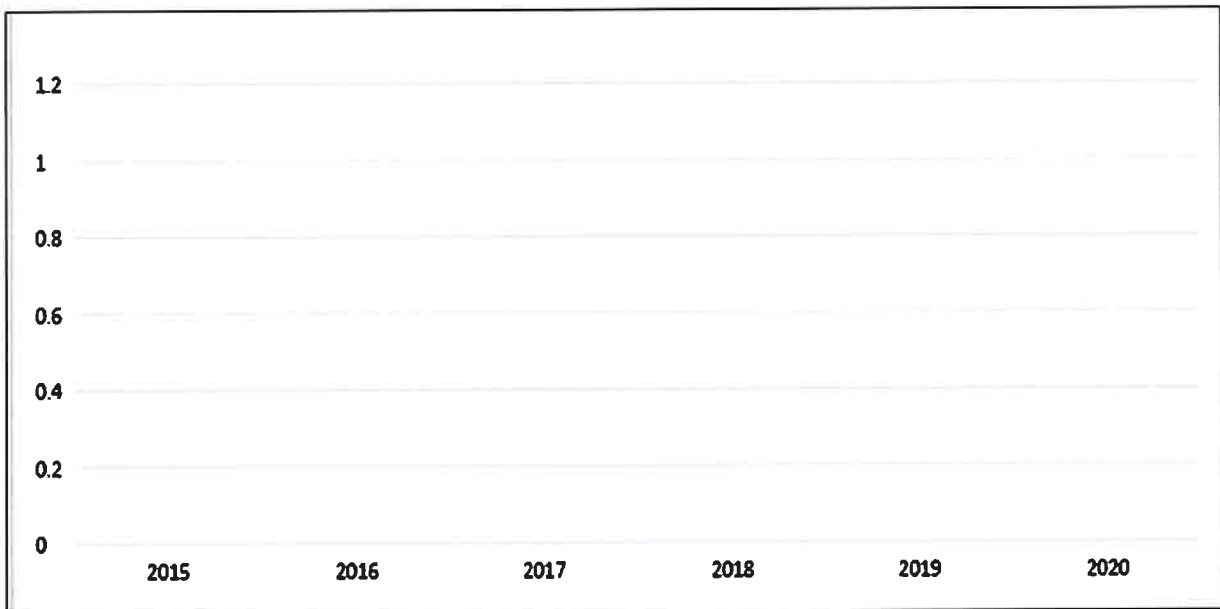
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of motorcycle related fatalities at 0 (2015-2019 average) by December 31, 2021.

There were zero (0) motorcycle related fatalities in 2020. The performance report measure is still in progress as the 2021 calendar year is not yet complete.

Year:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	0	0	0	0	0



Performance Measure: C-8 Unhelmeted Motorcyclist Fatalities

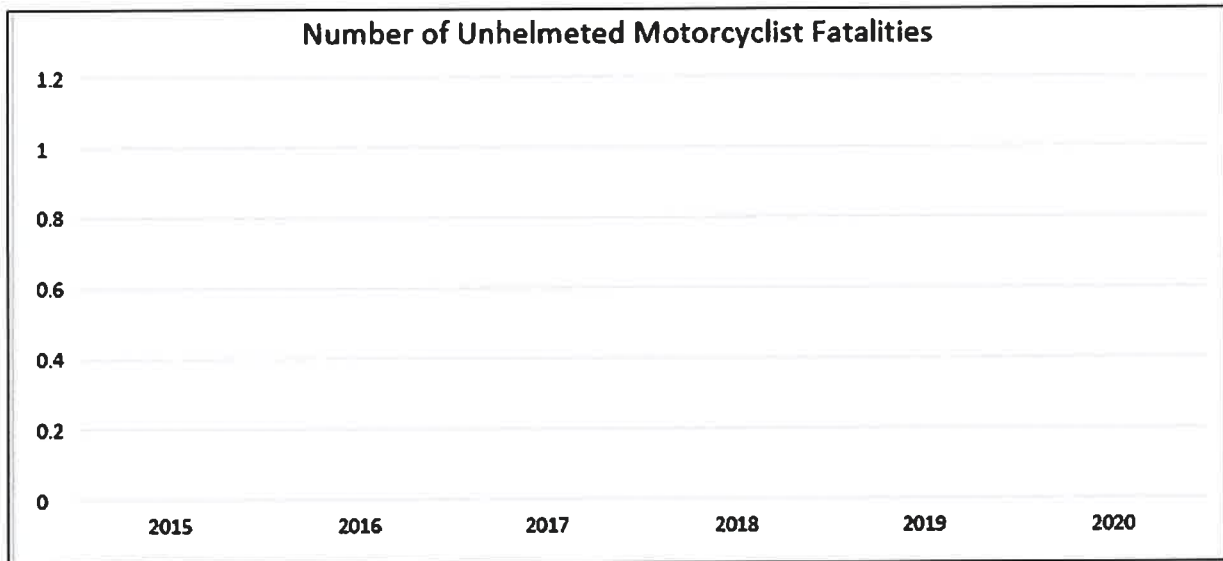
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of unhelmeted motorcyclist fatalities at 0 (2015-2019 average) by December 31, 2021.

There were zero (0) unhelmeted motorcyclist fatalities in 2020. The performance report measure is still in progress as the 2021 calendar year is not yet complete.

Year:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	0	0	0	0	0



Performance Measure: C-9) Numbers of drivers age 20 or younger involved in fatal crashes

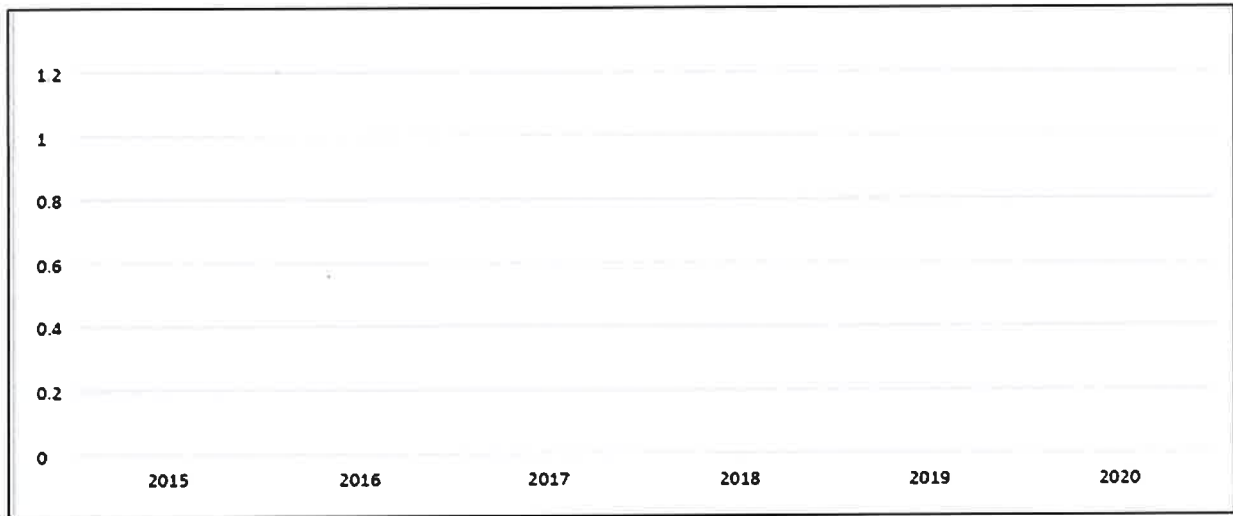
Progress: In Progress

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 (2015-2019 average) by December 31, 2020.

There were 0 drivers age 20 or younger fatalities in 2020. The performance report measure is still in progress as the 2021 calendar year is not yet complete.

Year:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	0	0	0	0	0



Performance Measure: C-10) Number of Pedestrian Fatalities

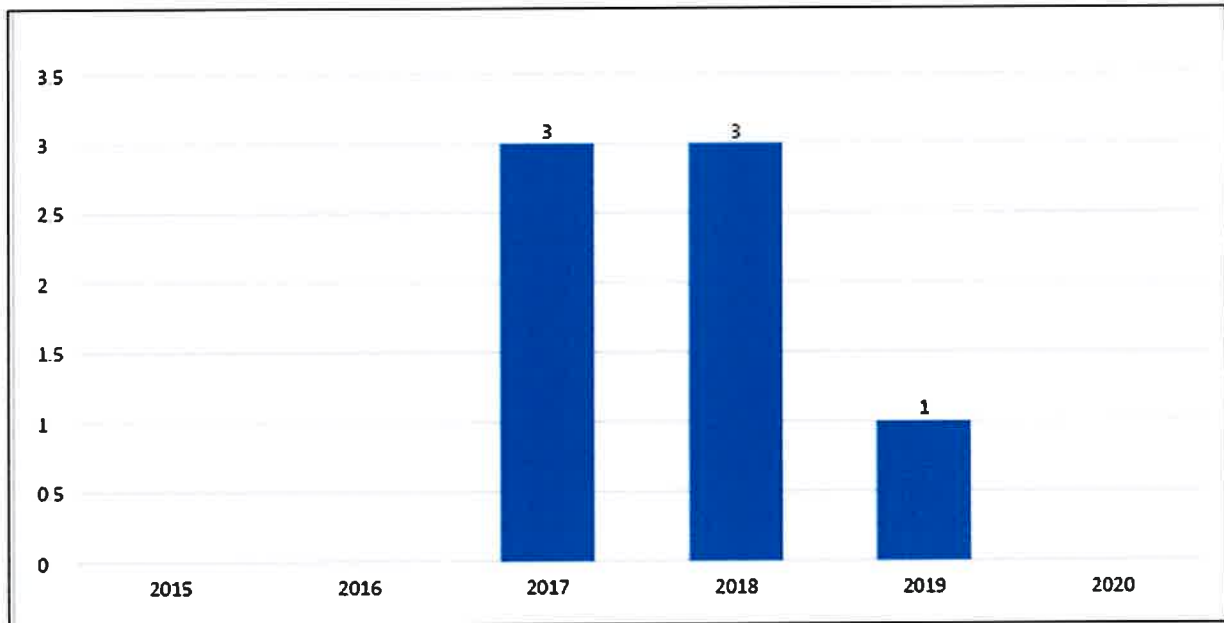
Progress: In Progress

Program-Area Level Report

The CNMI’s goal was to reduce the number of pedestrian fatalities from 1 (2015-2019 average) to 0 by December 31, 2021.

The CNMI had 0 pedestrian fatalities in 2020. The performance report measure is still in progress as the 2021 calendar year is not yet complete.

Year:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	0	3	3	1	0



Performance Measure: C-11) Number of bicyclist fatalities

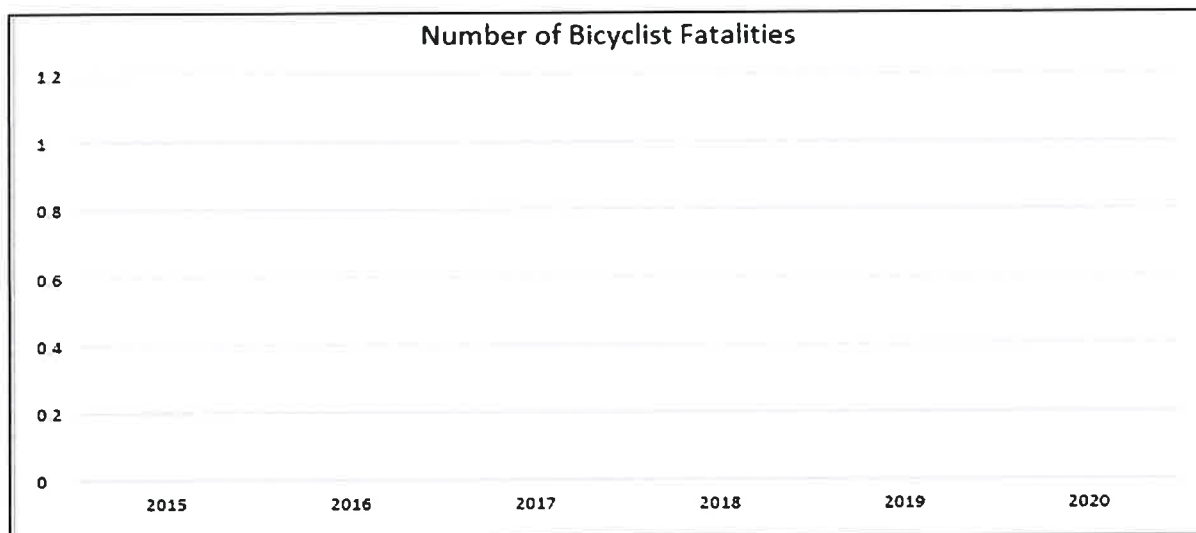
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of bicycle fatalities at 0 (2015-2019 average) by December 2021.

