

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

Fiscal Year	2019
NHTSA Grant Application	N. MARIANAS - Highway Safety Plan - FY 2019
State Office	Northern Mariana Islands Highway Safety Program
Application Status	Submitted

**Highway Safety Plan****1 Summary information****APPLICATION INFORMATION**

Highway Safety Plan Name:	N. MARIANAS - Highway Safety Plan - FY 2019
Application Version:	6.0

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

**STATUS INFORMATION**

Submitted By:	Margarita Camacho
Submission On:	7/2/2018 7:27 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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**2 Highway safety planning process**

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

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 drug), pedestrian & 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 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 (manually collected and inputted weekly)
- Crash Reporting System (CRS)
- Records Management System (RMS)
- Driver's and Vehicle reports
- Citation/Adjudication report
- EMS/Injury Surveillance report
- Survey results: - Safety Belt and Child Passenger Restraint Usage
  - Attitudinal Survey - indicates highway safety concerns by programs.

**Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

### **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 to reduce traffic crashes, injuries and fatalities in the CNMI highways:

- Department of Public Safety (Highway Safety Office, Highway Patrol, Patrol Division, Bureau of Motor Vehicle, Tourism Orient Policing, Motor Carrier)
- Department of Fire & EMS
- Commonwealth Health Care Corporation
- Commonwealth Ports Authority
- CNMI Courts
- CNMI Legislature
- Office of the Attorney General
- Public School System
- Department of Community & Cultural Affairs (Div. of Youth Services)
- Alcohol, Beverage, Tobacco Control
- Marianas Visitors Bureau
- Business Establishments (stores, car rental companies, tour agencies, radio stations, television company, newspaper & magazine companies, etc.)

**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

The rise of the casino industry since its passage in 2015 to include construction of hotels brought thousands of people to the island of Saipan. The Department of Public Safety (DPS) is working closely with the administration and the legislature to increase the number of law enforcement personnel in the department to ensure sufficient enforcement due to the island's rapid development in the short period of time.

Roadway safety is of even greater concern for everyone due to the influx of tourists and workers, the increase of motorists, vehicles, and roadway activities on our island.

Like motorists, pedestrians and bicyclists are also at a higher risk. Data shows that crashes involving auto-pedestrians and auto-bicycles continue to increase based on the last 3years record.

Speed AND Alcohol are considered to be the main factors to most traffic crashes involving serious injuries and /or fatalities. Based on the last 5year statistics, Saipan recorded 16 traffic fatalities and 57 serious injury crashes (based on 3 year's statistics). 9 (56.25%) of the 16 fatalities and 27 (47.36%) of the 57 serious injuries were due to alcohol. 5 (31.25%) of the 16 fatalities and 37 (64.91%) of the 57 serious injuries were due to speed.

With the visa waiver program afforded to Chinese citizens, the island of Saipan has become a popular destination for Chinese tourists. The growth in the Chinese tourists although good for the economy brings some negative effects. There have been multiple arrests made for the smuggling of the illegal drug methamphetamine (aka "ICE"). With these drugs found in the streets, law enforcement finds motorists operating vehicles driving under the influence of drugs with alcohol. The CNMI Governor leads the "War on Ice" campaign by addressing these problems through appropriation of funds towards the Customs and Border Patrol, Police Department, and Drug Court.

As for Occupant Protection, the surveys conducted in June and November 2017, there was a reduction on occupant restraint from 92.30% to 93.23%. Even with an increase on child restraint usage at 64.53% from 57.17%, it is still low and much work such as more public education and enforcement need to be done.

**Saipan**

	2015	2016	2017
Fatalities	0	4	5
Injuries: Serious	13	13	11
Citations Issued:			
Speed	791	855	917
Seat Belt	220	697	1090
Child Restraint	52	46	73
DUI Arrests	102	188	315
Hit & Run	76	171	87

Pedestrian	26	30	37
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**Rota**

	2015	2016	2017
Fatalities	0	0	1
Injuries: Serious	1	0	0
Citations Issued:			
Speed	28	7	30
Seat Belt	104	113	65
Child Restraint	16	2	0
DUI Arrests	2	2	5
Hit & Run	0	0	0
Pedestrian	0	0	0

**Tinian**

	2015	2016	2017
Fatalities	0	1	0
Injuries: Serious	2	1	0
Citations Issued:			
Speed	0	1	0
Seat Belt	6	4	0
Child Restraint	0	0	0
DUI Arrests	0	1	0

Hit & Run	0	0	0
Pedestrian	0	0	0

**Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

- Each year around February/March, the Highway Safety Office sends out letters to potential applicants (these applicants are both current grantees and agencies that have expressed interest in applying for grants).
- A meeting date is scheduled for each of the agency applicants. At this meeting we discuss the entire application process and advise them that projects should be developed to reduce traffic fatalities and injuries through increased enforcement, public awareness, an /or additional laws or policies to improve public observance of traffic safety.
- Project Identification
- Targets and Objectives
- Strategies and Activities
- Budget Itemization
- Application selection is based on applicant's prior year's performance, proposed activities and how they would address problem identifications and how it will improve highway safety in the different program areas. We look at data or statistics used to identify their problem identification addressing who, what, where, and when. We also look at prior year's project completion.
- Once review is completed and selection has been made, letters are sent out to each applicant advising that their applications have been approved.

A Project Agreement is prepared which includes:

- 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.

The CNMI HSO currently has the following grantees:

- Saipan Highway Patrol Division (6 applications)
- Rota Highway Patrol Division (3 applications)
- Tinian Highway Patrol Division (2 applications)
- Dept. of Fire & EMS (2 applications)
- Attorney General's Office (1 application)

**Enter list of information and data sources consulted.**

**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 the crucial part for the development of countermeasures, it is important to maintain data which is timely and accurate.

**None of the U.S. Territories are included in the Fatality Analysis and Reporting System (FARS).**

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

**Crash Data** – The Department of Public Safety (DPS) holds crash data reports. Highway Patrol Officers submits crash data.

**Roadway** – The CNMI Department of Public Works (DPW), 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. The E-Citation project is pending legislation for clarity of signature legality. DPS' goal is to have all sections of the department have E-Citation capability. The E-Citation project will allow citation data to be accessible between DPS, the Attorney General's Office, and the Court.

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

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

**Survey Results**

**Safety Belt and Child Passenger Restraint Usage Surveys / Pre – and Post Event Surveys**

The CNMI being a recipient of Section 402 and 405(b) funding and is required to conduct two (2) observational safety belt surveys; one in March and the other in September. This survey identifies the impact of the enforcement and educational efforts during the Click-It-Or-Ticket and Child Passenger Safety campaigns.

**Attitudinal Survey** - indicates highway safety concerns by programs

**Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

While the CNMI does not participate in a Strategic Highway Safety Planning process, all available data is collected and used for traffic safety planning purposes.

- No VMT

- No FARS

### 3 Performance report

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
C-3) Fatalities/VMT (FARS, FHWA)	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
C-6) Number of speeding-related fatalities (FARS)	Not Met
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

#### C-1) Number of traffic fatalities (FARS)

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

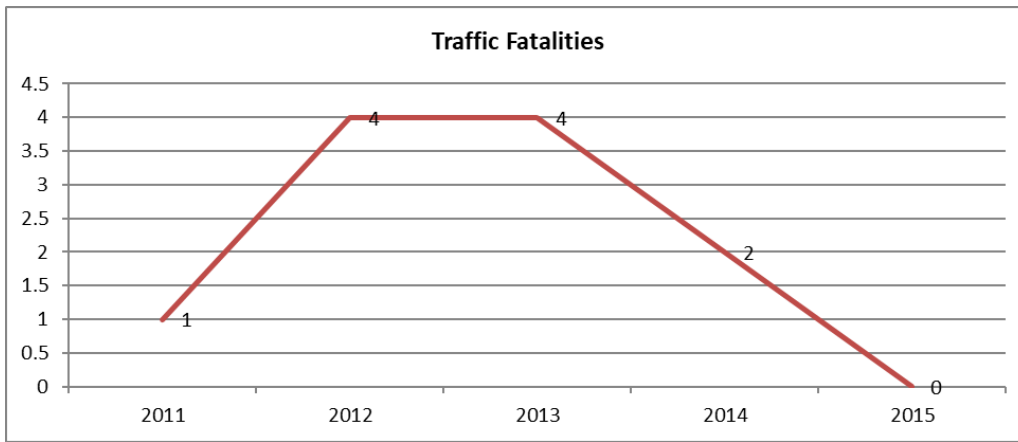
CNMI is not included in the FARS reporting system; however State data was utilized.

CNMI's goal was to decrease total fatalities by 100% from 2 (2011-2015 average) to 0 by 2018.

(There were 5 traffic fatalities in 2017).

#### C-1: Traffic Fatalities: 2011—2015

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	1	4	4	2	0



**C-2) Number of serious injuries in traffic crashes (State crash data files)**

Progress: Not Met

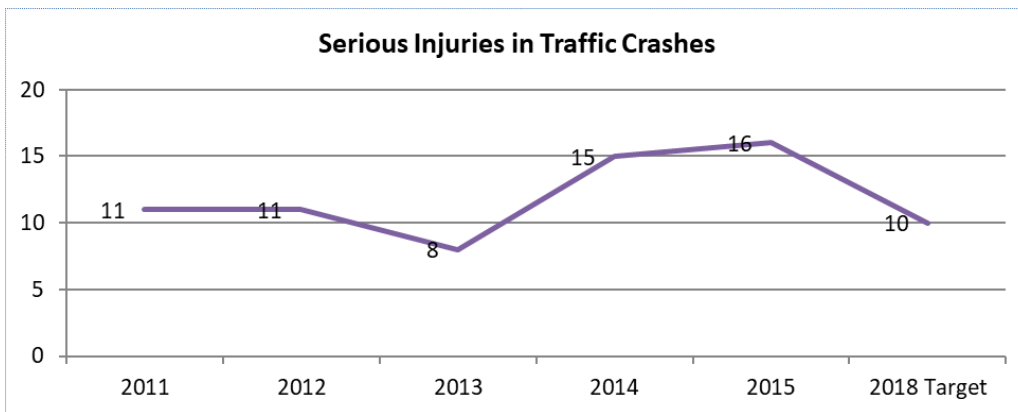
**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

CNMI's goal was to decrease serious traffic injuries by 83% from 12 (2011-2015 average) to 10 by 2018.

(There were 11 serious traffic injuries in 2017).

**C-2: Traffic Serious Injury Reduction (Traffic Crashes): 2011-2015**

Year:	2011	2012	2013	2014	2015
Actual numbers:	11	11	8	15	16



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

Progress: Not Met

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Not Applicable to the territories.

**C-3: Fatalities / Vehicle Miles Travel (VMT)**



**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Progress: In Progress

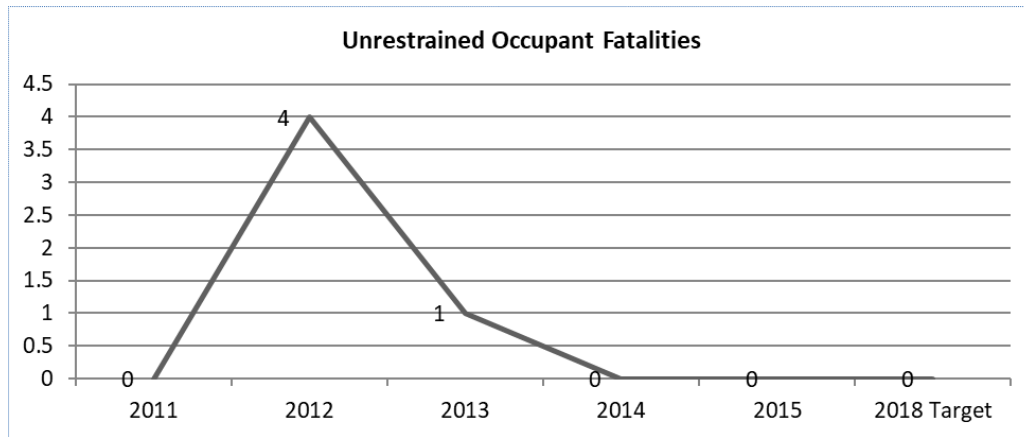
**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

CNMI is not included in FARS reporting system; however state data was utilized.

CNMI's goal was to decrease unrestrained passenger vehicle occupant fatalities, all seat positions by 100% from 1 (2011-2015 average) to 0 by 2018.

**C-4: Number of Unrestrained Occupant Fatalities: 2011-2015**

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	0	4	1	0	0



**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Progress: Not Met

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

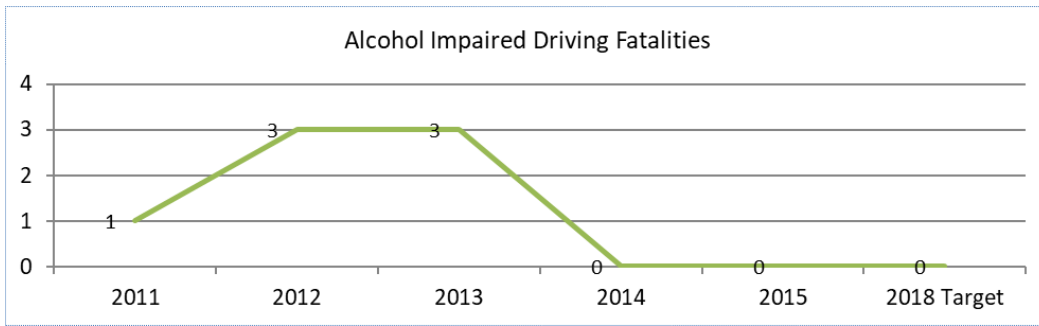
The CNMI is not included in FARS reporting system; however state data was utilized.

CNMI's goal was to decrease Alcohol Impaired Driving Fatalities 100% from 1 (2011-2015 average) to 0 by 2018.

(There were 3 fatalities in 2017).

**C-5: Number of Alcohol Impaired Driving Fatalities: 2011-2015**

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	1	3	3	0	0



**C-6) Number of speeding-related fatalities (FARS)**

Progress: Not Met

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

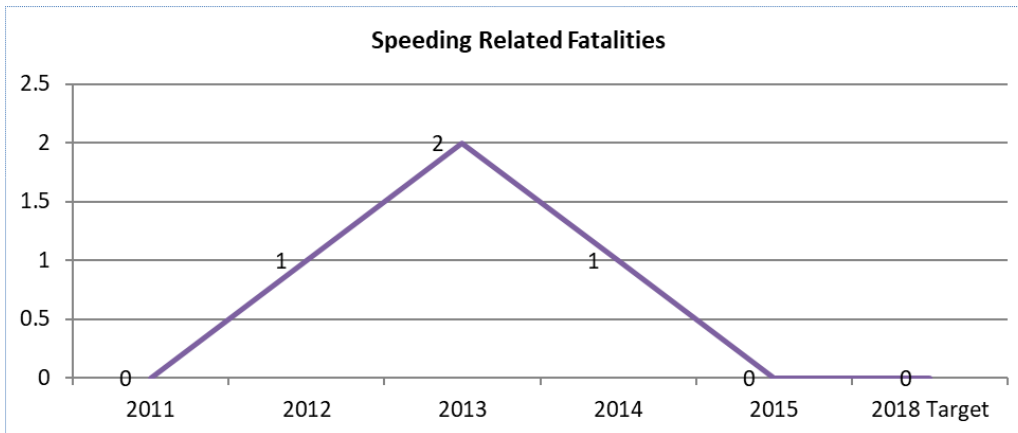
CNMI is not included in the FARS reporting system; however State data was utilized.

CNMI's goal was to decrease Speeding Related Fatalities by 100% from 1 (2011-2015 average) to 0 by 2018.

(There were 2 Speed related fatalities in 2017).

**C6: Number of Speeding Related Fatalities: 2011-2015**

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	0	1	2	1	0



**C-7) Number of motorcyclist fatalities (FARS)**

Progress: In Progress

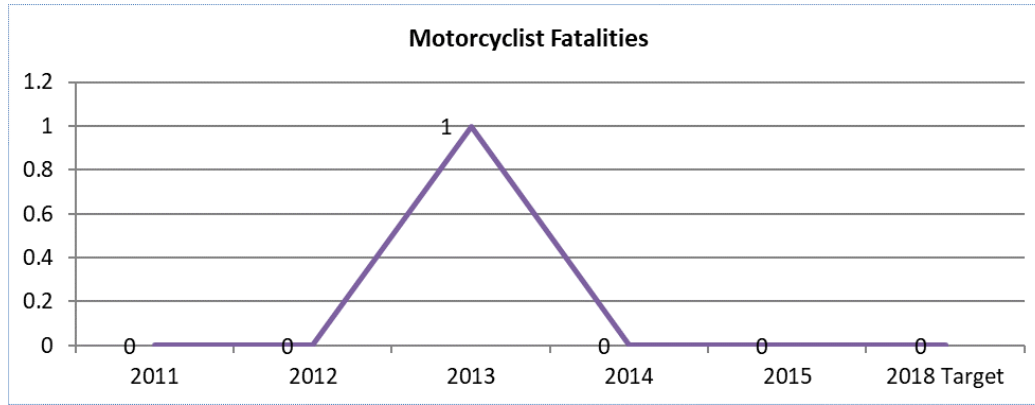
**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

The CNMI is not included in FARS reporting system; however State data is utilized.

CNMI's goal was to decrease Motorcycle Fatalities by 100% from 1 (2011-2015 average) to 0 by 2018.

**C-7: Number of Motorcyclist Fatalities: 2011-2015**

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	0	0	1	0	0



**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: In Progress

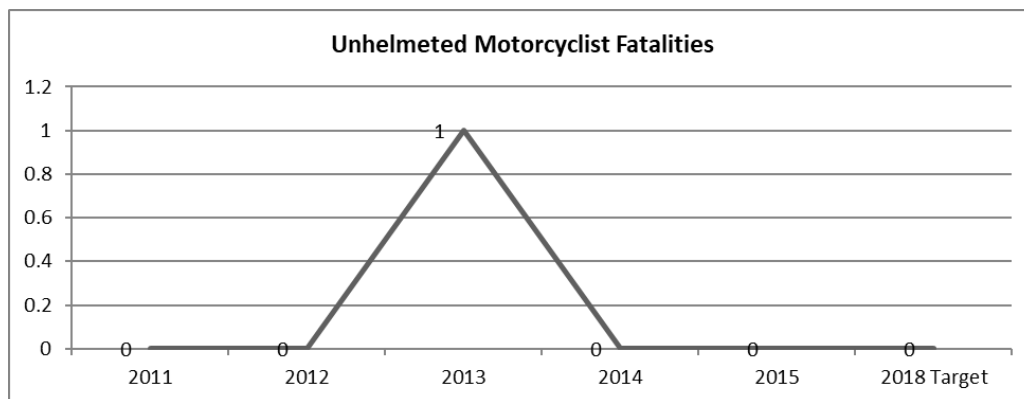
**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The CNMI is not included in FARS reporting system; however State data is utilized.

CNMI's goal was to decrease Unhelmeted Motorcyclist Fatalities 100% from 1 (2011-2015 average) to 0 by 2018.

**C-8: Unhelmeted Motorcyclist Fatalities: 2011-2015**

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	0	0	1	0	0



**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Progress: In Progress

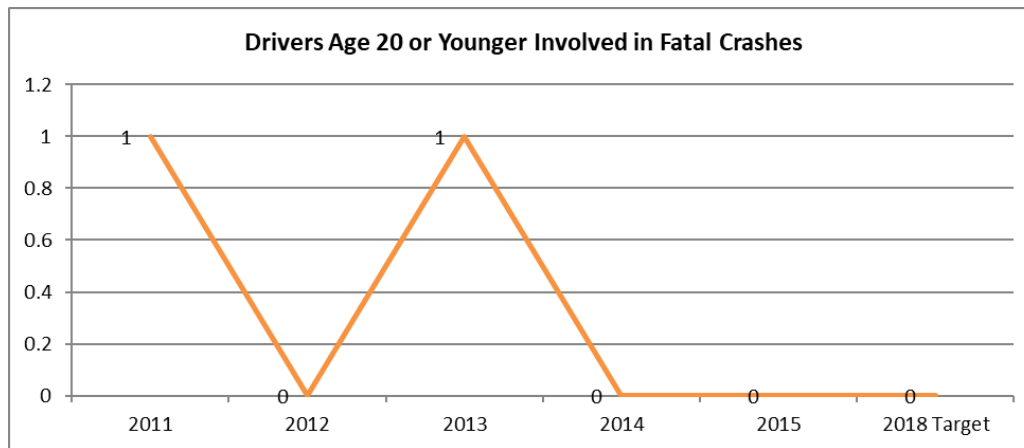
**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

The CNMI is not included in FARS reporting system; however Stata data is utilized.

CNMI's goal was to decrease Drivers Age 20 or Younger involved in fatal crashes by 100% from 1 (2011-2015 average) to 0 by 2018.

**C-9: Drivers Age 20 or Younger Involved in Fatal Crashes: 2011-2015**

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	1	N/A	1	0	0



**C-10) Number of pedestrian fatalities (FARS)**

Progress: Not Met

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

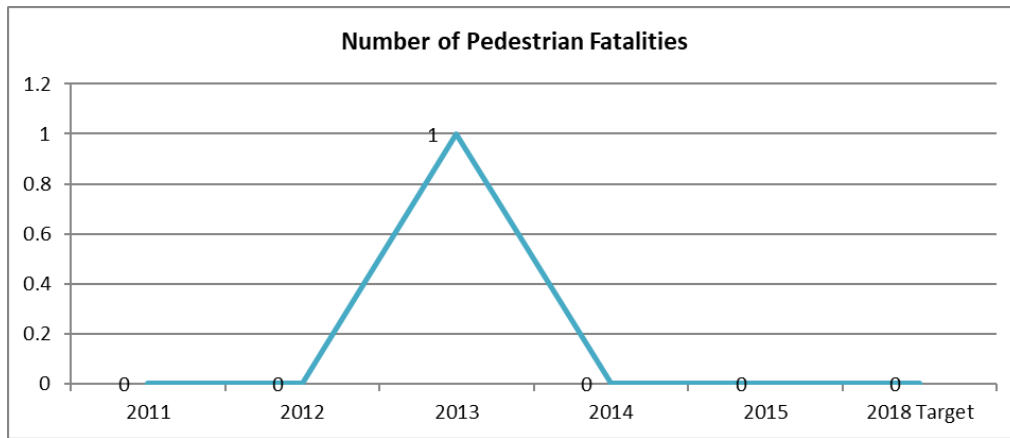
The CNMI is not included in FARS reporting system; however State data is utilized.

CNMI's goal was to decrease Pedestrian Fatalities by 100% from 1 (2011-2015 average) to 0 by 2018.

**C-10: Number of Pedestrian Fatalities: 2011-2015**

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Actual numbers:	0	0	1	0	0

There were 3 pedestrian fatalities in 2017.



**C-11) Number of bicyclists fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

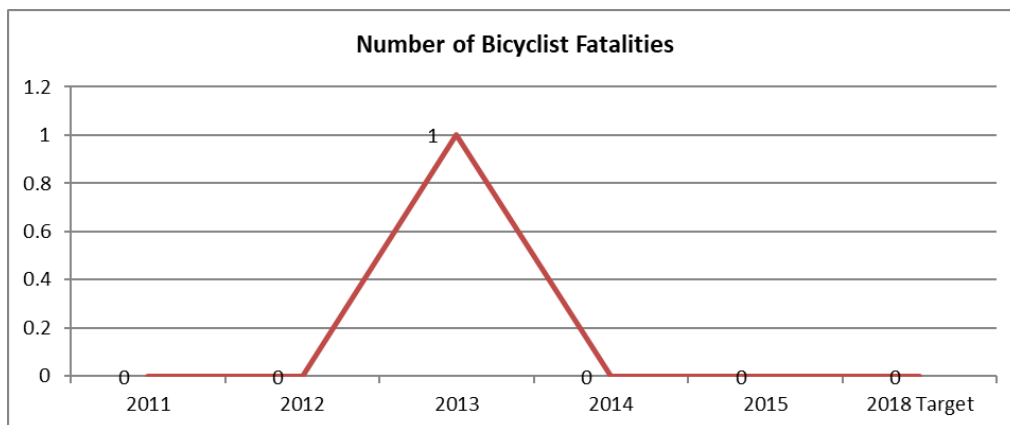
The CNMI is not included in FARS reporting system; however State data is utilized.

CNMI's goal was to decrease Bicyclists Fatalities by 100% from 1 (2011-2015 average) to 0 by 2018.

**C-11: Number of Bicyclist Fatalities: 2011-2015**

Year: 2011    2012    2013    2014    2015

Actual numbers:    0            0            1            0            0



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



**C-1) Number of traffic fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 2.0
Target Period: 5 Year
Target Start Year: 2015

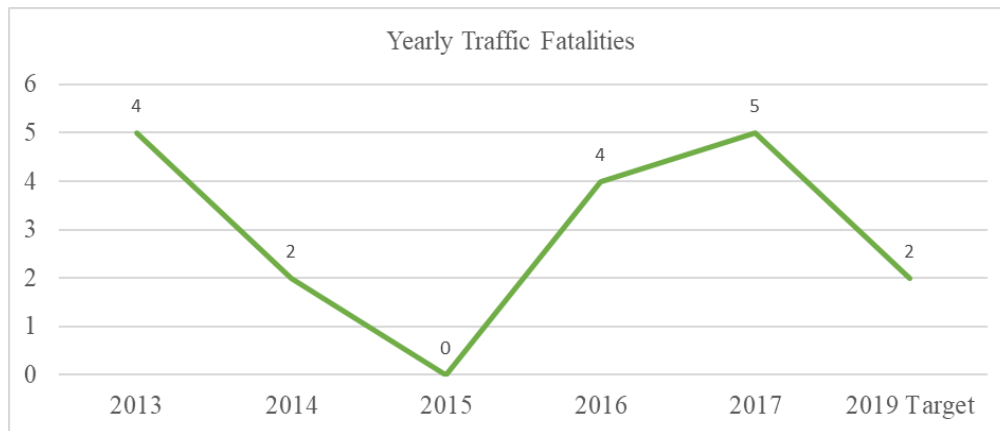
**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-1: Traffic Fatalities in the CNMI: 2013-2017**

Year:                    2013      2014      2015      2016      2017

Actual numbers:      4            2            0            4            5

**The CNMI'S goal is to reduce traffic fatalities by 33% from 3 (2013 to 2017) average to 2 by December 31, 2019.**



CNMI is not included in FARS reporting system; however State data is utilized.

**C-2) Number of serious injuries in traffic crashes (State crash data files)**

**Is this a traffic records system performance measure?**

No

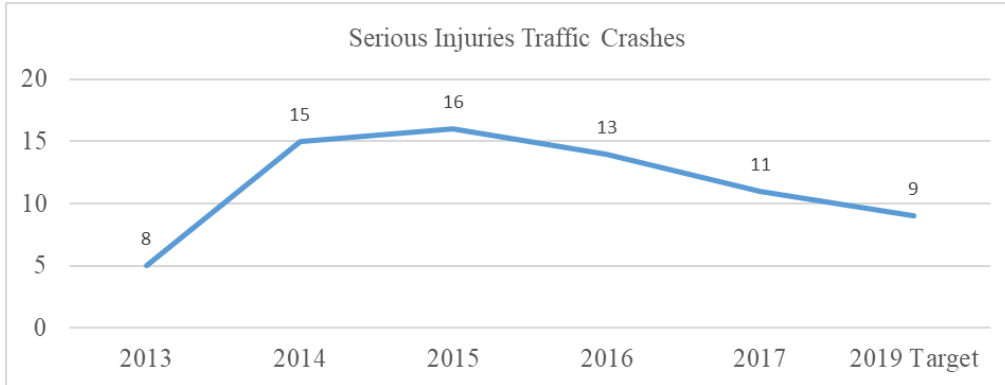
C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 10.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C-2: Traffic Serious Injury Reduction (Traffic Crashes) in the CNMI: 2013-2017**

Year:	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Actual numbers:	8	15	16	14	11

The CNMI's goal is to reduce serious traffic injuries by 17% from 12 (2013-2017 average) to 10 by December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2015

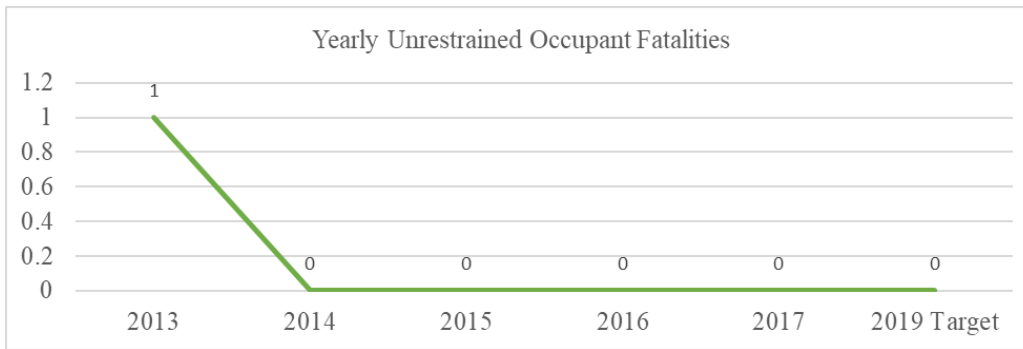
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C-4: Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions: 2013-2017**

Year:	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Actual numbers:	1	0	0	0	0

The CNMI's goal is to decrease unrestrained passenger's vehicle occupant fatalities in all seat positions by 100% from 1 (2013-2017) to 0 by December 31, 2019.





CNMI is not included in FARS reporting system; however State data is utilized.

**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

**Is this a traffic records system performance measure?**

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: 5 Year

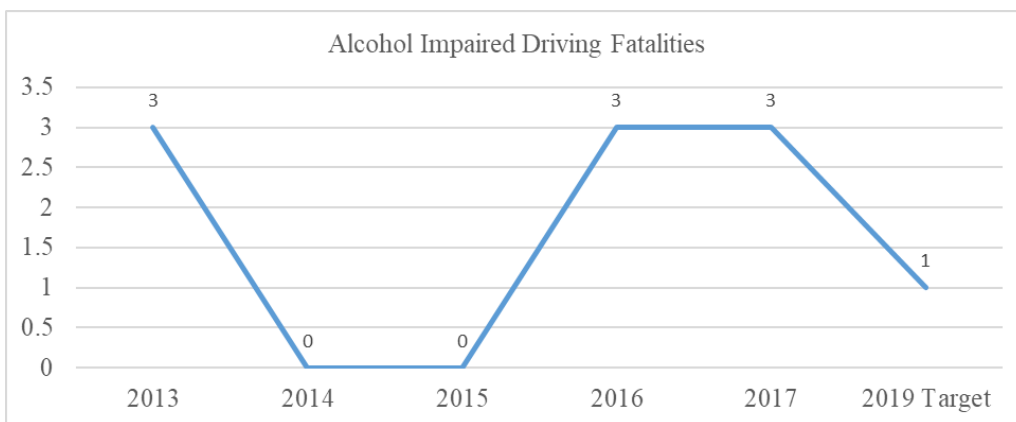
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-5: Number of Alcohol Impaired Driving Fatalities:**

Year:	2013	2014	2015	2016	2017
Actual numbers:	3	0	0	3	3

The CNMI's goal is to decrease the number of alcohol-impaired driving fatalities by 50% from 2 (2013-2017) average) to 1 December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

**C-6) Number of speeding-related fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

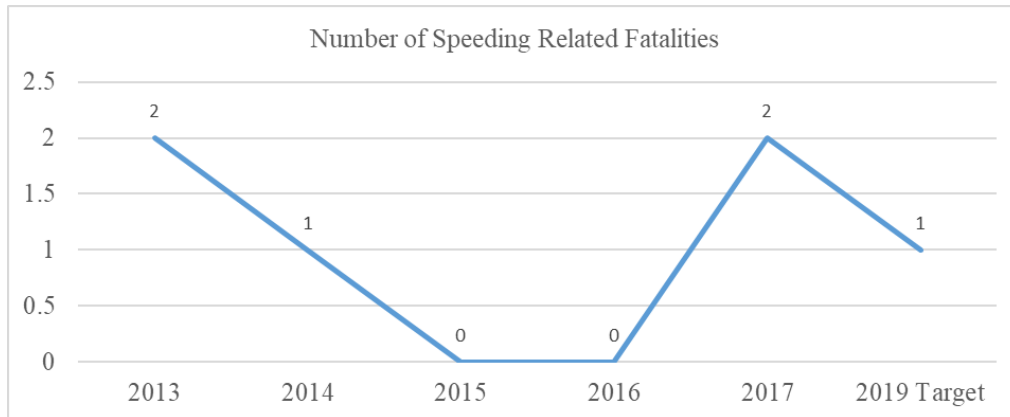
C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-6: Number of Speeding Related Fatalities**

Year:	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Actual numbers:	2	1	0	0	2

The CNMI's goal is to decrease the number of speeding related fatalities by 100 % from 1 (2013-2017 average) to 0 by December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

**C-7) Number of motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0

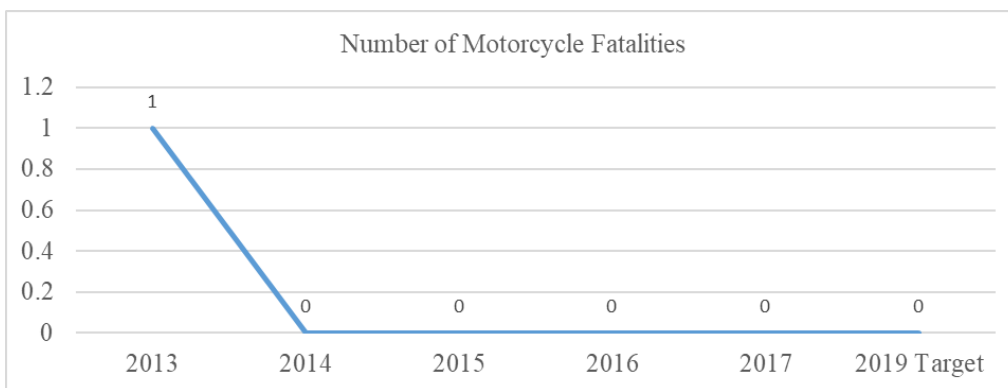
Target Period: 5 Year  
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C-7: Number of Motorcycle Fatalities**

Year:	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Actual numbers:	1	0	0	0	0

The CNMI's goal is to decrease the number of motorcycle related fatalities by 100% from 1 (2013-2017 average) to 0 by December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Is this a traffic records system performance measure?