The CNMI had 0 bicyclist fatalities in 2020. The performance report measure is still in progress as the 2021 calendar year is not yet complete.

Year:	2015	2016	2017	2018	2019	2020
Actual Numbers:	0	0	0	0	0	0



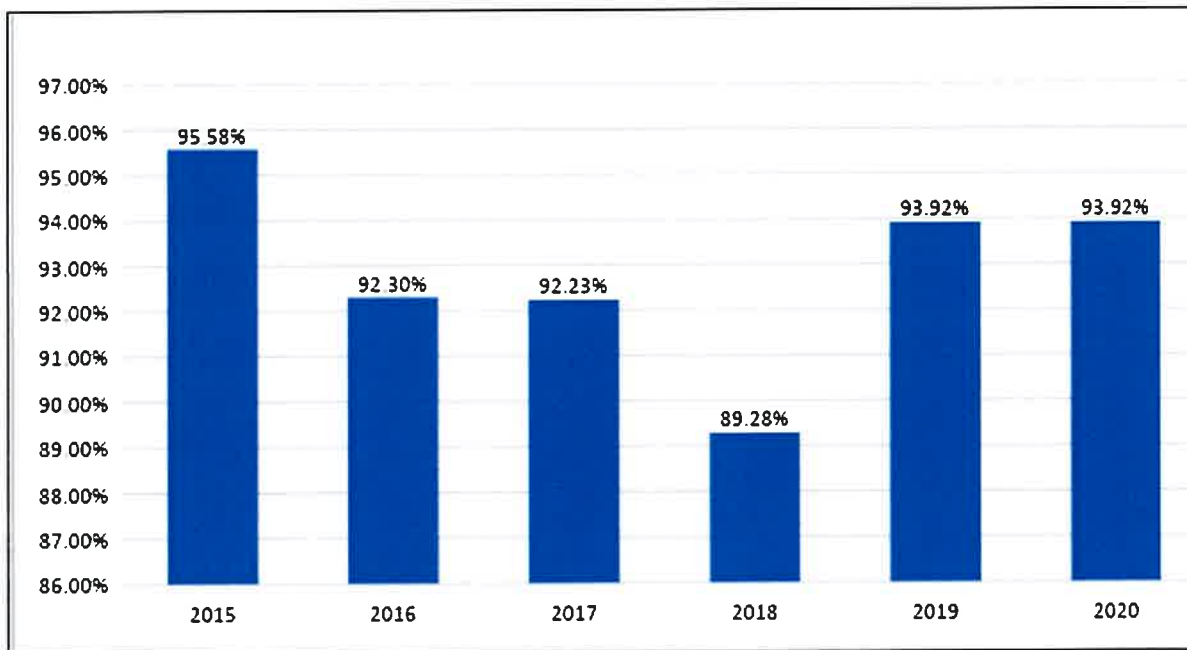
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Program-Area Level Report

The CNMI’s goal was to increase Occupant Protection restraint usage rate by 1.08% from 93.92% in 2019 to 95% by December 31, 2021.

*** NHTSA’s April 9, 2020 waiver notice as a result of the COVID-19 public health emergency was issued and the CNMI’s survey planned for 2020 was not conducted; therefore, the CNMI continued to utilize the 2019 OP usage rate in 2020.**

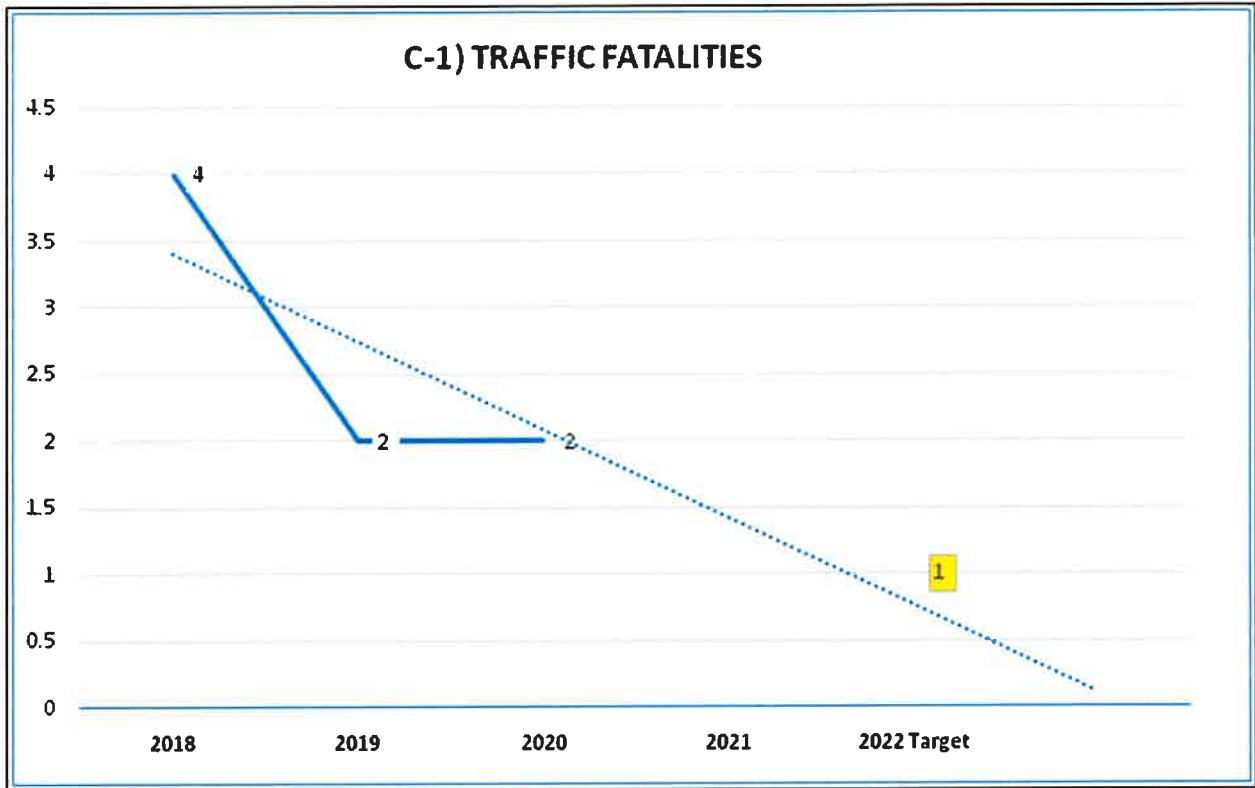


Year:	2015	2016	2017	2018	2019	2020
Actual:	95.58%	92.30%	92.23%	89.28%	93.92%	93.92%

			BASE YEARS				
PERFORMANCE PLAN CHART – 2022 Highway Safety Plan			2015	2016	2017	2018	2019
C-1	Traffic Fatalities	State Annual	0	5	5	4	2
	Reduce total fatalities to <u>1</u> (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	3.2	2.2	3	3.2	3.2
C-2	Serious Injuries in Traffic Crashes	State Annual	13	13	11	9	2
	Reduce serious traffic injuries to <u>2</u> (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	9.6	11.6	12	12	12.2
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> (2018 -2022 rolling average) by 2022.	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	0	4	2	0	0
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions <u>100</u> percent at <u>1</u> (2015-2019 rolling average) to <u>1</u> (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	1	1	1	3.5	1.2

C-5	Alcohol-Impaired Driving Fatalities	State Annual	0	3	3	4	0
	Reduce alcohol impaired driving fatalities <u>50</u> percent from <u>2</u> (2015-2019 rolling average) to <u>1</u> (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	2	1.4	1.8	1.8	2
C-6	Speeding-Related Fatalities	State Annual	0	4	2	4	1
	Reduce speeding-related fatalities by <u>45</u> percent from <u>2.2</u> (2015-2019 rolling average) to <u>1</u> (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	1.2	1	.80	1.8	2.2
C-7	Motorcyclist Fatalities	State Annual	0	0	0	0	0
	Maintain motorcyclist fatalities at <u>0</u> . (2018 – 2022 rolling average) by 2022.	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> . (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	0	0	0	0	0
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State Annual	0	0	1	0	0
	Reduce drivers age 20 and younger involved in fatal crashes by <u>100</u> percent from <u>2</u> (2015-2019 rolling average) to <u>0</u> (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	0	0	.2	0	0

C-10	Pedestrian Fatalities	State Annual	0	0	3	3	1
	Reduce pedestrian fatalities by <u>71</u> percent from <u>1.4</u> (2015-2019 rolling average) to <u>1</u> (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	.60	.20	.20	.80	1.4
C-11	Bicyclist Fatalities	State Annual	0	0	0	0	0
	Maintain bicyclist fatalities at <u>0</u> . (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	.20	.20	.20	.20	0
			2016	2017	2018	2019	2020
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>1.08</u> percentage points from <u>93.92</u> percent in 2019 to <u>95</u> percent by 2022.	State Annual	92.30	92.23	89.28	93.92	93.92

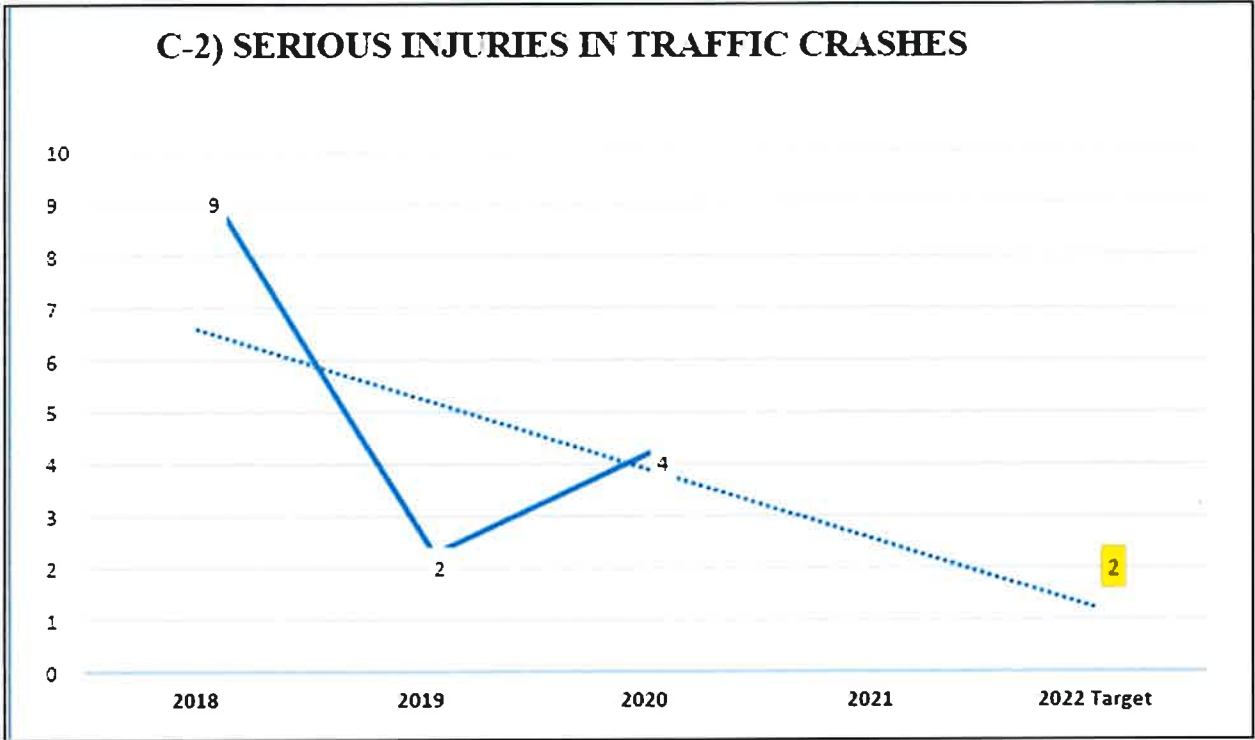


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-1) Traffic Fatalities (Territory Crash Data Files)	Numeric	1	5 Year	2018-2022

As of May 2021, the CNMI had (1) traffic fatality.