No

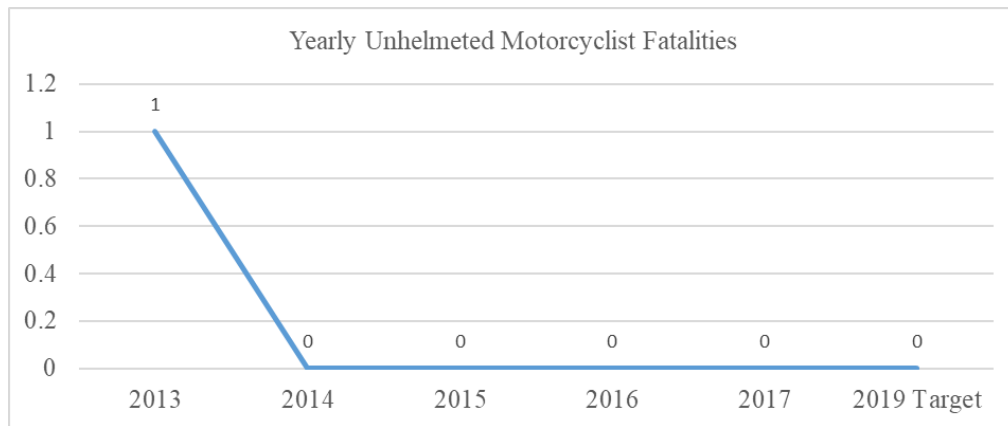
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019  
 Target Metric Type: Numeric  
 Target Value: 0.0  
 Target Period: 5 Year  
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C-8: Unhelmeted Motorcyclist Fatalities**

Year:	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Actual numbers:	0	1	0	0	0

The CNMI's goal is to decrease the number of unhelmeted motorcyclist fatalities from 1 (2013-2017 average) to 0 December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

**Is this a traffic records system performance measure?**

No

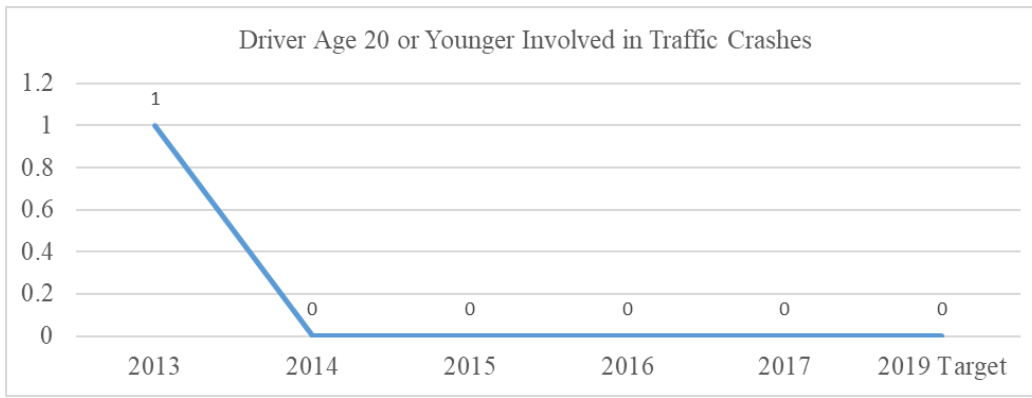
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019  
 Target Metric Type: Numeric  
 Target Value: 0.0  
 Target Period: 5 Year  
 Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

Year:	2013	2014	2015	2016	2017
Actual numbers:	1	0	0	0	0

The CNMI's goal is to decrease the number of drivers age 20 or younger involved in fatal crashes from 1 (2013-2017 average) to 0 December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

**C-10) Number of pedestrian fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

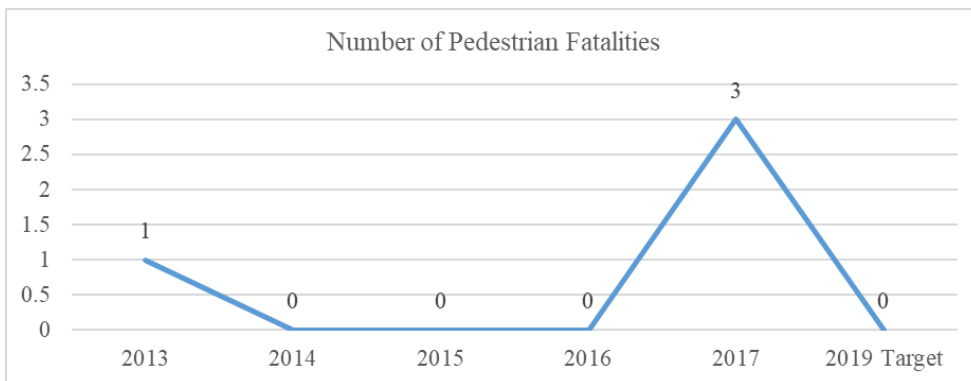
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-10: Number of Pedestrian Fatalities**

Year:	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Actual numbers:	1	0	0	0	3

The CNMI’s goal is to decrease the number pedestrian fatalities by 100% from 1 (2013-2017 average) to 0 by December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

**C-11) Number of bicyclists fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

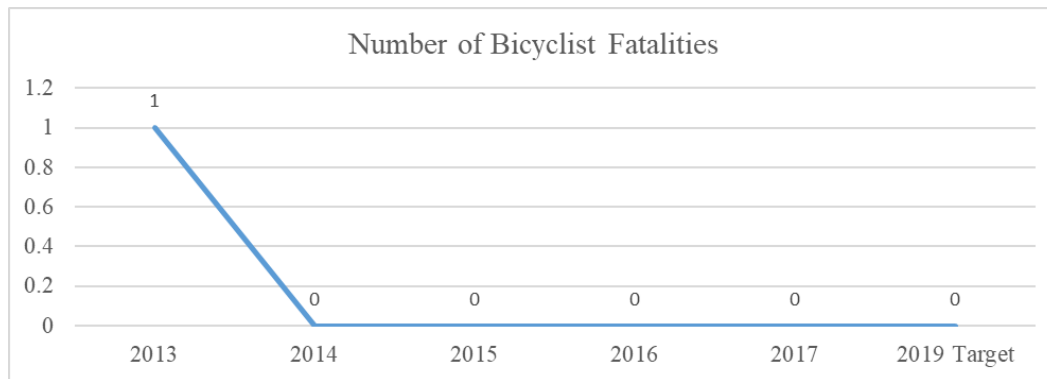
C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-11: Number of Bicyclist Fatalities**

Year:	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Actual numbers:	1	0	0	0	0

The CNMI's goal is to decrease the number of bicycle fatalities from zero 1 (2013-2017 average) to 0 by December 31, 2019.



CNMI is not included in FARS reporting system; however State data is utilized.

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

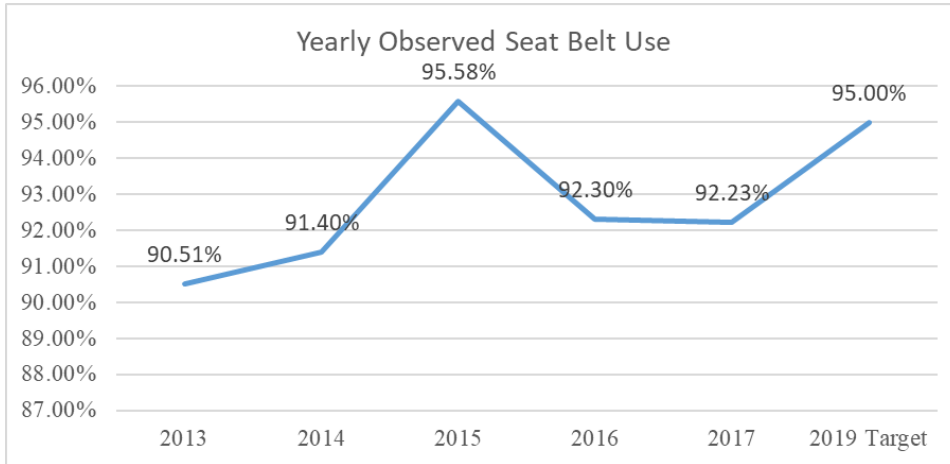
**Is this a traffic records system performance measure?**

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 95.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

CNMI's goal is to increase Occupant Protection restrained usage rate by 3% from 92.4% (2013-2017 average) to 95% in December 31, 2019.



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

**Is this a traffic records system performance measure?**

No

C-3 Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.  No

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Fiscal year	2017
Seat belt citations	943

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

Fiscal year	2017
Impaired driving arrests	284

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Fiscal year	2017
Speeding citations	807

## 5 Program areas

### Program Area Hierarchy

1. Police Traffic Services
  - PTS - Enforcement
    - PTS Enforcement
      - NHTSA 402
  - PTS - Coordinator & Assistant
    - PTS Coordinator & Assistant
      - NHTSA 402
2. Occupant Protection (Adult and Child Passenger Safety)
  - OP Highway Safety Office Program Management
    - OP - Coordinator
      - NHTSA 402
  - OP - Enforcement
    - OP - Enforcement Activities
      - NHTSA 402
  - Child Restraint System Inspection Station(s)
    - Inspection Stations
      - FAST Act 405b OP High
3. Impaired Driving (Drug and Alcohol)
  - Impaired - Enforcement
    - Impaired Enforcement
      - NHTSA 402
  - Impaired - Coordinator
    - Impaired Coordinator
      - NHTSA 402
4. Emergency Medical Services
  - EMS Program
5. Traffic Records
  - TR - Program Management
    - Purchase of E-Citation hardware.



- NHTSA 402
- 6. Speed Management
  - Speed Sustained Enforcement
    - Speed Enforcement
      - NHTSA 402
- 7. Communications (Media)
  - Communication Campaign
    - Media
      - NHTSA 402
- 8. Non-motorized (Pedestrians and Bicyclist)
  - Ped/Bike Communications
    - Ped/Bicycle Communications
      - NHTSA 402
- 9. Planning & Administration
  - (none)
    - Planning & Administration
      - NHTSA 402

## 5.1 Program Area: Police Traffic Services

<b>Program area type</b>	Police Traffic Services
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**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

#### Police Traffic Services - *Saipan*

	2013	2014	2015	2016	2017
Traffic Citations	2109	4445	2502	3063	5829
Traffic & Non-Traffic Crashes	1899	1081	1484	2068	2311
Hit & Run	28	56	76	171	87
Traffic Fatalities	4	2	0	5	5
Involving Serious Injuries	13	29	13	13	11

Involving Minor Injuries	123	280	86	165	154
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Based on above statistics, it is evident that the island of Saipan's highways are getting crowded with more motorists. The number of resources such as vehicles and manpower is minimal while the number of arrests and citations are increasing rapidly. Due to the rapid growth of motorists, efforts are made to increase the number of equipment, vehicles and manpower to battle traffic law violators on the highways.

DPS Highway Patrol Section continues to strive hard in promoting highway safety and enforcing traffic laws daily to all motorists.

#### Police Traffic Services – *Rota*

	2013	2014	2015	2016	2017
Traffic Citations					
Traffic & Non-Traffic Crashes	11	16	11	23	18
Hit & Run	0	0	0	0	0
Traffic Fatalities	0	0	0	0	1
Involving Serious Injuries	0	0	1	0	0

Although the numbers are relatively low, based on population and roadway size, it is still a concern for the Highway Patrol officers. Efforts are still made to minimize total crashes on the island of Rota.

#### Police Traffic Services – *Tinian*

	2013	2014	2015	2016	2017
Traffic Citations	29	6	2	54	157
Traffic & Non-Traffic Crashes	13	13	12	8	7
Hit & Run	0	0	0	0	0
Traffic Fatalities	0	0	0	1	0

Involving Serious Injuries	0	1	2	1	0
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## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	2.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	10.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PTS - Enforcement
2019	PTS - Coordinator & Assistant

### 5.1.1 Countermeasure Strategy: PTS - Enforcement

<b>Program area</b>	Police Traffic Services
<b>Countermeasure strategy</b>	PTS - Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required**

under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**Saipan**

The Police Traffic Services program for the island of Saipan is enforced by the Dept. of Public Safety, Highway Patrol Section. The Highway Patrol Section under the Police Division is divided into three (3) units:

- Selective Traffic Law Enforcement (STLE) unit which conducts daily traffic law enforcements, entertains traffic and non-traffic crashes, provides traffic escorts, and directs traffic at events during daytime hours.
- Driving Under the Influence Enforcement (DUI) unit which conducts traffic law enforcement during the night and early morning hours, entertain traffic and non-traffic crashes, provides traffic escorts, and direct traffic at events and closely monitors for impaired operators on the highway.
- Traffic Investigation Unit (HPIU) are on-call and standby 24/7 to respond to traffic crashes involving serious injuries and fatalities to conduct thorough investigation. HPIU investigates any automobile hit and run incidents, entertains and re-investigates Traffic Crash Reports which are completed by other officers as they are challenged. HPIU assists fellow Highway Patrol officers in finding out the cause of the crash using tools/equipment and special training received.

HPIU works hand in hand with STLE and DUI in assisting daily traffic law enforcement activities and public educational activities. The HP section will continue providing uninterrupted highway safety measures to the public and work effectively to keep our highways safety and conduct accurate and thorough investigations on crashes involving serious injuries or fatalities in a timely manner. Public education activities at schools and at community events will be conducted to explain why safe driving on the highways is important and is part of the CNMI law. Purchase of (2) police vehicles from General Services Administration (GSA) for traffic law enforcement activities.

**Rota**

The Police Traffic Services program for the island of Rota is enforced by the Dept. of Public Safety, Highway Patrol Section. Up until May 2018, there were four (4) officers assigned to the Highway Patrol Section. These four consist of 1 Commander (Lt.), 1 Field Supervisor (Sgt.), and 2 officers and enforce programs such as Impaired Driving, Occupant Protection, Speed, and public awareness/educational presentations are split among them.

The Rota Highway Patrol Section will continue to enforce highway safety measures on the island. Increased number of enforcement activities (checkpoint, saturation patrols, laser speed mobilization); and educational efforts will continue to be performed to address safety issues or concerns. Purchase of (1) police vehicle from GSA for traffic law enforcement activities, AND (2) Radar Speed Measuring device.

**Tinian**

The Police Traffic Services program for the island of Tinian is enforced by the Dept. of Public Safety, Highway Patrol Section. There are three (3) officers assigned to the Highway Patrol Section. These three consist of 1 Commander (Sgt.), and 2 officers and enforce programs such as Impaired Driving, Occupant Protection, Speed, and public awareness/educational presentations are split among them.

The increase in the number of traffic citations issued from 54 in 2016 to 157 in 2017 is an indication of progress by the additional 2 manpower added to the section in 2017. Enforcement and educational efforts will continue to be performed to address safety issues or concerns. Purchase of (1) police vehicle from GSA for traffic enforcement activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Enforcement activities and public educations presentations will be conducted throughout the year on safe driving on Saipan, Rota, and Tinian.

**Saipan**

Once quarterly conduct day and night Zero tolerance traffic enforcements on the highways using (1) High Visibility Enforcement- marked vehicle traffic enforcement; and (2) Low Visibility- rent vehicles for covert traffic law enforcement.

Minimum of 5 public awareness activities yearly will be conducted ; necessary trainings will be offered to officers to increase their expertise in traffic crashes (training will be provided by officers within HP) and increase the number of officers assigned to the HP section as well as better equip them with necessary tools and equipment to perform their duties.

#### **Rota**

Two (2) saturation patrols and laser speed mobilizations will be conducted from Nov. 2018-Sept. 2019, and four (4) mobilizations will be conducted in October during the island's main fiesta events.

Monthly educational presentations at schools and community events will be conducted.

#### **Tinian**

Enforcement activities will be conducted once in the morning and once in the late afternoons/early evening daily for 1 hour each at the areas prone to violations and/or crashes.

Public education will be conducted twice (2x) monthly at high schools, PTA meetings, community events and car rental establishments.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

With the planned enforcement activities and educational awareness outreach efforts, all (3) islands will realize a reduction in traffic crashes with serious injuries and fatalities.

#### **Saipan**

To decrease traffic crash fatalities 50% from 2 in 2014 to 1 by December 31, 2019.

To decrease traffic injuries 10% from 99 in 2015 to 90 by December 31, 2019.

#### **Rota**

To decrease traffic crash fatalities 100% from 1 in 2017 to 0 by December 31, 2019.

To decrease serious traffic injuries 100% from 1 in 2015 to 0 by December 31, 2019.

#### **Tinian**

To decrease traffic crash fatalities 100% from 1 in 2016 to 0 by December 31, 2019.

To decrease traffic injuries 100% from 2 in 2015 to 0 by December 31, 2019.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### **Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
PTS-19-01	PTS Enforcement	PTS - Enforcement

#### **5.1.1.1 Planned Activity: PTS Enforcement**

Planned activity name                   PTS Enforcement

Planned activity number               PTS-19-01

Primary countermeasure strategy   PTS - Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**POLICE TRAFFIC SERVICES**

**POLICE TRAFFIC SERVICES**

Saipan – Police Traffic Services                   (PT 19-01A)                   \$151,500.00

Rota – Police Traffic Services	(PT 19-02A)	\$88,700.00
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Tinian – Police Traffic Services	(PT 19-03A)	\$68,100.00
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<b>TOTAL PROJECT COST</b>		<b>\$308,300.00</b>
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## POLICE TRAFFIC SERVICES

### 1. Project Title: Police Traffic Services- Saipan Highway Patrol Section

#### Project Number: PT 19-01A - Saipan

Project Description: Funds will be used for Highway Patrol Section to continue enforcement of traffic laws on the highways and public outreach to include educational activities at schools and community events on safe driving, conduct HVE's & Low Visibility enforcements, saturation patrols. Funds will be used for program operational costs such as investigation supplies, fuel reimbursement, communication costs; and for the purchase of (2) police vehicles for traffic enforcement. To bring instructors for the At Scene Traffic Crash course.

<b>Operational Cost:</b>	<b>\$46,500.00</b>
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<b>Training:</b>	<b>\$20,000.00</b>
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<b>Vehicle: (2) Police package vehicle from GSA</b>	<b>\$80,000.00</b>
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<b>Quick Mapping Tools:</b>	<b>\$5,000.00</b>
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**TOTAL PROJECT COST: \$151,500.00**

### 1. Project Title: Police Traffic Services- Rota Highway Patrol Section

#### Project Number: PT 19-02A - Rota

Project Description: The Rota Highway Patrol Section will use funds to continue enforcing traffic laws on the highways to include saturation patrols and laser speed enforcement activities. Rota DPS officers will conduct educational activities at schools and community events on



traffic safety. Funds will be used for program operational costs including office and operational supplies, fuel reimbursement for highway patrol vehicles, communication, travel & training, and shipping. Funds will also be used to purchase one (1) police vehicle for traffic law enforcement activities, and two (2) Radar Speed Measuring device. To send (4) to Saipan to attend At Scene Traffic Crash course.