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.



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-2) Serious Injuries in Traffic Crashes(Territory Crash Data Files)	Numeric	2	5 Year	2018-2022

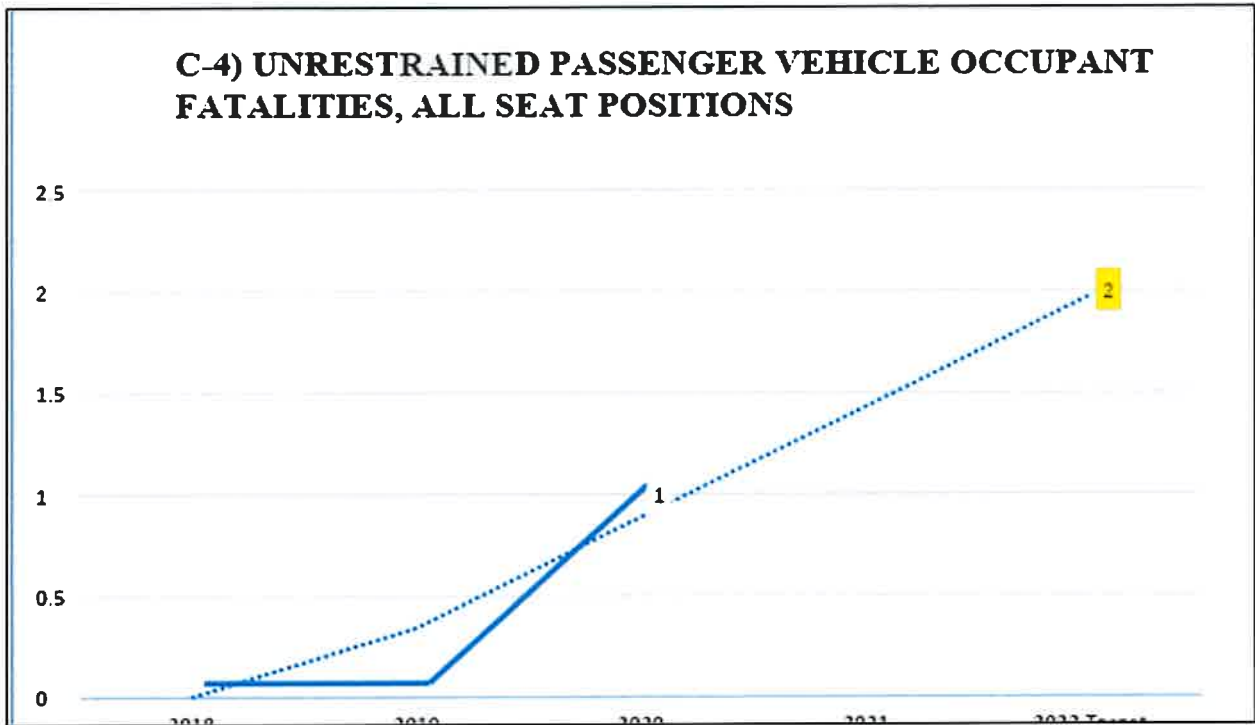
As of May 2021, the CNMI had (2) serious injuries in traffic crashes.

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 on the CNMI highways. Enforcement activities include checkpoints, saturation patrol. Educational presentations will also be continued in the community.

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

Not applicable to the Territories.

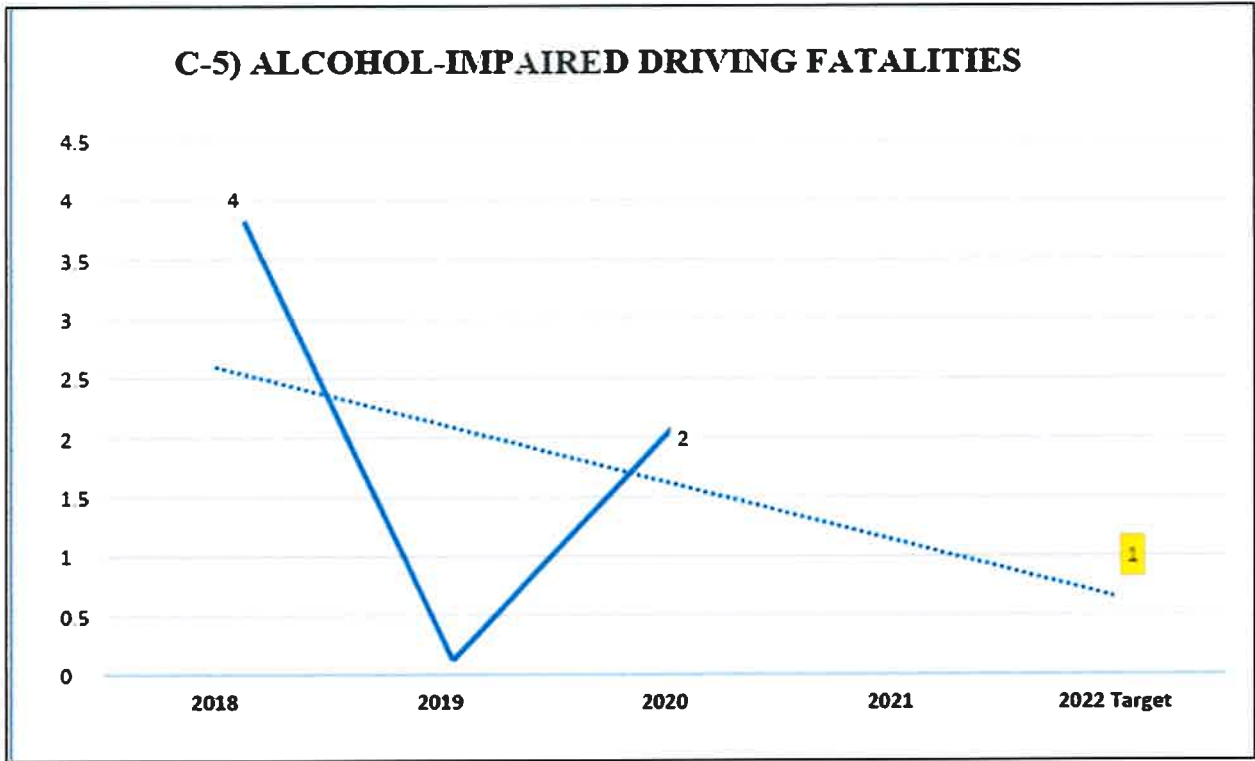


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-4) Unrestrained Passenger Vehicle Occupant Fatalities(Territory Crash Data Files)	Numeric	1	5 Year	2018-2022

As of May 2021, the CNMI had (1) unrestrained passenger vehicle occupant fatality.

Performance Target Justification:

The linear trend reflects number (2) as the 2022 target. However, since the CNMI already recorded (1) fatality in 2021, the original target of (0) is changed to maintain (1) as the new more realistic target. The DPS Highway Safety Office will continue to fund overtime to the Highway Patrol Sections to conduct enforcement activities such as checkpoints and saturation patrol, and educational outreach events.

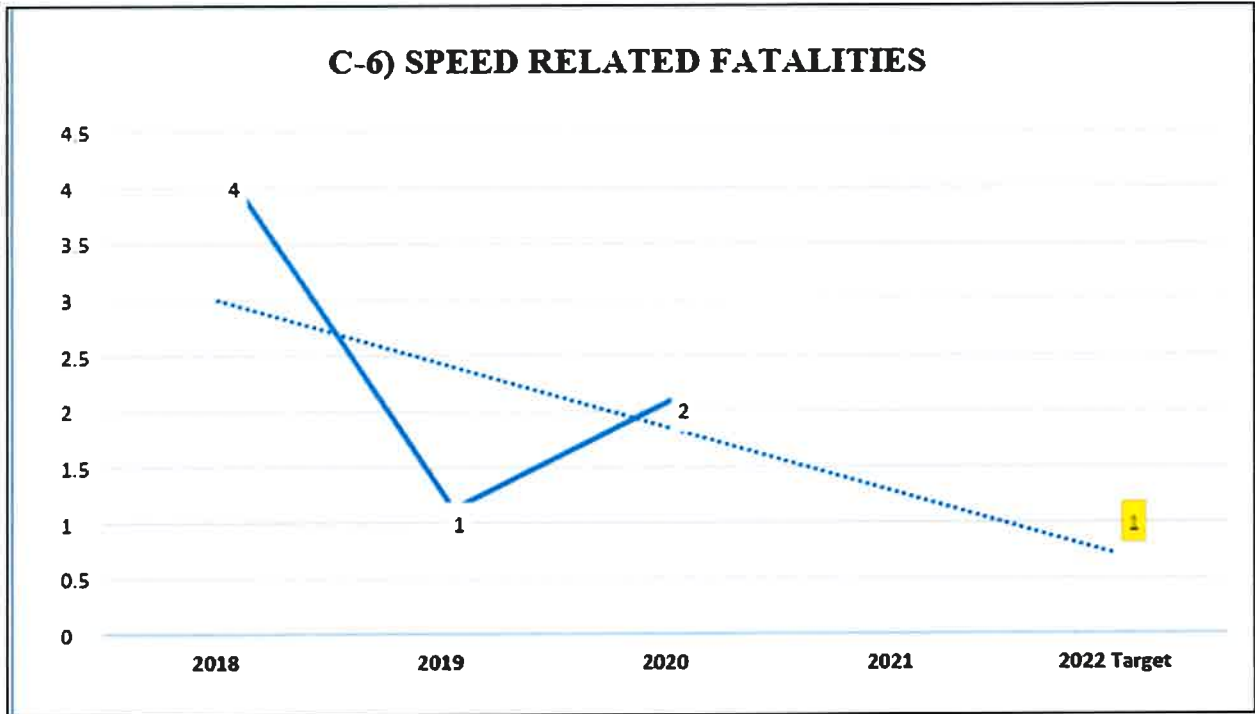


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-5) Alcohol-Impaired Driving Fatalities (Territory Crash Data Files)	Numeric	1	5 Year	2018-2022

As of May 2021, the CNMI has (0) alcohol-impaired driving fatalities.

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.

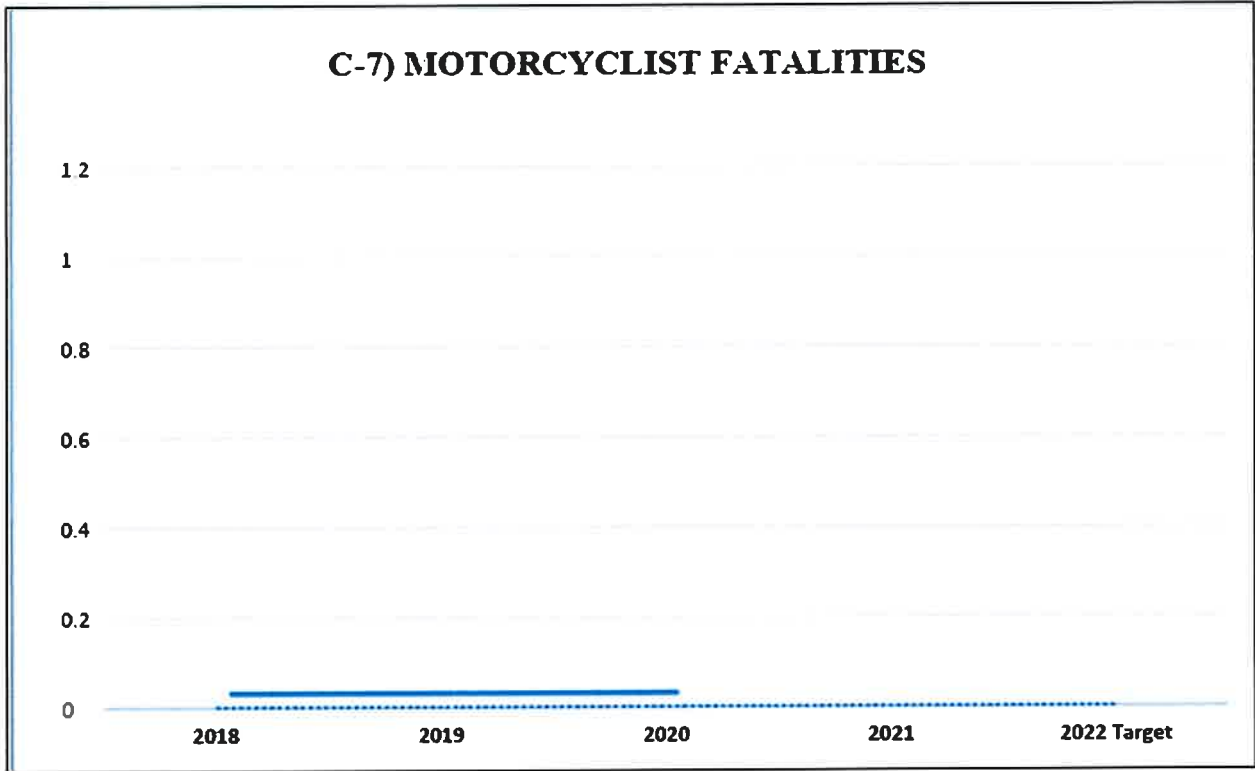


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-6) Speed-Related Fatalities (Territory Crash Data Files)	Numeric	1	5 Year	2018-2022

As of May 2021, the CNMI had (1) speed-related fatality.

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.

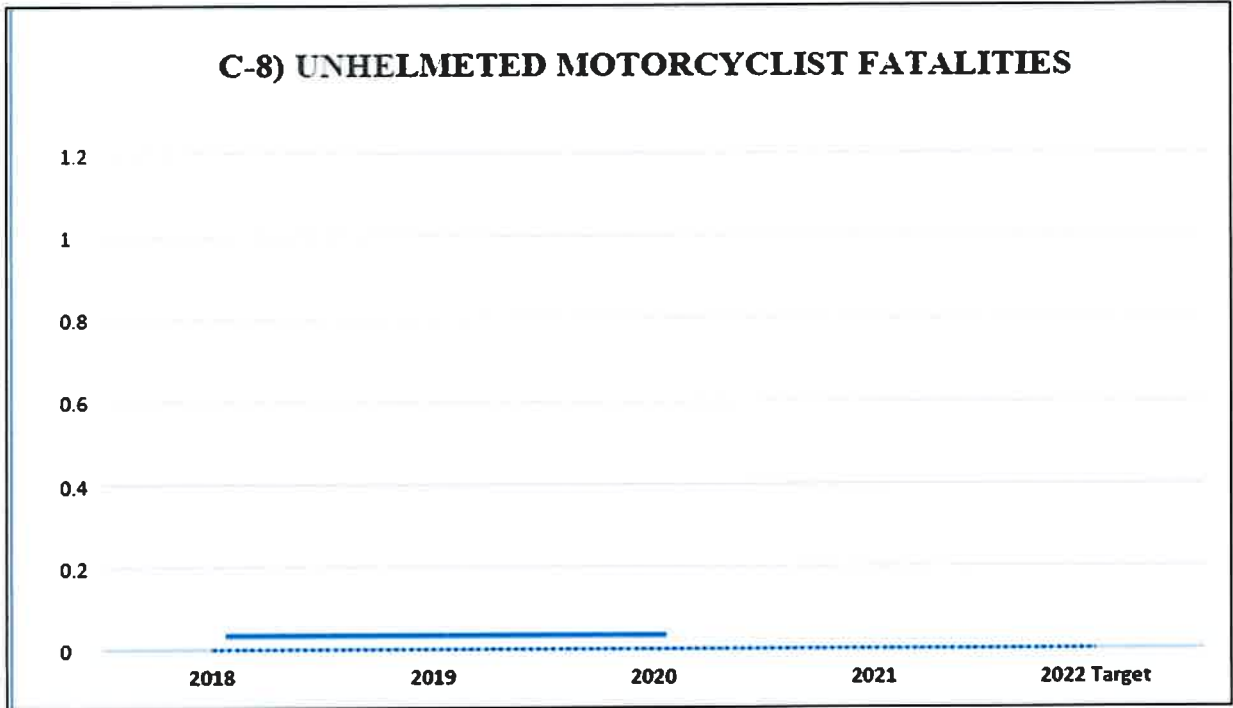


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-7) Motorcycle Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2018-2022

As of May 2021, the CNMI has (0) motorcycle fatalities.

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).

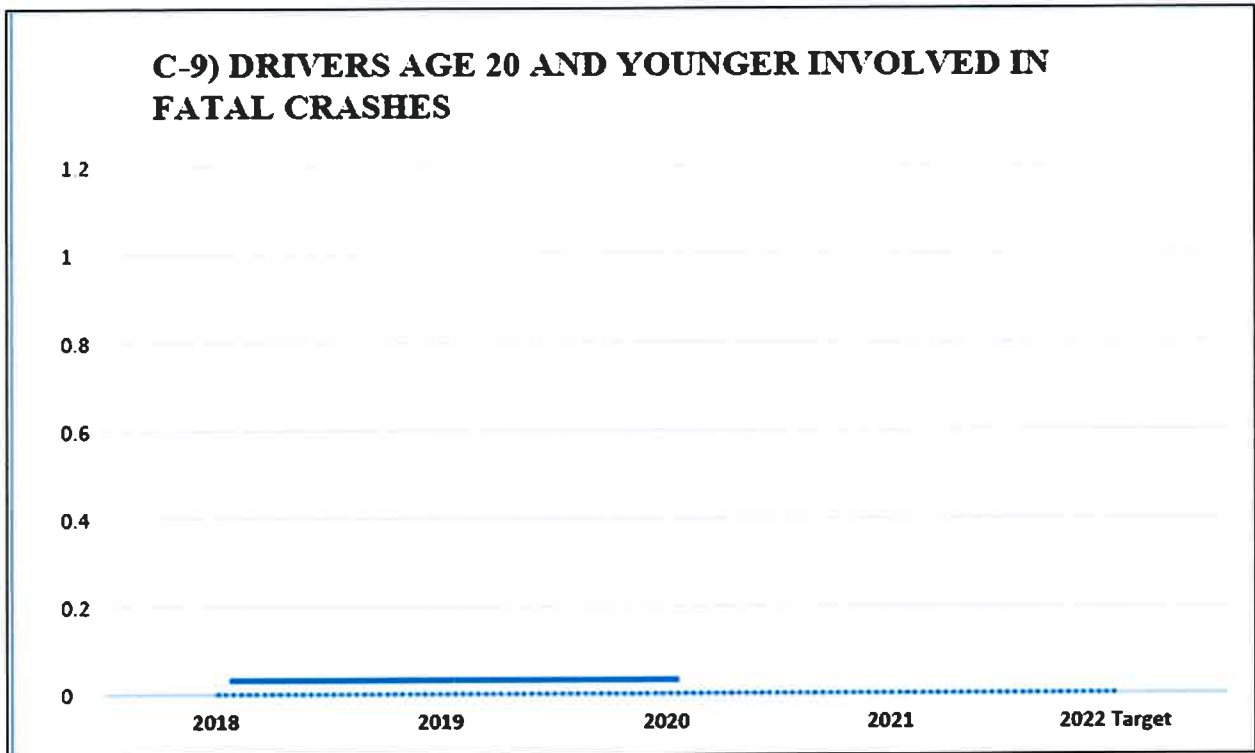


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-8) Un-helmeted Motorcycle Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2018-2022

As of May 2021, the CNMI has (0) un-helmeted motorcyclist fatalities.

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).

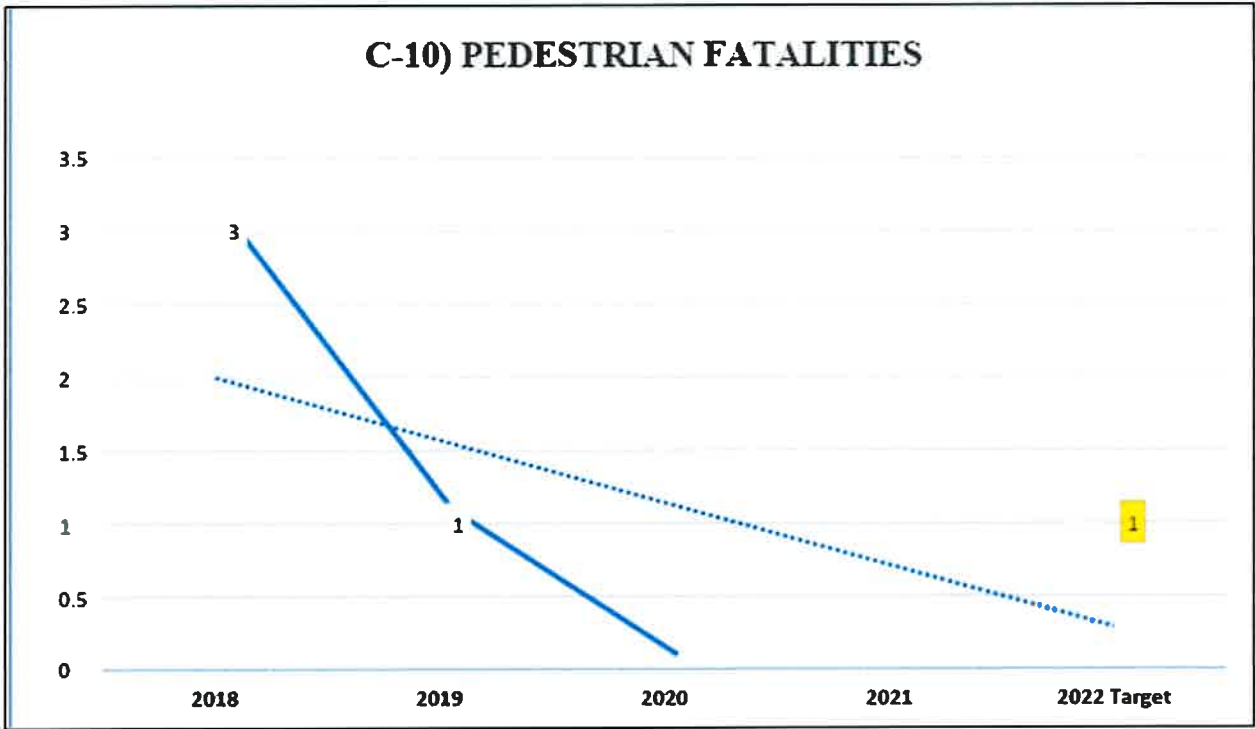


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-9) Drivers age 20 or Younger involved in Fatal Crashes) Territory Crash Data Files)	Numeric	0	5 Year	2018-2022

As of May 2021, the CNMI has (0) drivers age 20 or younger involved in fatal crashes.