<b>Operational Cost:</b>	<b>\$31,400.00</b>
<b>Training:</b>	<b>\$11,300.00</b>
<b>Vehicle: (1) Police package vehicle from GSA:</b>	<b>\$40,000.00</b>
<b>Quick Mapping Tools:</b>	<b>\$6,000.00</b>

**TOTAL PROJECT COST: \$88,700.00**

**1. Project Title: Police Traffic Services- Tinian Highway Patrol Section**

**Project Number: PT 19-03A - Tinian**

Project Description: Funds will be used for Highway Patrol Section to continue enforcement of traffic laws on the highways and public outreach to include educational activities at schools and community events on safe driving, conduct HVE's & Low Visibility enforcements, saturation patrols. Funds will be used for program operational costs such as supplies, fuel reimbursement, communication costs; and for the purchase of (1) police vehicles for traffic enforcement. To bring (4) to Saipan to attend the At Scene Traffic Crash course.

<b>Operational Cost:</b>	<b>\$16,800.00</b>
<b>Training:</b>	<b>\$11,300.00</b>
<b>Vehicle: (1) Police package vehicle from GSA:</b>	<b>\$40,000.00</b>

**TOTAL PROJECT COST: \$68,100.00**

**Enter intended subrecipients.**

Saipan Dept. of Public Safety, Highway Patrol Section.

Rota Dept. of Public Safety, Highway Patrol Section.

Tinian Dept. of Public Safety, Highway Patrol Section.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 PTS - Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		NHTSA 402	Police Traffic Services	\$308,300.00		

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police Vehicles	4	\$40,000.00	\$160,000.00	\$40,000.00	\$160,000.00

### 5.1.2 Countermeasure Strategy: PTS - Coordinator & Assistant

**Program area** Police Traffic Services

**Countermeasure strategy** PTS - Coordinator & Assistant

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The Police Traffic Services programs for Saipan, Tinian, and Rota are overseen by a Program Coordinator and an Assistant. Their duties consist of:

Enforcement Activities - monitor activities, review reports (after action, monthly, annually).

Plans and coordinates meetings with sub-grantees, partners and highway patrol personnel.  
 Attends training and conferences for advancement on program areas and to stay abreast on program updates.  
 Takes part and coordinates educational presentation at schools, government agencies, and community events.  
 Prepares PTS part on annual highway safety plan development to include collecting of data for problem identification.  
 Prepares PTS program part for annual report.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Police Traffic Services program activities and projects are overseen and managed to ensure program success.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

A coordinated Police Traffic Services program in the islands of Saipan, Tinian, and Rota.  
 Active public awareness and community support program.  
 Active coordination between partners.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-19-00	PTS Coordinator & Assistant	PTS - Coordinator & Assistant

#### 5.1.2.1 Planned Activity: PTS Coordinator & Assistant

Planned activity name	PTS Coordinator & Assistant
Planned activity number	PTS-19-00
Primary countermeasure strategy	PTS - Coordinator & Assistant

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

#### **POLICE TRAFFIC SERVICES**

#### **POLICE TRAFFIC SERVICES**

Saipan – Police Traffic Services Program Mgmt. (PT 19-00)	\$53,600.00
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<b>TOTAL PROJECT COST</b>	<b>\$53,600.00</b>
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#### **POLICE TRAFFIC SERVICES**

##### **1. Project Title: PTS- Highway Safety Program Management**

**Project Number: PT 19-00**

Project Description: Funds will be used for Police Traffic Services Program Manager and Assistant's salary and fringe, and operational costs. This includes supplies, communication, travel to meetings and conferences such as NHTSA Region 9 Partner's / Pre-HSP Meetings, NAWHSL, Lifesavers conference and as well as inter-island program monitoring and other traffic safety conference and training.

**Program Management: \$53,600.00**

**TOTAL PROJECT COST:\$53,600.00**

**Enter intended subrecipients.**

CNMI Department of Public Safety, Highway Safety Office.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 PTS - Coordinator & Assistant

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Police Traffic Services	\$53,600.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)**

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

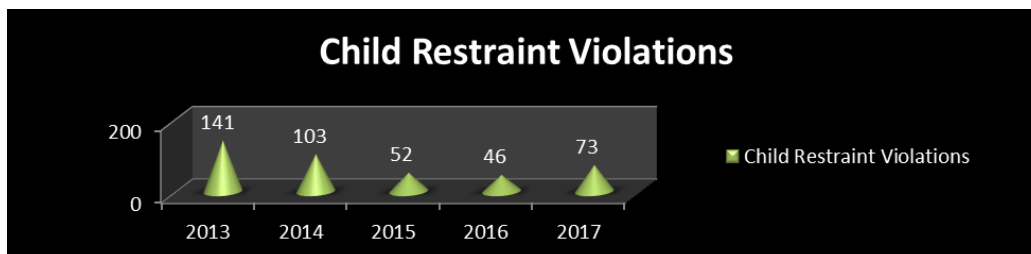
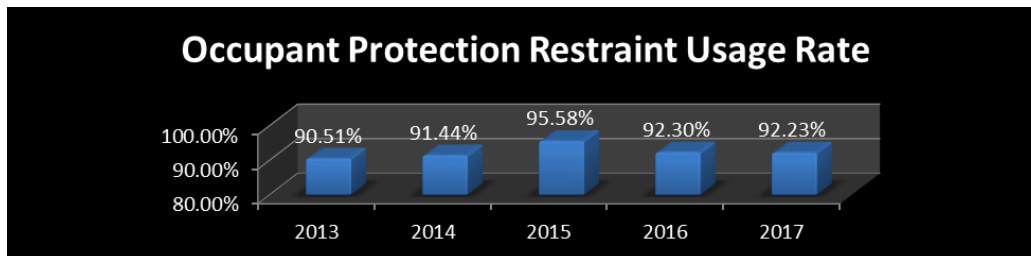
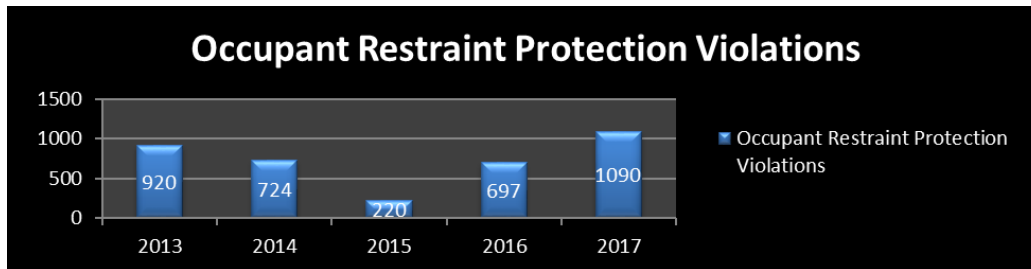
Yes

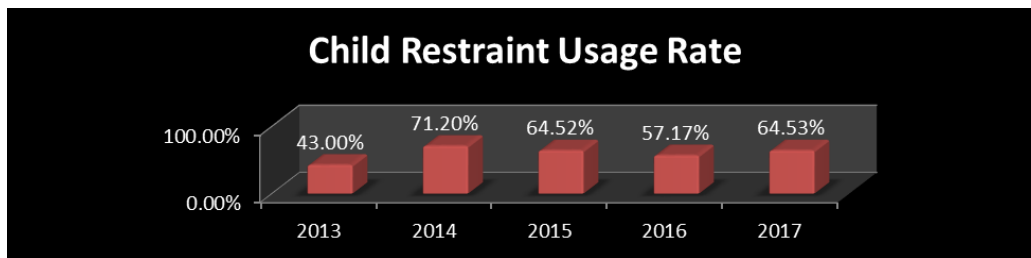
### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

#### Saipan Highway Patrol Section

Through an annual physical survey conducted by DPS Highway Patrol Section in June and November of 2017, it was concluded that occupant restraint usage was at 92.23% and child restraints usage was at 64.53% respectively. The occupant usage has been steady at above 90% in the last five years, which is above average nationwide. DPS Highway Patrol's goal is to reach higher usage rate of above 95% in the next few years. Occupant Restraint (seatbelt) violation is a primary violation where majority of the motorists comply with the with ongoing proactive and reactive efforts by the authorities. However, the authorities face some challenges as there are still some motorists that fail to comply.





The child restraint usage has been steadily low even with great amount of proactive and enforcement efforts by the authorities. The CNMI currently does not have a tint law in place where it is more difficult for authorities to detect and apprehend the child restraint violators on the highways. Due to the said reason, CNMI DPS-Saipan conducts covert law enforcement strategy to combat Child Restraint violations.

Lastly, the low traffic fine of \$25.00 for seat belt violations on adult occupants does not serve as deterrence method. With the help from our legislators with the increased traffic fines especially for repeated offenders for adult seat belt violations will act as deterrence and in return increase the numbers of usage and decrease the numbers of injuries and fatalities as a result.

### Rota Highway Patrol Section

The Rota Department of Public Safety continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2013, 82 safety belts citation were issued for drivers, 54 for passengers and 14 for children. In 2014, 102 safety belts citations were issued to drivers, 45 for passengers, 4 for children. In 2015, 00 safety belts citation were issued for drivers, 00 for passengers, and 00 for children. In 2016, 78 safety belt citations were issued for drivers, 31 for passengers, and 2 for children. In 2017, 48 safety belt citations were issued for drivers, 17 for passengers, and 0 for children. The average safety belt citation for drivers per year is seen at about 60.0, 27.6 for passengers, and 4 for children.

Driver safety belt violation makes up 33.3% while passenger is marked at 72.4% and children violations stands at 50 %.

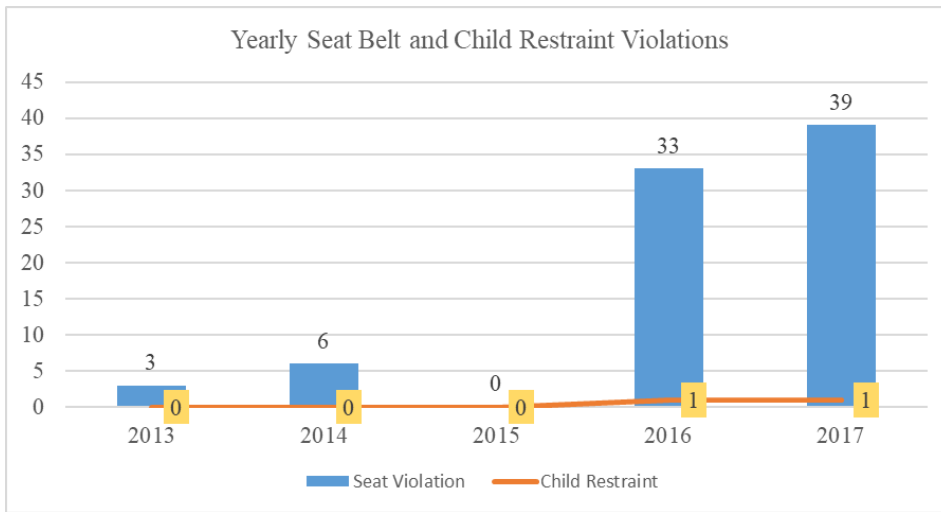
Rota Department of Public Safety still adds emphasis in the area of educating the occupants and instilling a positive behavior with respect to seatbelt usage. Continued enforcement is seen as a step towards achieving and changing this behavior pattern of the motoring public and emphasizing as to the importance of safety belt use. It is necessary to continue our efforts to ensure users surpass the current belt usage rate.

CITATION / ARREST DATA	2017	2016	2015	2014	2013
Seat Belt Citations	65	113	104	146	136
Child Restraint Citations	0	2	16	4	14

### Tinian Highway Patrol

The Tinian Dept. of Public Safety, Highway Patrol Section was granted two (2) additional officers in late 2016 upon completion of an academy. The additional manpower enables the section to enforce seat belt and car seat laws at a greater degree. The number of citations issued for the violations on the graph is an indication of that. The island of Tinian is small with a small population (about 3,000). The HP officers continue to enforce seat belt and child restraint safety through enforcement activities such as checkpoints and HVEs, as well as public education.





### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	0.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	95.0

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP Highway Safety Office Program Management
2019	OP - Enforcement
2019	Child Restraint System Inspection Station(s)

#### 5.2.1 Countermeasure Strategy: OP Highway Safety Office Program Management

**Program area** Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach**

**motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Oversees Occupant Protection/Child Restraint Programs for Saipan, Tinian, and Rota.

Enforcement Activities - monitors activities, reviews reports (after action, monthly, annually).

Plans and coordinates meetings with sub-grantees, partners and highway patrol personnel.

Attends meetings, trainings 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.

Initiates public awareness outreach through various media sources for OP/CR: television, radios, newspapers, magazines, movie theaters.

Prepares annual highway safety plan development to include collecting of data for problem identification.

Prepares information for program annual report.

Oversees the Child Passenger Safety Technician (CPST) program to include: - Certification and Recertification trainings (Safe Kids Worldwide), Car seat Fitting Stations,

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

To oversea the CNMI's Occupant Protection/Child Restrain programs.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Coordination of the CNMI's Occupant Protection/Child Restraint program activities in Saipan, Tinian, and Rota.

Ensure that there is an active public awareness and community support program.

Ensure active coordination between partners (hospital, Dept. of Fire & EMS, family advocates, child restraint vendors, schools, CPSTs, Div. of Youth Services).

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-00	OP - Coordinator	OP Highway Safety Office Program Management

### 5.2.1.1 Planned Activity: OP - Coordinator

**Planned activity name** OP - Coordinator  
**Planned activity number** OP-19-00  
**Primary countermeasure strategy** OP Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**OCCUPANT PROTECTION / CHILD RESTRAINT**

**OCCUPANT PROTECTION / CHILD RESTRAINT**

Saipan OP/CR Program Management (OP 19-00)	<b>\$63,000.00</b>
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\$

<b>TOTAL PROJECT COST</b>	<b>\$63,000.00</b>
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**OCCUPANT PROTECTION/CHILD RESTRAINT****1. Project Title: Highway Safety Office – Occupant Protection/Child Restraint****Project Title: OP 19-00**

Project Description: Funds will be used for Occupant Protection / Child Restraint (OP/CR) Program Manager to include salary and fringe and operational costs. This includes travels to meeting and conferences such as NHTSA's Region 9 Partners Meeting / Pre-HSP Meeting, Lifesavers Conference as well as inter-island for Program Monitoring and other OP/CR related conferences and training.

**TOTAL PROJECT COST: \$ 63,000.00**

**Enter intended subrecipients.**

CNMI Dept. of Public Safety, Highway Safety Office.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	OP Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Occupant Protection	\$63,000.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.2 Countermeasure Strategy: OP - Enforcement

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** OP - Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural**

roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The Occupant Protection and Child Restraint programs for Saipan, Tinian, and Rota are enforced by the Dept. of Public Safety, Highway Patrol Section. Their goal is to maximize the usage rate of Occupant Protection and Child Restraints and minimize the violations to decrease the number of traffic fatalities and/or crashes involving serious injuries on the highways through:

Education:

conduct public education on the importance of using seat belts and child restraints

Enforcement:

increase the number of OP/CR checkpoints both at day and at night  
conduct low visibility/covert enforcement  
conduct more inspections/check-up events

Training:

increase number of Child Passenger Safety Technicians (CPST) by certifying new as well as renewing/re-certify current CPSTs.

There are 8 fitting stations in the CNMI: 6 in Saipan, 1 in Rota, and 1 in Tinian. There are currently 66 CPSTs in Saipan with 3 instructors, 11 in Rota with 2 instructors, and 5 in Tinian with 1 instructor.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Enforcement activities and public education presentations will be conducted throughout the year with more activities held during the Click-It-Or-Ticket campaign in May, and the Child Passenger Safety campaign in September.

**Saipan**

HP officers will conduct (4) OP/CR presentations per year at schools and at public functions.

Distribute posters, brochures and pamphlets at the public education events; and have ads on television, radio, magazines, newspapers for public awareness.

Conduct (4) OP/CR courtesy child restraint inspection/check-up events at community events yearly.

Conduct (1) Child Passenger Safety Technician (CPST) training to certify additional technicians, as well as renew current technicians who are up for recertification to ensure continuity of program and to meet community's needs. There are currently 66 CPSTs in Saipan to (police officers, firefighters/EMTs, HSO staff, nurses, family advocates, sales associates (at participating stores), Div. of Youth Services).

Continue with child restraint assistance program.

Increase the number of OP/CR checkpoints both during the day and at night.

Conduct low visibility/covert enforcement; rental of vehicles for covert enforcement.

Purchase of (2) police vehicles from GSA to be strictly utilized for OP/CR enforcement activities.

**Rota**

HP officers will conduct (2) educational presentations monthly from Oct.2018 to September 2019 at schools and community events to increase safety awareness on OP/CR and factor of traffic crash injuries while not being properly restrained.

Additional (3) educational presentations will be conducted on OP/CR safety during the Click-It-Or-Ticket mobilization in May.

Conduct Occupant Protection and Child Restraint checkpoints, HVEs, and saturation patrols.

Have additional CPSTs certified to increase pool. There are currently 11 CPSTs (police officers and firefighters) in Rota.

**Tinian**

Tinian HP officers will continue to conduct public education presentations at schools and at community events. The island's EMS Family Fun Day in May and the Pika Festival in February attract many locals as well as visitors to the island - additional OP/CR public education presentations are conducted during these events. Erect billboards for OP/CR safety, distribute pamphlets and brochures during the Click-It-Or-Ticket and the Child Passenger Safety mobilizations.