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).

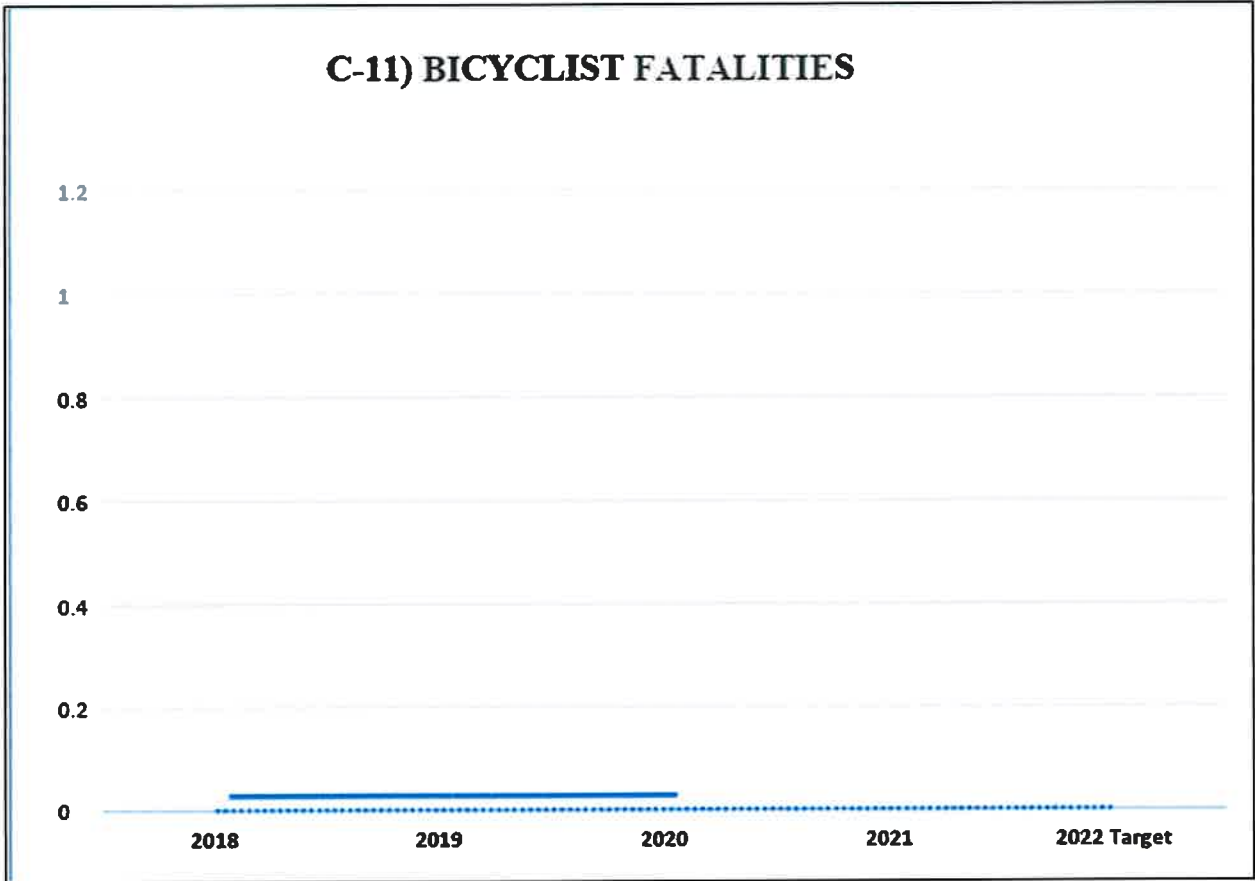


Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-10) Pedestrian Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2018-2022

As of May 2021, the CNMI has (0) pedestrian fatalities.

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 (0). 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.



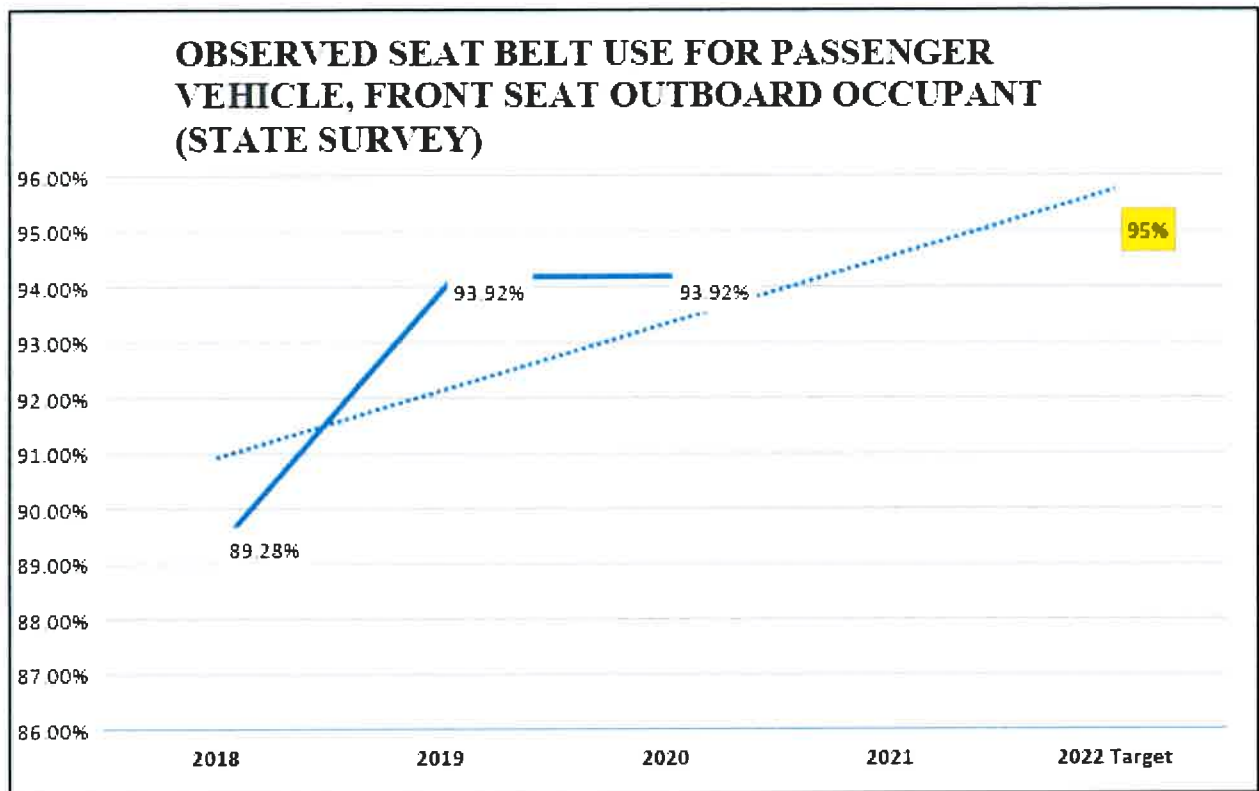
Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-11) Bicyclist Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2018-2022

As of May 2021, the CNMI has (0) bicyclist fatalities.

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).

B-1)



As of June 04, 2021, the 2021 seat belt survey is under process. The new survey results should be completed by August 2021.

Performance Target Justification:

In order to meet the goal of 95% usage rate, the DPS Highway Safety Office will continue to fund enforcement activities such as checkpoints, saturation patrols, and public education and outreach activities to maintain High Usage on seat belts. More efforts on these activities are necessary to stress the importance of seat belt and child restraint usage.

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 22-00

\$134,900.00

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, 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
2022	NHTSA 402	Planning & Administration	\$134,900.00	N/A	N/A

PROGRAM AREA

Occupant Protection/Child Restraint

Description of Highway Safety Problems

Occupant Protection/Child Restraint DATA	2016	2017	2018	2019	2020
Occupant Protection usage rate	92.30%	92.23%	89.28%	93.97%	93.97%
Child Restraint usage rate	57.17%	64.53%	72.32%	80.42%	80.42%
Total seat belt citations issued	697	1,090	840	1,447	806
Total child restraint citations issued	46	73	33	159	40
Total serious injuries seat belt use	0	0	0	0	0
Total serious injuries non-seat belt use	11	10	8	1	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	4	2	0	0	1
Total fatalities: child restraint	0	0	0	0	0

The goal of 95 percent occupant protection usage rate for 2020 has not been met. The number of seat belt citations for 2020 was 806 and child restraint was at 40 for the (3) islands collectively. One major challenge from 2020 to 2021 is the global pandemic (COVID-19). Guidelines from the Centers of Disease Control, CNMI COVID-19 Taskforce, and the mandatory curfew restrictions have caused a limited number of enforcement activities and public education to be conducted as identified in the HSP. Without continuous effort of education and enforcement activities by DPS, the usage rate without a doubt will decrease, which is that these numbers reflect.

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 2019. 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
2022	C-4) Unrestrained passenger vehicle Occupant fatalities, all seat positions (state data)	2022		5 Year	1
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022		Annual	95%

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 22-00

\$85,500.00

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.

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
2022	NHTSA 402	Occupant Protection	\$85,500.00	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 (2016-2020 average) to 0 by December 31, 2022.
- To decrease unrestrained passenger vehicle occupant injuries 25% from 4 (2020) to 3 by December 31, 2022.

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 22-01, 22-02, 22-03

\$161,400.00

Project Description:

Grant funds will be used for payment of overtime costs (302 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 rescheduled for the year 2022. And for the purchase of (1) each laptop for Tinian and Rota to be utilized during educational presentations.

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

Saipan

- Conduct a minimum of (8) 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 during the CIOT campaign.
- Conduct (4) saturation patrols during the CIOT campaign.
- Conduct (2) OP/CR checkpoints during the CPS Week campaign.
- Conduct (2) saturation patrols during the CPS Week campaign.

Tinian

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

Tinian

- Conduct (2) educational presentations at schools during the CIOT campaign.
- Conduct (2) educational presentations at schools during the CPS Week campaign.

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 (2) 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
2022	NHTSA 402	Occupant Protection	\$161,400.00	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)
- (38) technicians (56-Saipan, 2-tinian, 3-Rota)

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 are 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 22-04

\$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
2021	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	2016	2017	2018	2019	2020
Total traffic crashes	2,068	2,315	2139	2,021	1213
Total serious injuries	13	11	9	2	4
Total fatalities	5	5	4	2	2
Total traffic citations issued (traffic violation)	3,095	5,829	3,844	4,729	2,690

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 flights coming in at least (4) times a week, 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 2020, DPS Saipan issued a total of (2,690) traffic citations and made (200) DUI arrests. The DPS Saipan recorded and entertained (1,213) traffic crashes and provided over (309) escorts and directed traffic for highway safety measures. (80) Hit & Run cases were forwarded to HPIU which (66) cases were solved and closed. Furthermore, HPIU responded to (2) traffic fatality and (4) traffic crashes involving serious injuries.

For the island of Rota, according to their data, it shows a decrease in 2020 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.

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 (8) in 2016, (4) in 2017, (8) in 2018, (6) in 2019 and (16) in 2020 total traffic crashes, with (2) serious injuries (1) in 2016, with (1) fatality in 2016, no serious injury was recorded for 2017, 2018, 2019 and 2020. 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
2022	C-1) Number of traffic fatalities)	2022	5 Year	1
2022	C-2) Number of serious injuries in traffic crashes(State crash data files)	2022	5 Year	2
2022	C-6) Number of speeding-related fatalities (State crash data files)	2022	5 Year	1
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2022	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 22-00

\$77,750.00

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
2022	NHTSA 402	Police Traffic	\$77,750.00	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 (2016-2020 average) to 2 by December 31, 2022.
- To decrease serious injuries in traffic-related crashes by 75% from 8 (2016-2020 average) to 6 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 22-01, 22-02, 22-03

\$383,500.00

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.

Funds will also be used for printing of educational materials to be distributed at educational presentations; purchase of office and operational supplies as well as communication costs and fuel reimbursement for Saipan, Tinian and Rota Highway Patrol sections. For purchase of a checkpoint van that was approved in FY20 but not purchased due to supplier inventory shortage (GSA); and for the purchase of pickup truck to replace vehicle purchased in 2013 with mileage of over 180,000; this vehicle will solely be utilized for Highway Patrol purposes. Funds will purchase portable light tower for use during checkpoints. Funds will also purchase (6) motorcycles to replace the ones bought in 2010. Also to replenish old traffic investigation tools such as tarp, spray markers, chalks. And for the purchase of (1) laptop and (1) copier machine to replace the obsolete copier purchased in 2009. Funds will pay for (1) officer to attend 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.
- Provide Basic Traffic Enforcement training to officers to increase their expertise in traffic crashes and increase the DPS Highway Patrol resources.
- 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 2022.
- (2) educational contacts in person throughout the month of April 2022, 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 2021 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 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
2022	NHTSA 402	Police Traffic	\$83,500.00	N/A	N/A

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Pickup Truck	1	\$50,000.00	\$50,000.00	100%	\$50,000.00
Checkpoint Van	1	\$50,000.00	\$50,000.00	100%	\$50,000.00
Portable Light Tower	1	\$10,000.00	\$10,000.00	100%	\$10,000.00
Copier Machine	1	\$10,000.00	\$10,000.00	100%	\$10,000.00
Motorcycles	6	\$30,000.00	\$180,000.00	100%	\$180,000.00

PROGRAM AREA

Communications (Media)

Problem Identification

CRASH DATA	2016	2017	2018	2019	2020
Total traffic crashes	2,068	2,315	2139	2,021	1213
Total serious injuries	13	11	9	2	4
Total fatalities	5	5	4	2	2
Total traffic citations issued (traffic violation)	3,095	5,829	3,844	4,729	2,690

With the lockdown of schools as well as offices being closed (both government and some private agencies), the only public outreach/education we were able to spread awareness with was through media sources such as radio, television, and newspaper. Social media was another media source that was quick and effective.

Some enforcement activities were not possible because of the restrictions as we all had to practice social distancing, so our efforts in reducing traffic crash injuries and fatalities were much of a challenge.

Associated Performance Measures

Source Fiscal Year	Funding Source ID	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (State data files)	2022	5 Year	1
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	2

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 on the dangers of impaired driving (alcohol and drugs), speed, distracted driving, importance of seat belts and child restraints, motorcycle safety, pedestrian & bicycle safety. 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 22-01

Project Cost: \$49,000.00

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 (localized) 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
2022	NHTSA 402	Paid Advertising	\$49,000.00	N/A	N/A

Facts About DROWSY DRIVING

ADULTS AGES 18-29 are much more likely to drive while drowsy compared to other age-groups!

MEN are more likely than women to drive while drowsy! (56% vs 45%)

SLEEP DEPRIVATION increases the risk of a sleep-related crash! The more you sleep, the better you drive.

People tend to fall asleep while driving on **HIGH SPEED, LONG, OR RURAL HIGHWAYS.**

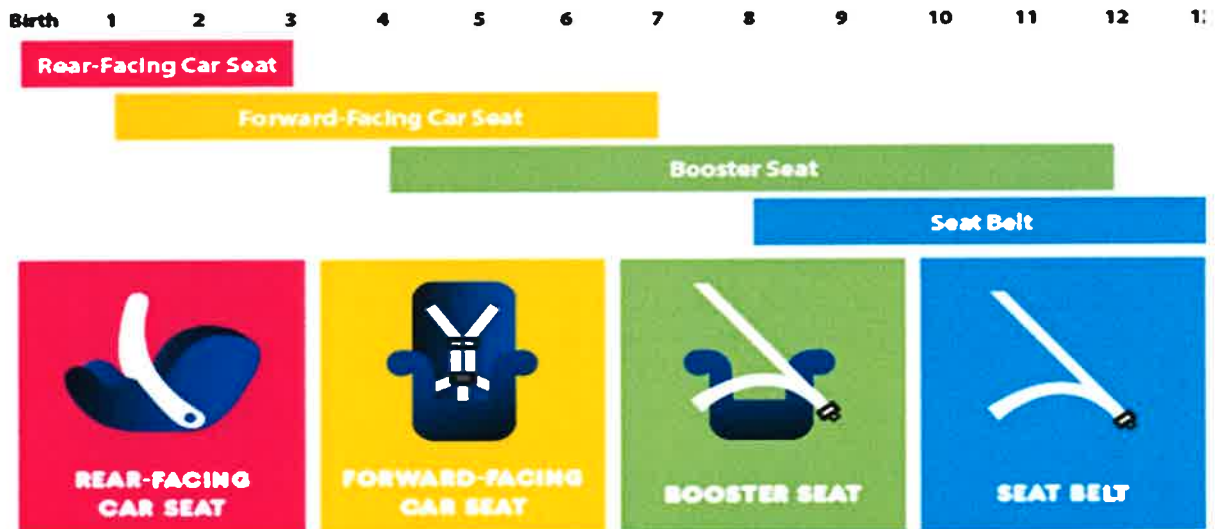
NEARLY 1/4 of adults in the US say they know someone personally who has fallen asleep at the wheel.

Visit sleepfoundation.org/drowsy-driving for more information.
#Awake2Drive

DRIVE SOBER OR GET PULLED OVER

DRIVE SOBER OR GET PULLED OVER

Call 287-7433(RIDE) or 483-7433(RIDE)
FOR A DESIGNATED DRIVER
Fridays & Saturdays: 10:00PM-5:00AM • Sundays: 2:00PM-6:00PM



For more information contact

CNMI
Department of Public Safety

Highway Safety Office
(670) 664-9121/9125/9131

Highway Patrol Office
(670) 664-9084/85

or visit
www.dps.gov.mp

Public Law 19-11

NHTSA
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CLICK IT OR TICKET DAY & NIGHT!

DRIVE SOBER OR GET PULLED OVER

buzzed driving is drunk driving

IF YOU FEEL DIFFERENT YOU DRIVE DIFFERENT DRIVE HIGH SET A DUI!

EVERYONE IS A PEDESTRIAN

U PAY

Public Law 19-11

Commonwealth of the Northern Mariana Islands

Public Laws for Highway Safety

Public Law 19-11

DRIVING UNDER THE INFLUENCE

Public Law 19-11

§7105 (a-1,2,3)
A person shall not drive, or operate any vehicle while having a Blood Alcohol Concentration (BAC) of 0.08 percent or more under the influence of alcohol; or under the influence of any drug or combination of drugs to a degree which renders a person incapable of driving

	FINES	JAILTIME	LICENSE SUSPENSION
1st Offense	\$500 - \$1000	3 days - 1 yr	30 days - 6 mo.
2nd/Subsequent Offense	\$1000	30 days - 1 yr	6 mo. - 1 yr.

§7105(a-5)
A person under the age of 21 shall not drive or operate any vehicle while having a BAC of 0.01 percent or more under the influence of alcohol

OPEN CONTAINER
Public Law 19-11

§5453 (A,B,C)
Prohibits the consumption of any alcoholic beverage while driving, and prohibits the possession of an open container of any alcoholic beverage while in the motor vehicle including the passenger compartment, utility compartment and trunk-bed

DISTRACTED DRIVING
Public Law 21-17

§5502(a)
Prohibits the use of hand held mobile electronic devices while driving

§5502(a)
\$300 fine for the first offense and \$500 for each subsequent after

SEAT BELT

Public Law 19-11

§4108(d)
Every person during transit in a passenger motor vehicle, except a motor cycle, moped or motor bus shall wear a seat belt

§4108(e-1)
Every child under 5 years of age or under 80 pounds in weight or 54 inches in height should be secured in a restraint system (car seat) properly installed in the vehicle

§4108(g)
The driver of any vehicle shall be responsible for compliance with the provisions of this section. Any violation of this section shall be punishable by a minimum fine of \$25. Any violation of subsection (e) of this section shall be punishable by a minimum fine of \$250

PEDESTRIAN SAFETY
Public Law 19-11

§5401(b)
Prior to driving over or upon any sidewalk or pedestrian path, the operator of any motor vehicle shall yield the right of way to any approaching pedestrian.

§5402(a)
All vehicles shall yield the right of way to a pedestrian crossing the highway within any marked crosswalk or within any unmarked crosswalk at an intersection

§5407(b)
Pedestrians shall walk along the left side of the highway or the shoulder facing traffic

§5408
Every vehicle operator shall exercise due care to avoid colliding with any pedestrian

SPEED LIMITS

Public Law 19-11

§5281(a)
All motor vehicles traveling upon the public highway shall be operated at a careful, prudent rate of speed

§5207
It is unlawful for the operator of any vehicle to disobey the instructions of any official traffic sign placed

70% of fatal motor vehicle crashes in the CNMI are SPEED related
(based on 2015 - 2019 crash data)

§5251(c)
Speeds in excess of 45mph are unlawful

§5251(b)
In no event shall any motor vehicle be operated at a speed greater than will permit it to be stopped within the assured clear distance ahead

BICYCLE SAFETY

Public Law 19-11

§5751
Traffic laws also apply to persons on bicycles. While operated on any highway, they are considered a vehicle for purposes of highway traffic operation regulations and control

§5751(a,b)
Persons riding bicycles upon a highway may not ride more than two abreast except on paths or parts of highways set aside for the exclusive use of bicycles. Wherever a usable path for bicycles has been provided adjacent to a highway, bicycle riders shall use the path and not the highway

MOTORCYCLE SAFETY

Public Law 19-11

§5703
Operators and passengers of a motorcycle, motor scooter, or moped, while being operated on any highway shall wear safety helmets

§5705 (d,e)
Motorcycles, motor scooters, and mopeds may not be operated more than two abreast in a single lane. They shall be operated on the right lane of the highway at all times, except when making a turn

PROGRAM AREA

Impaired Driving (Alcohol and Drugs)

Problem Identification

IMPAIRED DATA	2016	2017	2018	2019	2020
Total DUI Arrests (Alcohol and .08 BAC or more)	161	250	216	179	200
Total DUI Arrests (Alcohol less than .08 BAC)	27	65	62	43	20
Total alcohol related crashes	57	88	87	86	65
Total alcohol related serious injuries	10	7	8	1	4
Total alcohol related fatalities	3	3	4	0	2

Data above shows numbers have increased and decreased in some areas. A compilation of all three islands, shows that we had an increase in DUI arrests and serious injuries which included two fatalities. The impact of the shutdown has made it difficult for our officers to be out there doing enforcement as well as community outreach. Now having the community on lockdown, gives them the opportunity to stay home and consume more alcohol. Without any extracurricular activities of going to the gym, beaches, or other outdoor activities, consuming alcohol at home could be more dangerous. With the assumption that other members of the community are at home, impaired drivers take on that chance of getting into a vehicle and travelling elsewhere to get more alcohol or decide to just go for the ride. But law enforcement and the HSO continue to work hard to educate the public on the danger of driving under the influence and how important it is to plan ahead and designate a sober driver whether it be via radio, newspaper, television or social media. And again, because the islands of Rota and Tinian are small, motorists think that because of the close proximity between party sites/bar establishments and residences, there is no danger of driving after drinking due to the short distance involved.