Have additional CPSTs certified to increase pool. There are currently 5 CPSTs (police officers) in Tinian.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

With the planned enforcement activities and educational awareness outreach efforts, and an increase in violation fees all (3) islands will realize a reduction in traffic crash related fatalities and serious injuries from non-usage of seat belts and car seat; and an increase in seat belt and child restraint violation citations.

**Saipan**

To decrease unrestrained passenger vehicle occupant fatalities 50% from 1 in FY 2014 to 0 by December 31, 2019.

To decrease unrestrained passenger vehicle occupant injuries 10% from 99 in FY 2015 to 89 by December 31, 2019.

To increase the number of seat belt citations 5% from 220 during FY 2015 to 231 by December 31, 2019.

**Rota**

To decrease unrestrained passenger vehicle occupant fatalities 100% from 1 in FY 2017 to 0 by December 31, 2019.

To decrease unrestrained passenger vehicle occupant injuries 50% from 8 in FY 2017 to 4 by December 31, 2019.

To increase the number of seat belt citations 10% from 65 during FY 2017 to 72 by December 31, 2019.

**Tinian**

To maintain unrestrained passenger vehicle occupant fatalities at 0.



To decrease unrestrained passenger vehicle occupant injuries 100% from 2 in FY 2017 to 0 by December 31, 2019.

To increase the number of seat belt citations 50% from 25 during FY 2017 to 50 by December 31, 2019.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-01	OP - Enforcement Activities	OP - Enforcement

#### 5.2.2.1 Planned Activity: OP - Enforcement Activities

Planned activity name	OP - Enforcement Activities
Planned activity number	OP-19-01
Primary countermeasure strategy	OP - Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**OCCUPANT PROTECTION / CHILD RESTRAINT**

<b>OCCUPANT PROTECTION / CHILD RESTRAINT</b>	<b>OP-19-01</b>
Saipan OP/CR Enforcement	\$125,500.00
Rota OP/CR Enforcement	\$44,400.00
Tinian OP/CR Enforcement	\$25,500.00
<b>TOTAL PROJECT COST</b>	<b>\$195,400.00</b>

**OCCUPANT PROTECTION/CHILD RESTRAINT**

**1. Project Title: Occupant Protection/Child Restraint - Enforcement**

**Project Title: OP-19-01A Saipan**

Project Description: Funds will be used to pay OT costs for Occupant Protection / Child Restraint (OP/CR) enforcement activities such as checkpoints, HVEs, saturation patrols; and public education presentations at schools and community events. Funds will be used for the Child Restraint Purchase Assistance Program; to pay for the contractual services for the CNMI annual Seat Belt Survey statistical analysis and reporting; funds will also be used for the purchase of two (2) police vehicles from GSA strictly for OP/CR enforcement activities.

***Subtotal: \$45,500.00***

**Police package vehicles (2): \$80,000.00**

**TOTAL PROJECT COST: \$ 125,500.00**

**1. Project Title: Occupant Protection/Child Restraint - Enforcement**

**Project Title: OP 19-02A Rota**

Project Description: Funds will be used for Occupant Protection / Child Restraint (OP/CR) enforcement activities such as checkpoints, HVEs, saturation patrols; and public education presentations at schools and community events. Funds will be used for the Child Restraint Purchase Assistance Program; operational costs for the program to include printing of educational materials, travel & training to KIMZ conference, CPST training.

***Subtotal: \$44,400.00***

**TOTAL PROJECT COST: \$44,400.00**

**1. Project Title: Occupant Protection/Child Restraint - Enforcement**

**Project Title: OP 19-03A Tinian**

Project Description: Funds will be used to pay OT costs for Occupant Protection / Child Restraint (OP/CR) enforcement activities such as checkpoints, HVEs, saturation patrols; and public education presentations at schools and community events. Funds will be used for the Child Restraint Purchase Assistance Program; operational costs for the program to include printing of educational materials; travel & training to KIMZ & Lifesavers conference, CPST training

***Subtotal: \$25,500.00***

**TOTAL PROJECT COST: \$25,500.00**

**Enter intended subrecipients.**

Saipan, Rota, and Tinian Dept. of Public Safety Highway Patrol Section.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 OP - Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		NHTSA 402	Occupant Protection	\$195,400.00		

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police package enforcement vehicle	2	\$40,000.00	\$80,000.00	\$40,000.00	\$80,000.00

**5.2.3 Countermeasure Strategy: Child Restraint System Inspection Station(s)**

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Child Restraint System Inspection Station(s)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The CNMI CPS program is managed and coordinated by the Highway Safety Office program coordinator in Saipan. There are 8 fitting stations in the CNMI: 6 in Saipan, 1 in Rota, and 1 in Tinian. There are currently 66 CPSTs in Saipan with 3 instructors, 11 in Rota with 2 instructors, and 5 in Tinian with 1 instructor. 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, local hospital (family advocates, nurses, and youth services social workers) and fire fighters. All CPS technicians assist during national campaign events and public outreach.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Currently on Saipan, there are six (6) Child Seat Inspection Stations registered with NHTSA which are located in Susupe -(3 stations) (central location), in Garapan (northern location), in Kagman (eastern location), and in Koblerville (southern location). All stations are staffed with CPS Technicians.

One (1) inspection station available on Tinian is located in the central location, at the Department of Public Safety-Traffic Section.

And one (1) on Rota, inspection station is available at the Department of Public Safety – Traffic Section located at the main village of Songsong.

High-risk populations are found in all the different locations on all three (3) islands, therefore special efforts are provided along with our partner agency that specifically serve high-risk populations.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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, Rota and Tinian 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

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
405b	Inspection Stations	Child Restraint System Inspection Station(s)

### 5.2.3.1 Planned Activity: Inspection Stations

Planned activity name	Inspection Stations
Planned activity number	405b

**Primary countermeasure strategy** Child Restraint System Inspection Station(s)

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

## OCCUPANT PROTECTION

## OCCUPANT PROTECTION

Occupant Protection (Saipan)	(405b-19-01)	\$90,000.00
Occupant Protection (DFEMS	(405b-19-02)	\$35,000.00

**TOTAL PROJECT COST** **\$125,000.00**

## **OCCUPANT PROTECTION**

### **1. Project Title: OP- Saipan**

**Project Number: 405b-19-01**

Project Description: Funds will be used to pay for operational costs to include travel & training to conferences such as Lifesavers, KIMZ, and OP related trainings, certification fees for Safe Kids. Funds will also be used to pay for production and airing of OP/CR educational ads for community awareness; purchase of child restraint systems; training costs for CPST classes.

**Operational Cost:** **\$90,000.00**

**TOTAL PROJECT COST: \$90,000.00**

### **1. Project Title: OP - DFEMS**

**Project Number: 405b-19-02**

Project Description: Funds will be used for travel & training to conferences such as Lifesavers, KIMZ, and to pay for training of additional firefighters to be certified CPS technicians.

**Operational Cost:** **\$35,000.00**

**TOTAL PROJECT COST: \$35,000.00**

### **Enter intended subrecipients.**

CNMI Dept. of Public Safety, Highway Patrol Office.

CNMI Dept. of Fire & EMS (DFEMS).



## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$125,000.00		

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.3 Program Area: Impaired Driving (Drug and Alcohol)

**Program area type** Impaired Driving (Drug and Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

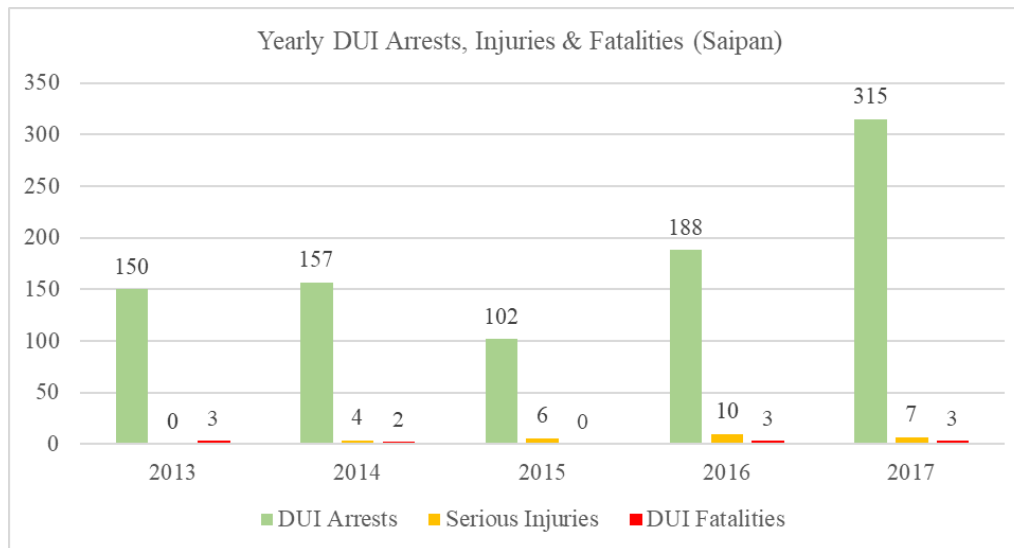
Saipan Highway Patrol

**IMPAIRED DRIVING (Drug and Alcohol) (ID- 19-01)**

One of the major contributing factor to Saipan's traffic fatality is impaired driving. Based on the chart, the numbers of DUI Arrests, Alcohol Related Crashes and Alcohol related fatality are in the rise compared to past years. DPS Saipan continues to face challenges in combating Alcohol and/or Drug impaired motorist on the highway. The island of Saipan consists of many diversity culture as its island's economy is heavily dependent on the tourism industry. In recent years, US government opened up the trade deal and visa waiver program to Chinese citizens which resulted with the island of Saipan as a popular destination for the Chinese tourists. The growth of Chinese tourists also means growth of Chinese nationals who come to Saipan and open up businesses to cater to the Chinese tourists.

Chinese nationals have been caught on multiple occasions, smuggling in illegal drugs, such as methamphetamine (aka "ICE") into the island and the illegal drugs are flooding the streets. The law enforcement authorities are tirelessly combating the illegal drug problems out in the streets with the "War on ICE" campaign, led by the CNMI Governor himself. With the illegal drugs commonly being found in the streets, we find motorists operating a motor vehicle in our highways, driving under the influence of drugs with alcohol.

With multiple US states legalizing medicinal and recreational Marijuana use, it has influenced the island of Saipan to legalize medicinal and also recreational use. where a recent survey conducted by KSPN News on Face book social media showed that 80% of the people were for the legalization while the other 20% were against it. We as the public safety advocates and authority, are greatly concerned about the consequence of Marijuana impaired driving and law enforcement authorities are not well prepared to combat Marijuana impaired driving on our highways. The Department of Public Safety-Saipan lacks resources such as manpower and other equipment to combat these challenges. Therefore, we need to increase the resources such as manpower and equipment to better prepare ourselves and combat our challenges without interruptions.



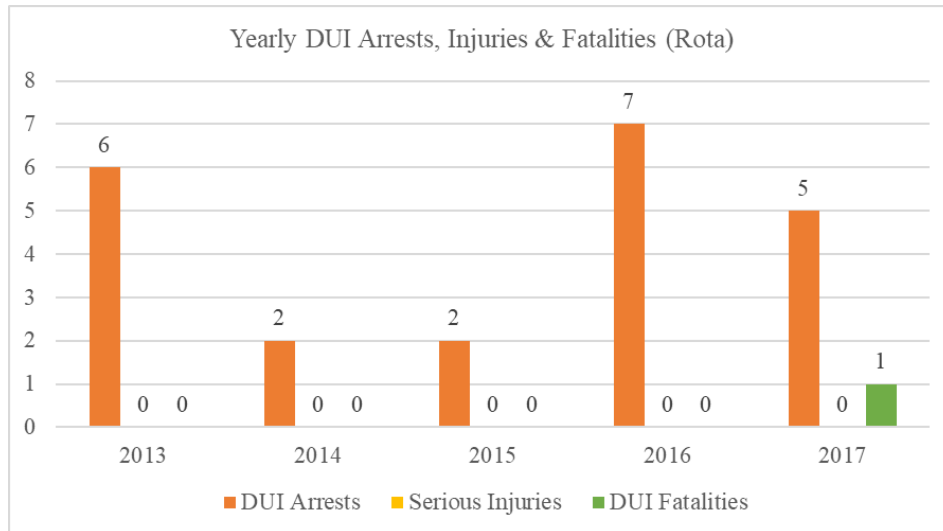
### Rota Highway Patrol

#### IMPAIRED DRIVING (Drug and Alcohol) (ID-19-02)

In the past 5 years, Impaired Driving or Drivers who are under the influence of alcohol or drugs have continued to be encountered on the highways of the island of Rota, CNMI. During these 5 years a total of twenty-two (22) Impaired Driving arrest were reported. In 2013, six (6) impaired driving arrests reported. In 2014, the amount of two (2) impaired driving arrests was reported. Two (2) more Impaired Driving arrest was reported in 2015, In the year of 2016 seven (7) Impaired Driving were reported and during the year of 2017 a total of five (5) reported impaired driving arrests. To be legally declared impaired, these violators must have met or exceeded a BAC of 0.08 which lead to their arrests under the violation of the CNMI traffic laws.

Many times these impaired driving situations have led to traffic-related injuries and one fatal crash on the highways and roadways. On December of 2017 One (1) Alcohol Related traffic crash fatality was reported on the island of Rota, CNMI along the San Francisco highway, also during the year of 2017 a total of three (3) Alcohol Related traffic crashes were reported. Because of the

possibilities of fatal crashes or traffic-related injuries caused by impaired drivers, it has become a necessity that we continue our efforts in removing these impaired drivers off the highways and roadways which will increase the safety of the community traveling on them. Another factor that contributed in the increase of impaired driving arrests can be attributed to the increase in the numbers of officers on staff, Saturation Patrols, High Visibility Enforcement and other anti-impaired driving mobilizations and initiatives that are being implemented to assist authorities in their efforts. Our goal is to decrease the number of Alcohol Related traffic crash to one (1). By increasing the numbers of enforcement operations and public awareness activities we can achieve our goals.



### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	1.0

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Impaired - Enforcement
2019	Impaired - Coordinator

### 5.3.1 Countermeasure Strategy: Impaired - Enforcement

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Impaired - Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The Impaired Driving (Alcohol & Drugs) program for the CNMI is enforced by the Dept. of Public Safety, Highway Patrol Sections of each island. Enforcement activities are conducted during mobilization period and during each island's events (fiestas, concerts, sporting events) where the number of locals and tourists are likely to drive impaired. Educational activities are conducted throughout the year at schools (to include PTA meetings), and community events.

Enforcement activities:

- Sobriety checkpoints
- HVE's
- Saturation patrol

Communications and outreach (media sources):

- television
- radio
- magazines, newspapers
- social media
- presentations at schools and public events to inform the public of the dangers of impaired driving

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Enforcement activities and public educations are conducted throughout campaign mobilizations such as: Superbowl, St. Patrick's, July 4th, Labor Day, and holiday season; as well as island fiestas or community events where motorists are likely to drive impaired.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

With the planned increase in the number of enforcement activities, educational awareness outreach efforts the CNMI will realize a reduction in impaired driving related crashes, injuries, and fatalities.

**Saipan**

The Dept. of Public Safety, Highway Patrol Section's goal is to reduce impaired driving related crashes by 10% from 46 in 2015 to 42 by December 31, 2019; and to decrease impaired driving related fatalities by 33% from 3 in 2013 to 2 by December 31, 2019.

**Rota**

The Rota Dept. of Public Safety, Highway Patrol Section's goal is to decrease the number of impaired driving related crashes by 67% from 3 in 2017 to 1 by December 31, 2017; and to decrease number of alcohol impaired driving fatalities by 100% from 1 in 2017 to 0 by December 31, 2019; and to maintain the number of impaired driving related injuries at 0. To increase the number of DUI arrests by 50% from 5 (2013-2017 average) to 7 by December 31, 2017.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-19-01	Impaired Enforcement	Impaired - Enforcement

**5.3.1.1 Planned Activity: Impaired Enforcement**

<b>Planned activity name</b>	Impaired Enforcement
<b>Planned activity number</b>	ID-19-01
<b>Primary countermeasure strategy</b>	Impaired - Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**IMPAIRED DRIVING (Drug and Alcohol)**

<b>IMPAIRED DRIVING</b>	<b>ID-19-01</b>	
Saipan Highway Patrol Impaired Enforcement (ID 19-01A)		\$122,200.00
Rota Highway Patrol Impaired Enforcement (ID 19-02A)		\$35,200.00
<b>TOTAL PROJECT COST</b>		<b>\$157,400.00</b>

#### **IMPAIRED DRIVING**

##### **1. Project Title: Impaired Driving - Saipan Highway Patrol**

**Project Title: ID 19-01A**

**Project Description:** Funds will be used to pay for OT costs for Impaired Driving enforcement activities such as checkpoints, HVEs, saturation patrols; public education presentations at schools and at different community events. Funds will be used for operational costs for the program like printing of educational materials, travel & training, etc. Funds will also be used for the purchase of (2) police vehicles to be utilized for DUI enforcement activities, DrugRead and PBT instrument (mouth piece).

**Operational Costs: \$42,200.00**

**Equipment (Vehicles) : \$80,000.00**

**TOTAL PROJECT COST: \$122,200.00**

**1. Project Title: Impaired Driving - Rota Highway Patrol Section**

**Project Title: ID 19-01A**

**Project Description:** Funds will be used to pay for OT costs for Impaired Driving enforcement activities such as checkpoints, HVEs, saturation patrols; public education presentations at schools and at different community events. Funds will be used for operational costs for the program like printing of educational materials (plus shipping), travel & training, etc.