An increase in use of illegal drugs is still on the rise, which affected crime rates with burglary and theft.

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 address: 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 and also recertify the 3 (currently expired – recertification scheduled for July 2021) DREs.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	2022	5 Year	1

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 22-00

\$85,200.00

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
2022	NHTSA 402	Impaired Driving	\$85,200.00	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 acquisition of a Fatal Vision Roadster Pedal Kart will enhance our educational efforts 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 50% from 2 (2016-2020 average) to 1 by December 31, 2022.
- To decrease alcohol related crashes by 10% from 65 (2016-2020 average) to 58 by December 31, 2022.

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 22-01,02,03

\$225,650.00

Project Description:

Funds will be used to pay for training costs of instructors for ARIDE, DRE recertification and SFST as well as send (2) officers to Lifesavers Conference; printing of banners and brochures for distribution during checkpoints and at community events; operational supplies; Holiday Season designated driver program; and for overtime costs (500 hours) of officers to conduct HVE activities such as checkpoints and saturation patrols. Also included is the purchase of field breath drug test instruments and accessories. This portable instrument (WipeAlyser) is to be used along with the oral drug test kit for Driving Under the Influence of Drugs enforcement activities on the highways. It analyzes and stores drug test kit results, which then allows the officers to document, store and print out the results indicating date, time, name of individual being tested. This ensures accountability of the tests administered. Funds will also procure a Fatal Vision Roadster Pedal Kart and accessories and include freight and handling.

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

- 7 checkpoints during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in July and August.
- 5 saturation patrols between November 30 – January 02, 2022.

Tinian

- 5 checkpoints during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in August.
- 6 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

- 8 per year (2 per quarter) from Nov 2021 thru September 2022.

Tinian

- 6 per year (2 during island’s main fiestas/ 1 movie night / 1 career day / 2 during the holiday season campaign.

The DPS HP Sections on all (3) islands have personnel that need to be ARIDE certified. Contractual services for ARIDE class as well as to re-certify the (3) DREs. Total contractual cost will be split in half between Guam and the CNMI.

Saipan – 60 to be ARIDE certified.

- 3 DREs to be recertified.

Rota – 6 to be ARIDE certified.

Tinian – 4 to attend SFST training in Saipan.

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

- SFST - 103
- ARIDE - 25 (numbers decreased with officers transferring or resigning)
- DRE - 03 (currently expired - recertification scheduled for July 2021)

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
2022	NHTSA 402	Impaired Driving	\$215,650.00	N/A	N/A

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Field Breath Drug Test Instrument (WipeAlyser)	2	\$5,000.00	\$10,000.00	100%	\$10,000.00

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	2022	5 Year	1

PROGRAM AREA

Speed Enforcement

Problem Identification

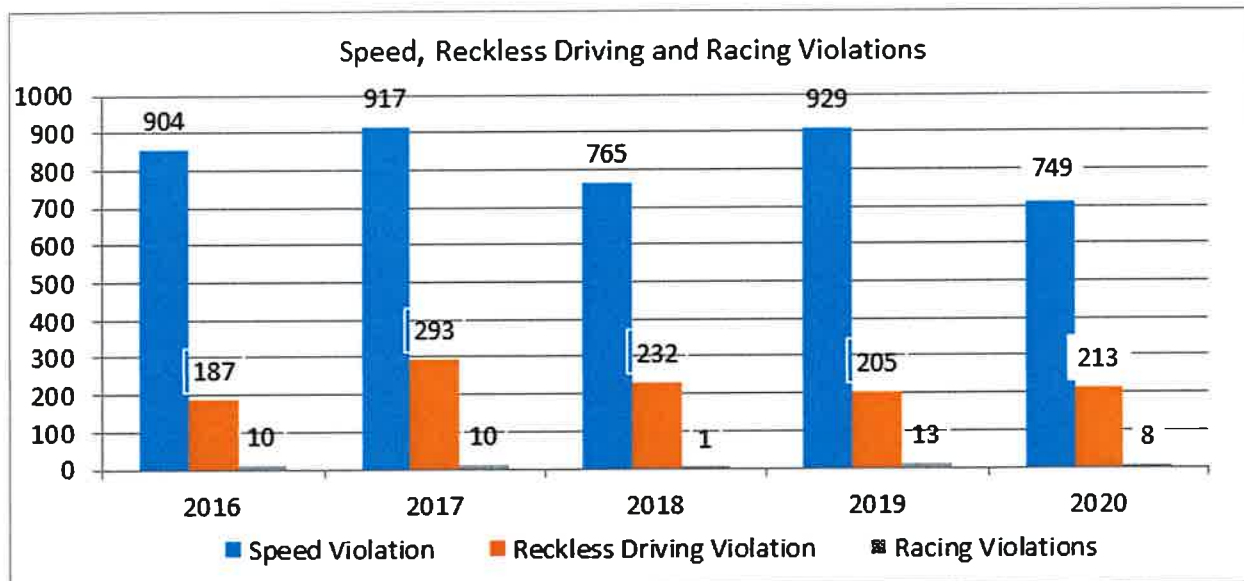
Based on the graph below, aside from reckless driving, our numbers have decreased. These numbers have been greatly affected with the shutdown that was implemented during the pandemic. With the continuous use of speed measuring devices, officers were able to combat violators on our roadways. But even with that, we encountered two fatalities this year.

Stationary speed enforcement utilizing marked vehicles has become a common sight for the motorists, as they would reduce their speed once they notice police vehicles and then continue speeding when they are out of sight. Furthermore, when officers are parked on the shoulder of highways while conducting laser speed enforcement, the vehicles traveling on the opposite lane will alert oncoming motorists by flashing their headlamps. Therefore, low visibility covert enforcement activities are conducted to apprehend speeding motorists.

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.

Illegal drag racing and high speed competitions are still happening involving drivers ages 17-35yrs. A few years ago, HP officers responded to crashes involving serious injuries and fatalities. However, in more recent years these racers place “spotters” throughout that stretch of road, warning them once they see officers in unmarked vehicles, therefore causing difficulty for officers to apprehend them.

	2016	2017	2018	2019	2020
Speed Violation	904	917	765	929	749
Reckless Driving Violation	187	293	232	205	213
Racing Violations	10	10	1	13	8



Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (State crash data files)	2022	5 Year	1
2022	C-2) Number of serious injuries in traffic crashes(State crash data files)	2022	5 Year	2
2022	C-6) Number of speeding-related fatalities (State crash data files)	2022	5 Year	1
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2022	5 Year	0

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 50% from 2 during fiscal year 2020 to 1 by September 30, 2022.
- To decrease serious injuries in speed-related crashes by 33.33% from 04 during fiscal year 2020 to 3 by September 30, 2022.

Linkage Between Program Area

Speed management involves enforcement, education, training of officers, 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 22-01

\$34,100.00

Project Description:

The DPS HP personnel will continue to conduct enforcement activities and educational presentations during regular shifts (day and night). Funds will be used to purchase (1) On-Board Diagnostic (OBD) scan tool to be utilized during crash investigation, and send two officers for training on the equipment. 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 dangerous 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
2022	NHTSA 402	Speed Enforcement	\$19,100.00	N/A	N/A

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
OBD II Scan	1	\$15,000.00	\$15,000.00	100%	\$15,000.00

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.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-T-1) Average number of days from crash date to entry into centralized database.	2022	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 22-00

\$68,600.00

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
2022		NHTSA 402	Traffic Records	\$68,600.00	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 22-01

\$130,000.00

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; purchase of e-citation equipment to completely equip Highway Patrol and Patrol vehicles.

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
2022		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	20	\$4,000.00	\$80,000.00	100%	\$80,000.00

PROGRAM AREA

Pedestrian & Bicycle Safety

Problem Identification

PEDESTRIAN DATA	2016	2017	2018	2019	2020
Total auto/pedestrian related traffic crashes	16	37	25	16	13
Total auto/pedestrian related serious injuries	1	6	1	1	1
Total auto/pedestrian related fatalities	0	3	3	1	0

BICYCLE DATA	2016	2017	2018	2019	2020
Total auto/bicycle related traffic crashes	11	8	12	14	5
Total auto/bicycle related serious injuries	0	0	0	0	0
Total auto/bicycle related fatalities	0	0	0	0	0

Data above shows the decrease in the number of traffic related crashes both pedestrian and bicycle related. With the cancellation of at least (4) triathlon events last year because of the pandemic, Saipan's tourism attraction had decreased tremendously.

With our standing order last year to be under lockdown, our local bicycle clubs and runners have also been affected. Enforcement was at a zero and the only awareness we were able to do was media through local radio, newspaper, magazine and television stations. Social media is a plus when it comes to reaching the community at a majority.

But with the new norm, some of these local runners/walkers and bicyclists still need to be reminded of and educated on crossing our highways and roadways safely. Utilizing proper headgear and being visible at all times when out in the dark hours.

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.

Data shows that the CNMI recorded (12) auto/pedestrian related crashes in 2020. In addition, bicycle related traffic crashes decreased from (14) in 2019 to (5) in 2020. In 2020, we had zero traffic fatalities.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-10) Number of pedestrian fatalities (state data crash file)	2022	5 Year	0
2022	C-11) Number of bicyclists fatalities (state data crash file)	2022	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 working with the legislature to have a Jaywalking law 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 maintain fatality rate in pedestrian-related crashes at 0 in 2020 by December 31, 2022.
- To decrease serious injuries related to pedestrian crashes by 50% from 2 (2016-2020 average) to 1 by December 31, 2022.
- To maintain fatalities in bicycle-related crashes by 100% at 0 (2016-2020 average).
- To decrease serious injuries related bicycle crashes by 50% from 2 (2016-2020 average) to 1 by December 31, 2022.

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 22-01

\$42,400.00

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 a minimum of (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 a minimum of (12) zero tolerance enforcements throughout the year at areas that have clearly marked crosswalks. After the Dept. of Public Works completes renovations of the crosswalks requiring work, the enforcement will expand to those areas as well.
- 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
2022	NHTSA 402	Pedestrian & Bicycle Safety	\$42,400.00	N/A	N/A

PROGRAM AREA

Emergency Medical Service

Problem Identification

CRASH DATA	2016	2017	2018	2019	2020
Total traffic crashes	2,068	2,315	2139	2,021	1213
Total serious injuries	13	11	9	2	4
Total fatalities	5	5	4	2	2

EMS Yearly Data Collection

Classification	2016	2017	2018	2019	2020
No. Motor Vehicle Crash (MVC):	193	225	202	196	114
Patient transported from MVC:	147	150	140	116	65
Ambulance Response to MVC:	127	205	213	204	113
Rescue Response to MVC:	94	136	106	84	53
Suppression Response to MVC:	10	21	30	33	18
Medic Response-Rescue Assist to MVC:					
Fatal (MVC):	1	2	3	0	0
Critical (MVC):	10	11	11	2	4
Minor Injury (MVC):	118	154	140	153	85
Non- Injury (MVC):	64	58	48	41	23

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

In 2006, DFEMS purchased an F-450 light rescue vehicle for the purpose of responding to traffic related emergencies. This vehicle is equipped to store extrication tools and equipment to prevent minor or major damages. Due to mechanical issues and wear & tear, the emergency vehicle is currently out of service.

At this time, DFEMS is utilizing a Ford F-150 long bed to store and transport the extrication equipment when responding to traffic related emergencies. Utilizing this vehicle has caused minor damages to the tools and equipment as it does not have a proper storage compartment to safely house the sensitive extrication tools and equipment and it's not equipped with adequate lighting when responding at night.