**Operational Costs:       \$35,200.00**

**TOTAL PROJECT COST: \$35,200.00**

**Enter intended subrecipients.**

Saipan Dept. of Public Safety, Highway Patrol Section.

Rota Dept. of Public Safety, Highway Patrol Section.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Impaired - Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**



Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Alcohol	\$157,400.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Enforcement vehicle	2	\$40,000.00	\$80,000.00	\$40,000.00	\$80,000.00

### 5.3.2 Countermeasure Strategy: Impaired - Coordinator

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Impaired - Coordinator

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Oversees of Impaired Driving Programs for Saipan, Tinian, and Rota.

- Enforcement Activities - monitor activities, review reports (after action, monthly)
- Plans and coordinates meetings with sub-grantees, partners and highway patrol personnel.
- Attends trainings 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.
- Prepares annual highway safety plan development to include collecting of data for problem identification.
- Prepares information for program annual report.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

To oversee the CNMI's impaired driving programs.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

- A coordinated CNMI's impaired driving program activities in Saipan, Tinian, and Rota.
- Active public awareness and community support program.
- Active coordination between partners (drug court, probation & parole, and community guidance /counseling).

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-19-00	Impaired Coordinator	

#### 5.3.2.1 Planned Activity: Impaired Coordinator

Planned activity name	Impaired Coordinator
Planned activity number	ID-19-00
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

### IMPAIRED DRIVING

#### IMPAIRED (Alcohol & Drugs)

Saipan Alcohol Program Management (ID-19-01)	<b>\$65,600.00</b>
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\$

<b>TOTAL PROJECT COST</b>	<b>\$65,600.00</b>
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### IMPAIRED DRIVING

#### 1. Project Title: Highway Safety Office - Impaired Driving Coordinator

**Project Title: ID-19-01**

**Project Description:** Funds will be used for Impaired Driving Program costs to include salary and fringe, supplies, travels to meeting and conferences such as NHTSA's Region 9 Partners Meeting / Pre-HSP Meeting, NAWHSL, Lifesavers Conference and as well as Inter-Island for Program Monitoring and other Alcohol related conferences and training.

**TOTAL PROJECT COST: \$ 65,600.00**

**Enter intended subrecipients.**

CNMI Department of Public Safety, Highway Safety Office.

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019 Impaired - Coordinator

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Alcohol	\$65,600.00		

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.4 Program Area: Emergency Medical Services

**Program area type** Emergency Medical Services

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

The Dept. of Fire & Emergency Medical Services (DFEMS) is responsible for providing emergency medical services for all traffic crash victims CNMI-wide. In 2017 DFEMS responded to a total of 225 traffic crashes in which 150 patients were transported to the emergency room. Time is very crucial in all motor vehicle crash responses and minimizing on-scene time can reduce the mortality rate and increase survival rate. Previous experience has shown that delay in extricating crash victims from motor vehicle crashes may result more serious injuries and or fatalities.

The lack of extrication equipment or outdated tools and training may result in poor performance in providing emergency medical services when responding to motor vehicle crashes.

Classification	2013	2014	2015	2016	2017
<b>No. Motor Vehicle Crash (MVC):</b>	139	156	164	199	225

<b>Patient transported from MVC:</b>	97	129	134	154	150
<b>Ambulance Response to MVC:</b>	112	147	133	139	205
<b>Rescue Response to MVC:</b>	58	82	21	101	136
<b>Suppression Response to MVC:</b>	26	20	20	12	21
<b>Medic Response-Rescue Assist to MVC:</b>	338	191	37	92	65
<b>Fatal (MVC):</b>	0	4	0	1	2
<b>Critical (MVC):</b>	5	15	13	13	11
<b>Minor Injury (MVC):</b>	114	280	86	165	154
<b>Serious Injury (MVC):</b>	39	77	24	129	58

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	2.0

2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	10.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	1.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

#### Fiscal Year Countermeasure Strategy Name

2019 EMS Program

### 5.4.1 Countermeasure Strategy: EMS Program

**Program area** Emergency Medical Services

**Countermeasure strategy** EMS Program

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at**

the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Purchase of extrication equipment to effectively and efficiently extricate patients involved in motor vehicle crashes. With today's advance technology, there are equipment that are suitable and reliable which are battery operated, portable and light weight and easily handled with more safety features. New equipment will enable responders to quickly extricate crash victims compared to the existing equipment being utilized which require hydraulic pump connecting to high pressure hoses. Previous experience demonstrated that the current tools and equipment take up a lot of time and effort due to its heavy weight and requiring switching of connections when changing between spreader or a cutter and allows only two equipment at a time to be used.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The Department of Fire & EMS (DFEMS)'s main goal is to reduce the number of traffic fatalities and unnecessary injuries when responding to a motor vehicle crash by reducing on-scene time.

To effectively and efficiently extricate patients from motor vehicle crashes.

To monitor and analyze response time to determine response outcome.

To transport patients from motor vehicle crash scenes to the Emergency Room in a timely manner.

Strategies:



Procure extrication tools and equipment.

Train all rescue personnel on new extrication tools and equipment.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Effective and efficient extrication of patients involved in motor vehicle crashes through the purchase of extrication tools and equipment.

Reduction of fatalities and serious injuries by reducing on-scene time.

Response time will be improved.

Transport time of patients to the Emergency Room will be shortened.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EMS-19-01	Purchase of Extrication tools and equipment.	Extrication Equipment

## 5.5 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Saipan Department of Public Safety collects and stores traffic data such as number of crashes, traffic citations issued and etc. For example, the factor or cause of the crash, age, nationality, location of crash/violation and more. In the past years, Saipan Department of Public Safety has been and continue to upgrade traffic record system to better serve Highway Safety Programs to prevent and minimize injury involving crashes or traffic fatalities. And in order to accomplish our mission, traffic records play an important role as we utilize the statistics collected to target the problematic locations to apply the preventive measures.

For the traffic crash records, DPS-Saipan had upgraded from old LEMIS system to new RMS system in 2009 and we currently upgraded from RMS system to CRS system. While using RMS system, we've learned that the system does not store all necessary

data needed for Highway Safety Programs. However, RMS system is still in use for criminal and incident record purpose and our current CRS system works great in recording and retrieving crash data records.

For the traffic citation records, we launched the new e-citation system. The implementation of e-citation system will link up with CRS and JustWare system of the courts and Attorney General's office for better communication and record management. However, due to limited amount of resources such as hardware (laptop, printers and etc.), law enforcement authorities are forced to continue to cite violators with manual traffic citations. DPS Saipan is currently equipped with (11) total hardware for the whole department for nearly (60) law enforcement vehicles. And when the traffic citations are issued manually, it requires many manpower hours and resources.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	2.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	10.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	0.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	1.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	0.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	0.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	0.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	0.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	0.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	0.0

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TR - Program Management

## 5.5.1 Countermeasure Strategy: TR - Program Management

**Program area** Traffic Records  
**Countermeasure strategy** TR - Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

DPS traffic records is managed by (1) traffic data personnel who:

collects, compiles, and inputs traffic citation on a daily basis and transmits to Court, Attorney General's Office, and DPS Records Office.

gathers DUI packets, compiles, inputs, and transmits to the Attorney General's Office and DPS Records Office.

collects and verifies reports from DPS dispatch center and Dept. of Fire & EMS (DFEMS) for accurate and consistent monthly, quarterly and annual traffic data.

Continuation of employment for this civilian personnel allows HP officers to focus on their daily traffic enforcement duties and other traffic safety related activities. Since the CNMI only very recently launched the E-citation system and only a few Highway Patrol vehicles are equipped, written traffic citations are still processed the old way.

Since the CNMI is not included in the FARS reporting system, it is vital that the CNMI's data is current and accurate for reporting and planning purposes.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

### Program Management

continue funding (1) dedicated traffic data personnel (civilian/non-sworn) to gather traffic statistics on a daily basis and transmit to the Court, Attorney General's Office, and DPS Records Section. Prepares consistent reports for monthly, quarterly, and annual traffic data.

fund costs related to traffic record program for personnel to include appropriate trainings or conferences.

purchase (1) scanner for the traffic data personnel.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Updated and accurate traffic data will be available for planning, recording or any other useful purposes for NHTSA Region 9, Highway Safety Office, Highway Patrol Section, Legislature or other agencies.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-00	TR - Program Management	Extrication Equipment
TR-19-01	Purchase of E-Citation hardware.	

### 5.5.1.1 Planned Activity: Purchase of E-Citation hardware.

Planned activity name	Purchase of E-Citation hardware.
Planned activity number	TR-19-01
Primary countermeasure strategy	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will**

undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

**TRAFFIC RECORDS**

<b>TRAFFIC RECORDS</b>	<b>TR-19-01</b>
<b>TOTAL PROJECT COST</b>	<b>\$20,000.00</b>

**1. Project Title: Traffic Records**

**Project Number: TR 19-01**

**Project Description:** Purchase of E-Citation hardware for Highway Patrol Section vehicles. Hardware consist of: Toshiba Toughbook (to input driver information and traffic violation), Zebra Portable Printer (for printing of E-citation tickets) and Universal Inverter (Converting DC power to AC power for equipment to be used for a longer period of time).

**TOTAL PROJECT COST: \$20,000.00**

**Enter intended subrecipients.**

Saipan Dept. of Public Safety Highway Patrol Section.

**Countermeasure strategies****Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.****Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	TR - Purchase of E-Citation Hardware
2019	TR - Program Management

**Funding sources****Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Traffic Records	\$20,000.00		

**Major purchases and dispositions****Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

**5.6 Program Area: Speed Management****Program area type** Speed Management**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

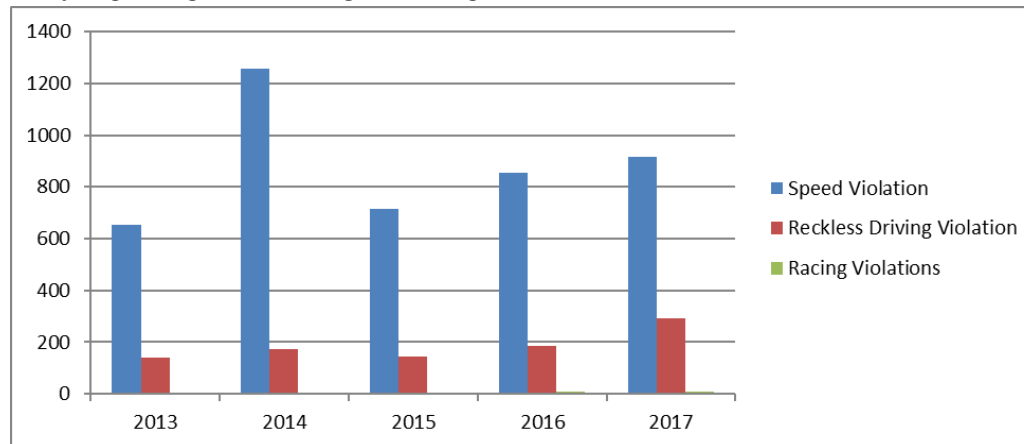
Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

**Problem identification****Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Based on last (5) year's statistics, the island of Saipan recorded (16) traffic fatalities and (57) serious injury crashes. And (5) out of (16) traffic fatalities, which represents 56.25% and (37) out of (57) serious injury, which represents 64.91% were due to speed. The authorities are combating the speeders on the highway on a daily basis and has stepped up with its enforcement efforts with the newly acquired speed measuring devices. Speed violation data are as follows:



Highway Patrol Officers conduct high visibility enforcement (stationary and mobile) with marked vehicles but this has become a common sight for our motoring public. Motorist would reduce their speed when they see the marked Police vehicles on the highways until the marked police vehicle is out of sight and then continue to accelerate. Furthermore, when Police Officers are parked on the shoulder of the highways, conducting speed enforcement with the laser speed detecting tools, the vehicles traveling on the opposite lane will alert oncoming motorist by flashing their headlamps, causing difficulty in speed enforcement.

Drag racing and high speed competitions have been on the rise in the northern part of the island where most of the involved are young drivers (Age group 17-35 yrs). Highway Patrol Officers have responded in several instances where these young drivers have been involved in car crashes as a result of the high speed races. That particular stretch of roadway is about a mile long straight paved road with unimproved shoulders in Marpi where the illegal races take place. There are secondary gravel intersections on this road with overgrown vegetation that creates blind-spots making the location a high risk area for potential crashes. This area is also a popular tourist site where visitors commute to daily. This area took three (3) lives away as a result of illegal drag racing in the past ten (10) years. In 2013, a fifteen year old male driver was arrested and charged with reckless driving and racing on the highway at this location after he lost control of his vehicle and struck five (5) other illegal racer's parked vehicles.

It is difficult to track down the day and times as these races occur. Illegal street racers will always have a spotter (look-out) where as soon as a marked police vehicle is seen entering the vicinity of the race area, all will be alerted and they flee the scene prior to the arrival of the Highway Patrol Officers. This stretch of road is a two lane highway with a one way in and one way out access. The Spotters' primary look-out for marked vehicles is about two miles south of the race area, thus giving ample time for the racers to escape the vicinity once alerted.

To combat these problems on the highway, the authorities need to change and come up with new strategies such as, to conduct a covert type of operations using unmarked or rent-a-cars to gain entry into the race area without being detected. Also for the speed enforcement activities with LTI 20/20 devise to use unmarked or rent-a-cars to embed into the motorists head about possibility of speed enforcement anywhere and anytime in an unmarked vehicle could occur and motorists will be more in compliance.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area



Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	2.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	10.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	0.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Speed Sustained Enforcement

### 5.6.1 Countermeasure Strategy: Speed Sustained Enforcement

Program area	Speed Management
Countermeasure strategy	Speed Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement]**

in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 enforcement efforts such as HVEs, laser enforcements; and educational activities to increase the public's awareness of the danger of speeding and minimize speed related injury and fatality crashes on the highway.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Implementing the following strategies will reduce speed related crashes with serious injuries and/or fatalities:

- purchase of speed measuring equipment

- conduct public education to the general public on the dangers of speeding to include exceeding the posted speed limit, driving too fast and racing.
- influence CNMI law makers to increase speed fines from \$30.00 to \$90.00 to serve as deterrence to all motorists.
- conduct various speed enforcement activities to include covert operations.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Reduction of speed related crashes with serious injuries and/or fatalities by December 31, 2019.

To decrease fatalities by a 100% from 1 (2013-2017 average) to 0 by December 31, 2019.

To decrease speed related serious injuries by 10% from 7 (2013-2017 average) 1 by December 31, 2019.

To increase numbers of speeding citations by 5% from 894 (2013-2017 average) to 849 by December 31, 2019.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SE-19-01	Speed Enforcement	Speed Sustained Enforcement

### 5.6.1.1 Planned Activity: Speed Enforcement

Planned activity name	Speed Enforcement
Planned activity number	SE-19-01
Primary countermeasure strategy	Speed Sustained Enforcement

#### Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Increase the number of random speed enforcement activities and saturation patrols.

Conduct zero tolerance speed enforcement by using LTI 20/20 and radar instrument during random and late night hours.

Conduct covert operations utilizing unmarked vehicles to combat illegal drag racing and high speed competitions.

**SPEED ENFORCEMENT**

**SPEED ENFORCEMENT**

Speed Enforcement (SE 19-01)	<b>\$24,500.00</b>
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<b>TOTAL PROJECT COST</b>	<b>\$24,500.00</b>
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**1. Project Title: Speed Enforcement**

**Project Number: SE 19-01**

**Project Description:** The Saipan Highway Patrol Section will use funds to pay for 800 overtime hours for speed enforcement such as covert operations, laser speed; to rent vehicles to be used during covert operations to crack down on illegal drag racers and imprudent drivers on our roadways; acquisition of 2 unit of LTI 20/20 Speed Measuring device.

**Overtime: \$12,900.00**

Speed Enforcement (800 hours)

80hrs X 2 – Police Sergeant (\$22.60) = \$3,616.00  
 80hrs X 2 – Police Officer III (\$18.60) = \$2,976.00  
 80hrs X 2 – Police Officer II (\$14.07) = \$2,251.20  
 80hrs X 4 – Police Officer I (\$12.61) = \$4,035.20

**Rental Vehicle: \$5,600.00**

For vehicle rental to be utilized during covert operation

**Equipment:**

Two (2) LTI 20/20 speed measuring instrument @\$3,000.00 each =  
 \$6,000.00

**TOTAL PROJECT COST: \$24,500.00****Enter intended subrecipients.**

Saipan Department of Public Safety Highway Patrol Sections.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 Speed Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Speed Enforcement	\$24,500.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.7 Program Area: Communications (Media)

**Program area type** Communications (Media)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Public education is vital for the widespread of the various highway safety campaign awareness. CNMI's outreach is done through media sources such as television, radio stations, newspapers, magazines, social media, and movie theatre. This practice enables the HSO and DPS Highway Patrol to reach out to the various population and demographics.

Public education combined with enforcement activities such as checkpoints, HVEs, saturation patrols, speed laser, and check-up events aids in our efforts to reduce traffic crash injuries and fatalities.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	2.0

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

#### Countermeasure Strategies in Program Area

**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

**5.7.1 Countermeasure Strategy: Communication Campaign****Program area** Communications (Media)**Countermeasure strategy** Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Through various media outreach such as television, radio stations, newspapers, magazines and movie theater highway safety campaigns (Click-It-Or-Ticket, Driver Sober or Get Pulled Over, Labor Day Impaired Driving, Fourth of July Impaired Driving, Holiday Impaired Driving, etc.) are widespread in the community. These awareness ads serve as reminders on the dangers of impaired driving (both alcohol and drugs), speed, importance of occupant protection and child restraint, motorcycle safety, pedestrian & bicycle safety. Even with year round public education, there are still motorists that violate roadway safety laws. Law enforcement personnel and the Highway Safety Office continue on the efforts of spreading highway safety messages through media and enforcement.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Public awareness on highway safety campaigns to include Click-it-Or-Ticket, Driver Sober or Get Pulled Over, Child Passenger Safety, etc. through various media sources with the goal of reaching all demographics in the communities in the CNMI.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This is a countermeasure from NHTSA's Countermeasure that Works 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 & drugs), speeding, seat belt & child restraint use, motorcycle, pedestrian & bicycle safety and distracted driving.

Motorists complying of all the highway safety rules due to law enforcement public education and enforcement activities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy



Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-19-01	Media	Communication Campaign

### 5.7.1.1 Planned Activity: Media

Planned activity name	Media
Planned activity number	PM-19-01
Primary countermeasure strategy	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**



CNMI Dept. of Public Safety, Highway Safety Office.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		NHTSA 402	Paid Advertising	\$22,200.00		

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.8 Program Area: Non-motorized (Pedestrians and Bicyclist)

**Program area type** Non-motorized (Pedestrians and Bicyclist)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

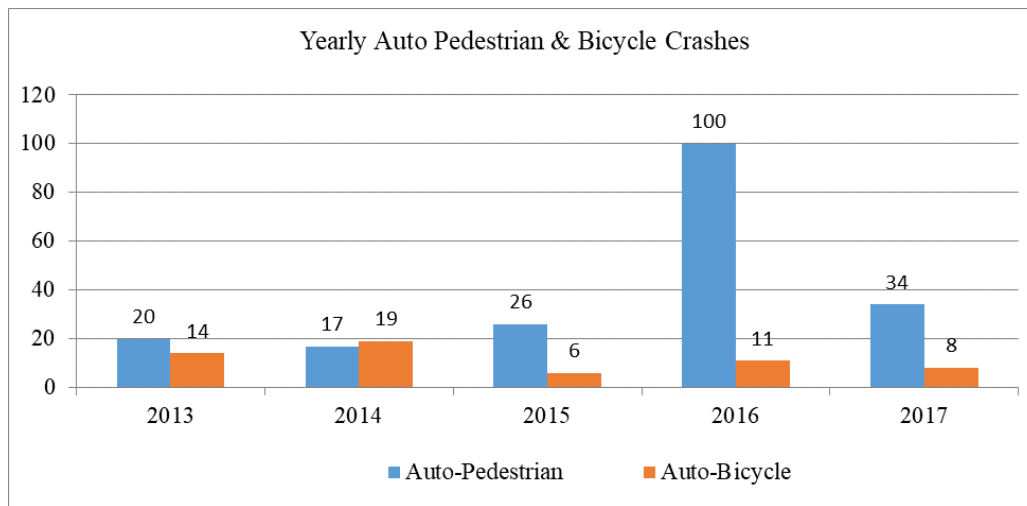
Saipan is a tropical island with beautiful scenery of the beach and natural growth, whose economy is depended on tourism. To continue on tourism attraction, Saipan annually hosts minimum of (4) triathlon and more events such as "Xterra", "Hell of the Marianas", "Ironman", and "Tagaman". In the triathlon events, participants utilize our highways for running and biking course. Due

to these events, bicycle clubs and riders have dramatically increased. However, a lot of violations and safety hazards are seen on the highways from the athletes, such as traveling on the opposite side of the highways, running thru red traffic signal lights, failing to yield to vehicles which have the right of the way, and etc. These violations occurred due to the fact that the riders are not aware of traffic laws involving bicycles on the highways and lack enforcement from our side.

Other than triathlon events, the island of Saipan is currently experiencing rapid growth of diversity population due to rapid growth of its economy from the tourism and casino industry. All Saipan hotel's current occupancy rate have steadily been at 100% since 2016. Therefore, more tourist, more population means more pedestrians on the roadways.

Furthermore, other than the tri-athletes, the general public are not aware and educated on properly crossing highways/roadways safely. People also do not understand that either driving or even crossing the highway under the influence of alcohol or drugs will impair their perception and reaction time which they under estimate the vehicle approaching them.

Saipan continues to record Auto-Pedestrian and Auto-Bicycle crashes on our roadways and highways. For the year 2017, there were total of (34) Auto-Pedestrian crash with (32) injuries and (3) fatalities; while (25) Auto-Bicycle crash with (6) injuries and (0) fatality.



### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities	5 Year	2019	0.0

(FARS)

2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	0.0
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## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
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2019	Ped/Bike Communications
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### 5.8.1 Countermeasure Strategy: Ped/Bike Communications

<b>Program area</b>	Non-motorized (Pedestrians and Bicyclist)
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<b>Countermeasure strategy</b>	Ped/Bike Communications
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**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at**

the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The CNMI has Pedestrian and bicycle laws, however there is none for J-Walking. The Dept. of Public Safety (DPS), Highway Safety Office is working with the legislature to create such law. DPS, HSO is also working the Dept. of Public Works to identify, repair existing, and install more pedestrian crosswalks throughout the island with proper lighting for better visibility.

Educating the public about the consequences of crossing not on a marked pedestrian crosswalk is crucial as we are seeing increase in number of auto-pedestrian crashes involving serious injuries and fatalities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

By conducting public education activities to explain why utilizing marked pedestrian crosswalks for safety is important, as well as addressing to the motorists to avoid busy highways and school zones when they are intoxicated.

Improving the effectiveness of educational programs by actively seeking new partners and utilizing new technologies.

Target highly populated areas and conduct high visibility and/or low visibility covert pedestrian/bicycle traffic law enforcements and checkpoints.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Conducting public education to the public through various media sources and presentations at all the schools (to include PTA meetings); AND enforcement activities will reduce auto-pedestrian and auto-bicycle crashes. More emphasis will be targeted to tourists, and those living on-island without vehicles since they are the population that more frequently get involved in auto-pedestrian crashes.

Saipan's goal is to decrease the number of auto-pedestrian crashes by 23% from 26 in 2015 to 20 by end of 2019.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Ped/Bicycle19-01	Ped/Bicycle Communications	Ped/Bike Communications

#### 5.8.1.1 Planned Activity: Ped/Bicycle Communications

Planned activity name	Ped/Bicycle Communications
Planned activity number	Ped/Bicycle19-01
Primary countermeasure strategy	Ped/Bike Communications

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

**PEDESTRIAN/BICYCLE SAFETY**

PEDESTRIAN/BICYCLE	PS-19-01
Communications	\$8,000.00
Enforcement	\$4,000.00
<b>TOTAL PROJECT COST</b>	<b>\$12,000.00</b>

**1. Project Title: Ped/Bicycle Safety**

**Project Number: PS19-01**

**Project Description:** Funds will be used to pay for advertising costs of highway safety's public educational awareness messages on newspapers, magazines, billboards, radio and television air-time, etc., printing of pamphlets and flyers. Funds will also be used to pay for OT costs for pedestrian crosswalk enforcement.

**Advertising Cost: \$8,000.00**

**Enforcement Activities: \$4,000.00**



**TOTAL PROJECT COST: \$12,000.00**

**Enter intended subrecipients.**

CNMI Dept. of Public Safety, Highway Patrol Section.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Ped/Bike Communications

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Pedestrian/Bicycle Safety	\$12,000.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.9 Program Area: Planning & Administration**

**Program area type** Planning & Administration

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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. These activities include:

- Identifying the CNMI's most significant traffic safety problems;
- Prioritizing problems and developing methods for the distribution of funds'
- Developing the annual Highway Safety Plan (HSP);
- Selecting individual projects to be funded;
- Evaluating accomplishments;
- Increasing public awareness and community support;
- Participating on various traffic safety committees;
- Organizing traffic safety group;
- Coordinating public information and education programs; and
- Generally promoting and coordinating traffic safety in the CNMI.

## Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-19-01	Planning & Administration	Planning & Administration

### 5.9.1 Planned Activity: Planning & Administration

Planned activity name	Planning & Administration
Planned activity number	PA-19-01
Primary countermeasure strategy	Planning & Administration

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail**

required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

- Develop a coordinated HSP/Performance Plan by July 02, 2018.
- Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan.
- To conduct an active public awareness and community support programs during fiscal year 2019.
- To support and amend current highway safety traffic laws and legislation.
- To develop the Highway Safety Annual Report for FY 2018 by December 31, 2018.
- To seek full support with the Commissioner of Public Safety/Governor's Representative (GR) to utilize all available means for improving and promoting the CNMI's traffic safety program.

**PLANNING AND ADMINISTRATION**

**PLANNING AND ADMINISTRATION**

Planning and Administration (PA 19-01) **\$103,600.00**

**TOTAL PROJECT COST \$103,600.00**

**PLANNING AND ADMINISTRATION**

**1. Project Title: Program Administration**

**Project Number: PA 19-01**

Project Description: Funds will be used to administer the highway safety programs for the CNMI including salary and fringe of the HSO Coordinator, operational costs such as communication, utilities, etc. Funds will also be used for operational costs related to the highway safety program administration to include travels to meetings and conferences for the Governor's Representative (GR), the Director of DAGS and the HSO Coordinator such as the NHTSA's Region 9 Partners Meeting / Pre-HSP Meeting, NAWHSL, GHSA Executive Seminar & Annual Meeting, Lifesavers Conference, as well as inter-island monitoring for the GR, Director of DAGS, and the HSO Coordinator as well as any other related training/conferences and costs.

**Program Administration Cost (Task 1): \$103,600.00**

**TOTAL PROJECT COST: \$103,600.00**

**Enter intended subrecipients.**

CNMI Dept. of Public Safety, Highway Safety Office.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Planning & Administration

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Planning and Administration	\$103,600.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**6 Evidence-based Traffic Safety Enforcement Program (TSEP)**

Evidence-based traffic safety enforcement program (TSEP) information

**Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).**

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-01	OP - Enforcement Activities	OP - Enforcement
SE-19-01	Speed Enforcement	Speed Sustained Enforcement
PTS-19-01	PTS Enforcement	PTS - Enforcement
ID-19-01	Impaired Enforcement	Impaired - Enforcement

## Analysis

**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

Traffic crash data are based on crash information collected from crash reports in general vehicle, bicycle, motorcycle and pedestrian crashes. This data does not limit to injuries or fatal crashes alone. Location, day, time, weather condition, road condition are information obtained and recorded during investigation when crashes occur.

**Enter explanation of the deployment of resources based on the analysis performed.**

Problematic areas where crashes are prone to occur will be monitored and addressed by conducting high visibility traffic enforcement, checkpoints, and speed checks.

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

We take proactive steps to send out safety messages via social and paid media, radio talk show, newspaper, school presentations, public assembly and town meetings. We continue to emphasize on community involvement with pedestrian and school safety, while traveling to and from the schools; speed enforcement, impaired driving prevention, seat belt and child restraint usage.

Results from pre and post surveys for occupant protection/child restraint, speed laser enforcement, covert operations, and attitudinal survey are tools used to determine success of enforcement efforts. Results of these activities will determine 1) whether more enforcement activities are necessary, 2) change in enforcement methods need to be made, or 3) the frequency of the activities need to be increased.

## 7 High Visibility Enforcement

### High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

Speed Sustained Enforcement

PTS - Enforcement

OP Highway Safety Office Program Management

OP - Enforcement Activities Saipan

OP - Enforcement

Impaired - Enforcement

Communication Campaign

Child Restraint System Inspection Station(s)

## HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-01	OP - Enforcement Activities	OP - Enforcement
SE-19-01	Speed Enforcement	Speed Sustained Enforcement
PTS-19-01	PTS Enforcement	PTS - Enforcement
ID-19-01	Impaired Enforcement	Impaired - Enforcement

## 8 405(b) Occupant Protection Grant

### Occupant protection information

405(b) qualification status: High seat belt use rate State

### Occupant protection plan

**Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.**

#### Program Area

Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

#### Agencies planning to participate in CIOT

##### Agency

Saipan Highway Patrol

Tinian Highway Patrol Section

Rota Highway Patrol Section

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

The islands of Saipan, Rota and Tinian will maximize enforcement efforts by encouraging multi-agency campaigns with the timing of news release, airing of OP/CR ads, educational contacts at schools and community events, safety belt & child seat inspections during the national Click-It-Or-Ticket campaign and Child Passenger Safety week.

The following activities will be performed:

- OP/CR checkpoints (day and night)
- High Visibility Enforcement
- Covert operations
- Public outreach activities
- Car seat inspections

**Child restraint inspection stations**

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

OP Highway Safety Office Program Management

OP - Enforcement Activities Saipan

OP - Enforcement

Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-01	OP - Enforcement Activities	OP - Enforcement
405b	Inspection Stations	Child Restraint System Inspection Station(s)
OP-19-00	OP - Coordinator	OP Highway Safety Office Program Management

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 8

**Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.**

Populations served - urban 10

Populations served - rural 10

Populations served - at risk 10

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### Child passenger safety technicians

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

#### Countermeasure Strategy Name

OP Highway Safety Office Program Management

OP - Enforcement

Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-01	OP - Enforcement Activities	OP - Enforcement
405b	Inspection Stations	Child Restraint System Inspection Station(s)

**Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes 2

Estimated total number of technicians 50

### Maintenance of effort

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and**



2015.

**9 405(c) - State Traffic Safety Information System Improvement Grant**

Traffic records coordinating committee (TRCC)

**Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.****Meeting Date**

10/19/2017

11/16/2017

6/19/2018

**Enter the name and title of the State's Traffic Records Coordinator**

Name of State's Traffic Records Coordinator: Leonardo T. Duenas

Title of State's Traffic Records Coordinator: Program Coordinator

**Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.**

ITSIS System	Role	Name	Organization	Agency
Crash/C/A	User	Margarita Camacho	Highway Safety Office	DPS
Crash/C/A	User	Leonardo T. Duenas	Highway Safety Office	DPS
Driver/Vehicle	Collector/User	Juana C. Guerrero	Bureau of Motor Vehicles	DPS
EMS/Injury Surveillance	Collector	Clyde K. Norita	Department of Fire/EMS	EMS
Crash/Citation	Management	John D. Guerrero	MIS	DPS
Crash/C/A	Collector	Sgt. Norris Kwon	Highway Patrol	DPS
Crash/C/A	Collector/User	Capt. Anthony Macaranas	Highway Patrol	DPS
Citation/Adjudication	User	Michael Villacrusis	MIS	Judiciary
Roadway	Collector/User	Thomas Camacho	TSD, Department of Public Works	DPW

Crash/C/A	User	Frannie Demapan	Attorney General Office	AG
Roadway	Management	James Ada	Department of Public works	DPW
Crash/C/A	Management	Robert A. Guerrero	Department of Public Safety	DPS
Citation/Adjudication	User/Management	Judge Robert Naraja	Superior Court	Court

## State traffic records strategic plan

**Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

### Documents Uploaded

CNMI Traffic Records Strategic Plan\_2018 Update.pdf

**Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.**

## Strategic Planning and Traffic Record System Recommendations

### Crash Recommendations

- Improve the description and contents of the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

### Vehicle Recommendations

- Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

### Driver Recommendations

- Improve the applicable guidelines for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

### Roadway Recommendations

- Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

#### **Citation/Adjudication Recommendations**

- Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

#### **EMS/Injury Surveillance Recommendations**

- Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

### Section 405 (c) FY2019 Projects Descriptions

#### 3.1 Proposed Projects Summary for FY 2019 Funding

The table below provides a summary for each of the projects that are being proposed for funding under the **FY 2019** "Section 405 (c) Grant". A detailed description of each project is provided in this section of the application.

Project Title	Project Description	Funding 2019 Grant
ITSIS Maintenance & Support/Upgrades	Island-wide Traffic Safety Information System Maintenance, Support (Crash, ECitation, OSCAR & RAMP)	\$50,000.00
Hardware for ECitation Deployment – DPS Department-Wide	Printers/Toughpad/Car Kit & Hardware Configuration	\$100,000.00
Court System JustWare API Upgrade	Upgrade of the JustWare API and Maintenance & Support	\$15,000.00
RIMS Updates/Enhancements & Training	Update Roadway Inventory/ Application Technology Upgrade & User Training	\$40,000.00
Emergency Patient Care Report DSL & Hardware Procurement	Monthly subscription of DSL service and Hardware Procurement for the Emergency Patient Care Reporting System	\$96,000.00
Traffic Records Program Support	TRCC and TREC Support	\$10,000.00
Traffic Records Strategic Plan Update/Grant Application Development	Update the Traffic Records Strategic Plan, provide TRCC and Program Support, develop and prepare the FY2018 Grant Application for submission to NHTSA	\$40,000.00
<b>FY2018 BUDGET</b>		<b>\$351,000.00</b>

## Island-Wide Traffic Safety Information System (ITSIS)

On-Going

State: *CNMI*

Plan Year: *2019*

Revision Date:

*06/15/18*

Submitted By: *Leo Duenas (for TRCC)*

Email: *lduenas@dps.gov.mp*

## Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces)

CNMI\_CA\_001; CNMI\_CA\_002; CNMI\_CA\_004; CNMI\_CR\_001 - 006; CNMI\_EMS\_001 - 005; CNMI\_RW\_001 - 006

Deficiency Description: (This section contains a brief statement of the deficiency.)

#### Crash Reporting System

Improve the description and contents of the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

#### Citation/Adjudication Recommendations

Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

A Traffic Records Assessment was conducted for the Commonwealth of the Northern Mariana Islands (CNMI) between May 7 and August 30, 2013 by the NTHSA Go Team.

Plan Year: 2019

Revision Date:

06/015/18

State: CNMI

Submitted By: *Leo Duenas*

Email: [lduenas@dps.gov.mp](mailto:lduenas@dps.gov.mp)

#### Article II. Performance Measures & Goals:

*Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.*

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces)

CNMI\_CA\_001\_P

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

- Increase
- Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

1. Time required for collecting, processing and generating traffic Safety reports.
2. Completeness and accuracy of traffic data reports.
3. Time required for disseminating traffic safety reports to qualified requestors.
4. Time required for generating quality crash analysis.
5. Completeness and accuracy of crash analysis and locations
6. Level of accessibility to traffic safety data and reports.