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

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 during drunk driving campaign

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-2) Number of serious injuries in traffic crashes(State crash data files)	2022	5 Year	2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Emergency Medical Service – Equipment, Education and Conferences

Project Safety Impacts:

Purchase of a Ford F-450 Ford F-450 6 speed Gasoline engine with a custom built compartment light rescue Vehicle. This light rescue vehicle must withstand the continuous use encountered in all traffic related emergencies. This apparatus shall be at least, symmetrically proportioned and constructed with due consideration of the load to be sustained. The apparatus shall be designed and the equipment mounted with due consideration to distribution of load between the front and rear axles so that all specified tools and equipment including personnel will be carried without injuries.

This vehicle will also provide adequate lighting to minimize on-scene time hazards and prevent injuries to responders during night operations

Linkage:

Procure a Ford F-450 6 speed Gasoline engine with a custom built compartment for rescue tools and equipment with emergency lighting.

Rationale

Timely and efficient extrication of patients involved in motor vehicle crashes through the purchase of the emergency response vehicle.

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 22-01 \$42,500.00

Project Description

Funds will be used for the purchase of an Emergency Response Vehicle 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
2022	NHTSA 402	EMS	\$10,000.00	N/A	N/A

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Emergency Response Vehicle	1	130,000.00	\$130,000.00	\$32,500.00 (25%)	\$32,500.00 (25%)

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, impaired driving, and pedestrians. Analysis and identification of the areas of these crashes determine where enforcement efforts will be targeted at and the type of enforcement.

Based on the last five years’ data, (2016-2020):

- Saipan had (18) traffic fatalities and (39) serious injuries.
- (13) fatalities and (39) serious injuries were speed related.
- (12) fatalities and (31) serious injuries were alcohol impaired driving related.
- (7) fatalities and (10) serious injuries were pedestrian related.

In the last five years (in Saipan alone), there were (1,215) DUI arrests. Of the 1,215, (376) resulted in DUI related crashes.

Deployment of Resources

1. The influx of new vehicles coming in, we will aggressively continue conducting speed enforcement. With the aid of the new fleet of police vehicles, we will be at high prone crash locations for more police presence in reducing crashes more frequently.

Therefore, we have determined additional enforcement strategies.

a. We will continue to enforce speed violations on our roadways and highways but we continue to see numbers of speed related crashes involving serious injuries and fatalities and speed violation traffic citations.

We will conduct public education about the consequences of speeding by paid advertisement, and at community events.

b. We will conduct speed enforcement by high visibility, highway patrol and random locations of speed enforcement activities; laser enforcement; and covert speed enforcement with unmarked vehicles. We will also conduct Aggressive Driving Intervention Program (ADIP).

c. Enforcement on all seat belt violations targeting those motorists that are not complying with the CNMI law on child restraints and seat belts in securing their child and passenger alike on every trip. We will conduct selective traffic enforcement on seat belts on a monthly basis.

We will conduct car seats and seat belt checkpoints at different locations as an approach to monitor the proper usage. This will gauge our efforts in seat belt and car seat laws compliance

d. The Highway Patrol continuously enforces our DUI laws. With the COVID pandemic, we have seen an increase of alcoholic consumption either at our local bars establishment or any beach sites. We will continue to conduct sobriety checkpoints and public awareness on the dangers of impaired driving

e. The latest traffic law enacted in March, 2020 “Mobile Electronic Device Restrictions in Vehicle Safety Act” will deter operators on the use of any electronic devices while operating and in control of a motor vehicle. We will conduct distracted driving enforcement.

We will continue to conduct public education on consequences and fines, enforcement operators who are distracted while in control of the vehicle.

f. The Highway Patrol will continue to conduct public outreach and presentations to the community and public and private schools of our current traffic laws and traffic safety issues. Aside from the community and the schools, we will include our dialogues with government agencies that affect public services. Our efforts to continue being proactive to our goals and mission is to maintain the constant consultation with the CNMI Attorney General’s Office and Judiciary on current traffic and case laws.

Effectiveness Monitoring

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

2. 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.

3. The Highway Patrol continuously monitors and enforces pedestrian crosswalk violations on highways and within school zones. We have been meeting with the CNMI Attorney General’s Office on guidance to conduct pedestrian crosswalk enforcement operations, to include public education. We also have been meeting with the Highway Division of the Department of Public Works for the maintenance and upgrade of all pedestrian crosswalks.

High Visibility Enforcement (HVE)

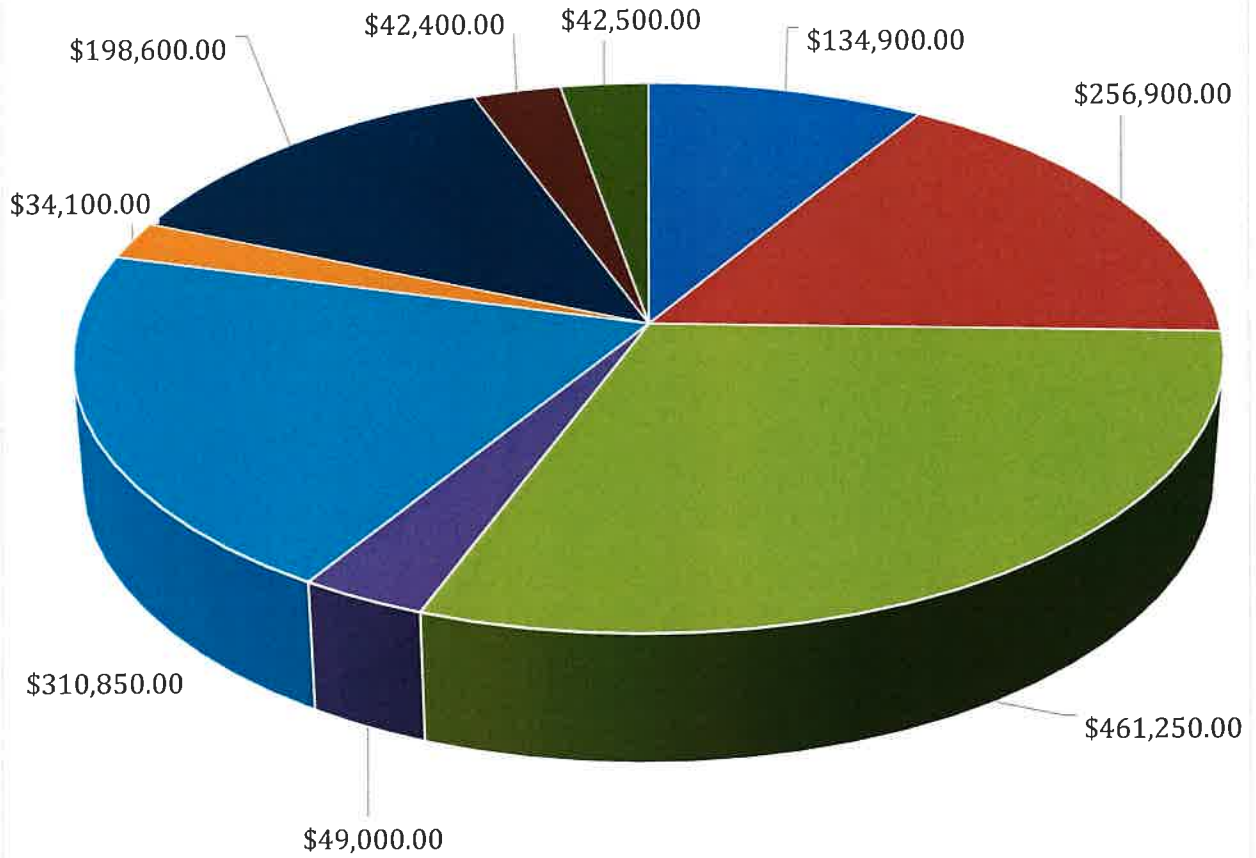
Planned High Visibility Enforcement strategies to support national mobilizations:

Countermeasures Strategy
Communication Campaign: Mass Media Campaigns
Impaired – Enforcement: High Visibility Saturation Patrols / Checkpoints
OP – Enforcement: High Visibility Saturation Patrols / Checkpoints

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

Program Fund Distribution by Program Area - \$1,530,500.00



- Planning & Administration
- Police Traffic Services
- Impaired Driving
- Traffic Records
- Emergency Medical Services
- Occupant Protection
- Communication Media
- Speed Enforcement
- Pedestrian & Bicycle Safety

MASTER PROJECT LIST

Planned Count	Activity	Project No.	Agency	Department	Budgeted Amount	Eligible Use of Funds
1	P & A	PA 22-00 Program Management	HSO	DPS	\$134,900.00	402
2	OP / CR	OP 22-00 Program Management	HSO	DPS	\$ 85,500.00	402
3	OP / CR	OP 22-01 Enforcement / Education / Training	Saipan HP	DPS	\$ 111,400.00	402
4	OP / CR	OP 22-02 Enforcement / Education / Training	Rota HP	DPS	\$ 24,500.00	402
5	OP / CR	OP 22-03 Enforcement / Education / Training	Tinian HP	DPS	\$ 25,500.00	402
6	OP / CR	OP 22-04 Inspection Stations		DPS	\$ 10,000.00	402
				Total	\$ 256,900.00	
7	PTS	PT 22-00 Program Management	HSO	DPS	\$ 77,750.00	402
8	PTS	PT 22-01 Enforcement / Education / Training / Equipment	Saipan HP	DPS	\$ 334,000.00	402
9	PTS	PT 22-02 Enforcement / Education / Training	Rota HP	DPS	\$ 29,500.00	402
10	PTS	PT 22-03 Enforcement / Education / Training	Tinian HP	DPS	\$ 20,000.00	402
				Total	\$ 461,250.00	
11	ID	ID 22-00 Program Management	HSO	DPS	\$ 85,200.00	402
12	ID	ID 22-01 Enforcement / Education / Training / Equipment	Saipan HP	DPS	\$ 143,650.00	402
13	ID	ID 22-02 Enforcement / Education / Training	Rota HP	DPS	\$ 70,000.00	402
14	ID	ID 22-03 Enforcement / Education / Training	Tinian HP	DPS	\$ 12,000.00	402
				Total	\$ 310,850.00	
15	PM	PM 22-01 Paid Media	HSO	DPS	\$ 49,000.00	402
16	PED/BIKE	PS 22-01 Enforcement & Education	Saipan HP	DPS	\$ 42,400.00	402
17	SE	SE 22-01 Enforcement / Education / Training / Equipment	Saipan	DPS	\$ 34,100.00	402
18	TR	TR 22-00 Traffic Record Specialist	HSO	DPS	\$ 68,600.00	402
19	TR	TR 22-01 Maintenance & Support/Equipment	HSO	DPS	\$ 130,000.00	402
				Total	\$ 198,600.00	
20	EMS	EM 22-01 Equipment/Education/Conference	EMS	Dept. of Fire and EMS	\$42,500.00	402
				GRAND TOTAL	\$ 1,530,500.00	

MASTER EQUIPMENT LIST

	Project Number	Equipment	Quantity	Unit Cost	Total Cost
1.	PT 22-01	Pickup Truck	1	\$50,000.00	\$50,000.00
2.	PT 22-01	Checkpoint Van	1	\$50,000.00	\$50,000.00
3.	PT 22-01	Motorcycles	6	\$30,000.00	\$180,000.00
4	PT 22-01	Copier Machine	1	\$10,000.00	\$10,000.00
5.	PT 22-02	Portable Light Tower	1	\$10,000.00	\$10,000.00
6.	ID 22-01	Field Breath Drug Test Instrument (WipeAlyser)	2	\$5,000.00	\$10,000.00
7.	TR 22-01	E-Citation equipment	20	\$4,000.00	\$80,000.00
8.	SE 22-01	On-Board Diagnostic (OBD) II Scanner	1	\$15,000.00	\$15,000.00
9.	EM 22-01	Emergency Response Vehicle	1	\$130,000.00	\$32,500.00 (25%)