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined.)

1. Time periods from crash date/time to completion of crash report will be compared to those on the current system. This can often be measured in days on the current system.
2. Completeness and accuracy of data collected on the replacement crash system will be compared to that on the current system, which does not capture many pertinent crash data items and misreports others.
3. Crash report preparation times on the replacement system will be compared to those on the current system, which can often be measured in days.
4. Completeness of crash reports generated on the replacement system will be compared to the current system, which does not collect many pertinent crash data items.



5. Accuracy of crash reports generated on the replacement system will be measured against those manually prepared from data on the current system. See item 3 above.
6. Accessibility to crash reports generated on the replacement crash system will be compared to that on the current system, which requires requested reports to be individually delivered physically or electronically to qualified requestors.
7. Timeliness of Citation to adjudication
8. Integration criminal data with traffic data for developing countermeasures
9. Interface to the Court System and AG's Office
10. Integration with Roadway Data
11. Interface to Driver and Vehicle Data

**Goals by Year:** (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

<b>GOAL: Value as of:</b>	<i>Increase in Time Savings</i>
June 2015	80%
June 2016	85%
June 2017	90%
June 2018	95%
June 2019	95%

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

<b>FINAL</b>	<b>(this year – prior year)</b>		
Value as of	%	Change	%
June 2014	75%	Change from 2013	15%
June 2015	80%	Change from 2014	5%
June 2016	85%	Change from 2015	5%
June 2017	90%	Change from 2016	5%

June 2018

95%

Change from 2017

**Article III. Projects:**

*The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters - no spaces)

CNMI\_ITSIS\_003

**Project Title:** (This section contains a working title for the Project.)

Highway Safety Systems Integration, Data Analysis Tools, Ad Hoc and Map-Based Reports, and Data Warehouse

**Lead Agency:** (Name of the Agency that is primarily responsible for the Project.)

Office of Highway Safety

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.*

Name: Leonard T. Duenas  
Title: Coordinator  
Agency: CNMI Highway Safety Office  
Address: Jose M. Sablan Building, Civic Center Susupe  
City, ZIP: Saipan, MP 96950  
Phone: 670-664-9121  
Email: lduenas@dps.gov.mp

**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

*Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is*

responsible for the implementation and ultimate success of the project.

Department of Public Safety; Highway Safety Office; Bureau of Motor Vehicle; Superior Court; Department of Fire & EMS

**Core System & Performance Area:**

What Core System(s) and Performance Area(s) will be affected by this project?

*Check All that Apply*

Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Driver License / History	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Injury Surveillance / EMS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Roadway	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Citation / Adjudication	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Vehicle Registration	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

**Project Description:** *(This section provides a brief overview of what the project will entail.)*

The Island-wide Traffic Safety Information System (ITSIS) comprise of the following systems:

- Electronic Citation System
- Electronic Crash Reporting System,
- Online System for Crash Analysis & Reporting (OSCAR),
- Report Amendment and Modification Program (RAMP), and

The project is to provide system maintenance, upgrades/enhancements and technical support of the ITSIS. This work is necessary to keep the ITSIS current, to provide improvements and repairs as needed, and to supply technical support to the Highway Safety Office and law enforcement personnel.

The technical support task is to ensure that the ITSIS is functioning properly and data is successfully transmitted and integrated properly into the ITSIS databases.

The Help Desk/System Maintenance tasks will involve periodic updates to all the installed programs, the upgrading of applications, and responding to requests for assistance with ITSIS database queries. Also includes general assistance with the OSCAR module.

Included under in this project as well is answering of system user’s emails, monitoring the systems support website, and providing additional on-site training as necessary.

Upgrade the ITSIS to new technology and the enhancements and modifications of all currently deployed applications to function with the new technology.

**Basis for Project:** *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID’s that are being addressed.)*

Data Integration, Sharing, and Usage

**Expected Impact:** *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID’s that are likely to be impacted by the Project.)*

Improve data sharing and usage

**Project Priority:** (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High

**Projected Budget by Funding Source:**

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019
Section 405 (c)	\$40,000.00	\$50,000.00	\$50,000.00

**Project Milestones:** (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
System Enhancements & Modifications	On-going	
System Support	On-going	
OSCAR Upgrade	On-Hold	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

**Project Status:** (This section provides a basic category for the status of the project as of the submission date.)

**Unknown** (Status not currently assigned)

**Proposed** (Project is proposed but has not been funded and / or approved)

**Planned** (Project is approved, but has not yet started)

**Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)

x. **Active** (Project is under way)

**Completed** (Project has been completed)

**Cancelled** (Project was cancelled)

**On Hold** (Project is temporarily on hold)

**Postponed** (Project has been postponed, or tabled at this time)

## Roadway Information Management System

State: *CNMI* Plan Year: 2019 Revision Date: *06/15/18*

Submitted By: *DPW* Email: *trafhcsignal.dpw@gmail.com*

### Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

Deficiency ID: **(For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces)**

CNMI\_RW\_001

Deficiency Description: **(This section contains a brief statement of the deficiency.)**

Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Update the Roadway Inventory and Information Management System; new roadway constructions need to be added to the network to update existing map and therefore improve location accuracy.

Core System: **(What core system is referred to by this deficiency? Check One)**

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: **(What performance area is referred to by this deficiency? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: **(How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)**

This deficiency was identified by the Technical Services Division of DPW and agreed to by the TRCC.

State: *CNMI*

Plan Year: *2019*

Revision Date:

*06/15/18*

Submitted By: *DPW*

Email:

*trafhcsignal.dpw@gmail.com*

## Article II. Performance Measures &amp; Goals:

*Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.*

Measure ID: **(For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)**

CNMI\_RW\_001\_P

Core System: **(What core system will be affected by this measure? Check One)**

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

- Increase
- Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

DPW will measure the performance of the system on its use for identifying and analyzing high crash location and roadway hazards. The system will support a data driven roadway problem identification and the development of countermeasures.

Number of roadway mile inventoried and mapped on the Island base map to improve crash location accuracy.

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined.)**

Number of locatable crashes and high crash location identification.

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

<b>GOAL: Value as of:</b>	<i>Increase in Time Savings</i>
<b>June 2016</b>	<b>0%</b>
<b>June 2017</b>	<b>5%</b>
<b>June 2018</b>	<b>5%</b>
<b>June 2019</b>	<b>5%</b>

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

**FINAL (this year - prior year)**

Value as of	%	Change	%
<b>June 2016</b>	<b>75%</b>	<b>Change from 2015</b>	<b>0%</b>
<b>June 2017</b>	<b>80%</b>	<b>Change from 2016</b>	<b>5%</b>
<b>June 2018</b>	<b>85%</b>	<b>Change from 2017</b>	<b>5%</b>
<b>June 2019</b>	<b>90%</b>	<b>Change from 2018</b>	<b>5%</b>



Submitted By: DPW

Email:

trafhcsignal.dpw@gmail.com

Article III. Projects:

*State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters - no spaces)

CNMI\_RW\_001\_P

**Project Title:** (This section contains a working title for the Project.)

Roadway Information Management System (RIMS)

**Lead Agency:** (Name of the Agency that is primarily responsible for the Project.)

Department of Public Works

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.*

Name: Thomas C Camacho

Title: Manager

Agency: CNMI Department of Public Works

Address: 2nd Floor Joeten Oleai Commercial Center

City, ZIP: Saipan, MP 96950

Phone: 670-235-5827

Email: trafhcsignal.dpw@gmail.com

Partner Agencies: *(Name of the Agencies that are partners with the Lead Agency in the implementation of the project.) Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Department of Public Safety

Core System & Performance Area:

**What Core System(s) and Performance Area(s) will be affected by this project?**

*Check All that Apply*

Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driver License / History	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Injury Surveillance / EMS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roadway	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Citation / Adjudication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle Registration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Project Description: *(This section provides a brief overview of what the project will entail.)*

Phase 1 of this project is completed. This is an upgrade and enhancements to the Roadway Information Management System and training.

This project supports traffic records by making the improvements and enhancements necessary to upgrade the roadway network GIS-based map for the Commonwealth of Northern Marianas Islands.

This project will update the roadway inventory to include all new roads and

This project also includes the upgrade of the RIMS to support DPW in the management, maintenance, and monitoring of roadway improvements.

**Basis for Project:** *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

New roadway construction and new roadway assets.

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Updated roadway map for crash location accuracy with a reliable and efficiency method for identifying crash location on the commonwealth roadway. Safety analyses on an Island-wide basis will be facilitated with the added GIS capabilities.

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific*

*rank order. )*

## High

### Projected Budget by Funding Source:

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)*

Funding Source	2018	2019	Total
Section 405 (c)	\$0.00	\$40,000.00	\$40,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

Milestones	Projected Completion Date	Actual Completion Date
Identify New Roadways	10/31/18	
Inventory of New Roadway and Assets Starts	11/1/2018	
Roadway Inspections Starts	11/1/2018	
Roadway Inventory of Tinian and Rota	02/1/2019	
Updated Roadway Network	04/01/2019	
Updated CAS	05/01/2019	
Training	05/31/2019	

*(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)*

**Project Status:** *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up - e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

## Traffic Record Systems Deployment Support

State: *CNMI*

Plan Year:  
*2019*

Revision Date:  
*06/15/18*

Submitted By: *Lt. Anthony I.  
Macaranas*

Email: *amacaranas@dps.gov.mp*

### Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces)

CNMI\_CA\_001-006/CNMI\_CR\_001-006

Deficiency Description: (This section contains a brief statement of the deficiency.)

DPS lacks the necessary hardware to deploy and use the current software as designed to full capacity.

There are approximately 150 Police Officers who enforce traffic laws in the CNMI with only 7 available hardware equipment, including vehicle mounts and accessories for the use of electronic crash reporting software and ECitation

Our currently system lacks connectivity with the Bureau of Motor Vehicle to extract Driver's License or Vehicle Registration information which is time consuming which is currently impacting timeliness, accuracy and completeness of traffic data.

Lack of system connectivity between the law enforcement vehicles, equipped with e-citation and Crash Reporting System to the main server of the data when out on patrol.

Core System: (What core system is referred to by this deficiency? Check One)

- x. Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

**Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)**

Traffic Records Assessment documented in the Traffic Records System Strategic Plan plus recommendations and input provided by members of the TRCC.

State: CNMI

Plan Year: 2019

Revision Date:

06/15/18

Submitted By: Lt. Anthony I.  
MacaranasEmail:  
amacaranas@dps.gov.mp

## Article II. Performance Measures &amp; Goals:

*Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.*

Measure ID: **(For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)**

CNMI\_CA\_001\_P

Core System: **(What core system will be affected by this measure? Check One)**

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- ..  Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity

Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

Increase

Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

Timely and accurate submission of all issued traffic citations for adjudication and easy accessibility of issued traffic citations by involved agencies.

Total number of various types of traffic law violations, age, nationality, gender, location, time and etc.

Problematic locations of crashes.

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined.)**

Timelines - Days between ticket issuance and adjudicated.

Data integrity and accuracy will be measured against the current paper driven system.

Citations will be issued electronically and court date will be automatically calculated minimizing illegible or erroneous entries.

Citation information will be entered to the court the Court System through the JustWare Application Programming Interface (API) as opposed to officers physically delivering citation tickets to the court.

Citation will be made available through the JustWare Application Programming Interface (API) for AGO use

Equip all traffic citation issuing sections within the Department of Public Safety with necessary hardware to be in uniform and less time consuming for all personnel involved.

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

**GOAL: Value as of:**

*Increase in Time Savings*

June 2017	30 mins
June 2018	35 mins
June 2019	40 mins
June 2020	45 mins
June 2021	50 mins

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL		(this year – prior year)	
Value as of	%	Change	%
June 2017	70%	Change from 2016	0
June 2018	80%	Change from 2017	10%
June 2019	90%	Change from 2018	10%

Plan Year: 2019

Revision Date:

06/15/18

State: CNMI

Submitted By: *Lt. Anthony I.  
Macaranas*

Email: amacaranas@dps.gov.mp

### Article III. Projects:

*The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces)



DPS\_H\_19\_001

**Project Title:** Traffic Record Systems Deployment Support

Department-Wide ECitation Deployment and Implementation

**Lead Agency:** Department of Public Safety**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact*

Name: Anthony Macaranas

Title: Captain

Agency: CNMI Department of Public Safety

Address: Jose M. Sablan Building, Civic Center Susupe

City, ZIP: Saipan, MP 96950

Phone: 670-664-9000

Email: amacaranas@dps.gov.mp

**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

1. CNMI Attorney General Office
2. CNMI Superior Court
3. CNMI Department of Fire and Emergency Medical Services
4. CNMI Bureau of Motor Vehicle

*Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Core System &amp; Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

*Check All that Apply*

Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Driver License / History	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Injury Surveillance / EMS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roadway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Citation / Adjudication	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Vehicle Registration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Project Description:** *(This section provides a brief overview of what the project will entail.)*

This project will enhance the data collection, storage, and accessibility of traffic data by DPS Highway Patrol and all participating agencies.

The project also includes providing all the necessary hardware and network connectivity for the application interface.

Electronic Citation Software is completed, tested and awaiting deployment department wide. However, CNMI Department of Public Safety does not have proper funding to equip all first responders with all necessary hardware and software required to implement electronic citation system.

Basis for Project: *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

1. It will save manpower hours of agencies involved in inputting the traffic citations into their database.
2. It will eliminate current problem of untimely turning in of traffic citations for adjudication.
3. It will eliminate redundancy of inputting the same traffic citation data into the date base system by agencies involved.

Integration - Information sharing between the Court, the Department of Public Safety, and the Office of the Attorney General, has been a long awaited goal for the CNMI. The existing paper/manual citation system has inherent problems among all three agencies that essentially render information sharing between the three nearly null of value because of the time lag involved. Electronic integration will immediately improve officer performance by providing real time data, and improve adjudication ability to dispose of cases in a timely and efficient manner for the same reason.

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Increase

Accuracy of data  
Completeness of reports  
Integration between traffic records system  
Timeliness of traffic data

Decrease

Number of days from citation issuance to adjudication and disposition.

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order. )*

High Priority

Projected Budget by Funding Source:

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)*

Funding Source	2018	2019	2020	Total
Section 405 (c)	\$13,700.00	\$100,000.00	\$20,000.00	\$133,700.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

Milestones	Projected Completion Date	Actual Completion Date
Hardware Procurement	10/2018	
Hardware Configuration & Testing	12/2018	
Field Testing	01/2019	
Deployment	01/2019	

*(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)*

**Project Status:** *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

## ECitation JustWare API Maintenance & Support

State: *CNMI*

Plan Year:  
2019

Revision Date: *06/15/18*

Submitted By: *Leo Duenas (for  
TRCC)*

Email: *lduenas@dps.gov.mp*

### Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces)

**CNMI\_CA\_001; CNMI\_CA\_002; CNMI\_CA\_04**

Deficiency Description: (This section contains a brief statement of the deficiency.)

The JustWare API needs maintenance and support in order for ECitation to continue transmitting electronically to the Court system.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment,

Current System Needs

State: *CNMI*

Plan Year:  
2019

Revision Date: *06/15/18*

Submitted By: *Leo Duenas (for  
TRCC)*

Email: *lduenas@dps.gov.mp*

*Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.*

Measure ID: **(For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)**

CNMI\_CA\_001\_P

Core System: **(What core system will be affected by this measure? Check One)**

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility
- Accuracy

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

- Increase
- Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

Timeliness, Accuracy, and Completeness of Traffic Violations

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined.)**

Timelines - Days between ticket issuance and adjudicated.

Data integrity and accuracy will be measured against the current paper driven system.

Citations will be issued electronically and court date will be automatically calculated minimizing illegible or erroneous entries.

Citation information will be entered to the court the Court System through the JustWare Application Programming Interface (API) as opposed to officers physically delivering citation tickets to the court.

**Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

<b>GOAL: Value as of:</b>	<i>Increase in Time Savings</i>
June 2016	0%
June 2017	65%
June 2018	70%
June 2019	80%

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

<b>FINAL</b>	<b>(this year - prior year)</b>		
Value as of	%	Change	%
June 2016	0 %	Change from 2015	0%
June 2017	65%	Change from 2016	0%
June 2018	70%	Change from 2017	5%
June 2019	80%	Change from 2018	10%

State: *CNMI*Plan Year:  
2019Revision Date: *06/15/18*Submitted By: *Leo Duenas (for  
TRCC)*Email: *lduenas@dps.gov.mp***Article III. Projects:**

*The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters - no spaces)      *CNMI\_EC\_004*

**Project Title:** (This section contains a working title for the Project.)

Department-Wide ECitation Deployment and Implementation

**Lead Agency:** (Name of the Agency that is primarily responsible for the Project.)

Department of Public Safety/TRCC

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact*

Name:    *Leo Duenas*

Title:    *Coordinator*



Agency: CNMI Highway Safety Office

Address: Jose M. Sablan Building, Civic Center Susupe

City, ZIP: Saipan, MP 96950

Phone: 670-664-9121

Email: lduenas@dps.gov.mp

**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

*Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Department of Public Safety; Superior Court and Attorney General’s Office

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

*Check All that Apply*

Performance Area \ Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Driver License / History	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Injury Surveillance / EMS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roadway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Citation / Adjudication	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Vehicle Registration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Project Description:** (This section provides a brief overview of what the project will entail.)

The Commonwealth of the Northern Mariana Islands (CNMI) Judiciary and the CNMI Attorney General’s Office (AGO) utilize the case management system, JustWare from Newman Technologies to track cases as they go through the judicial process. Under the CNMI Criminal Justice Information Systems (CJIS) an application programming interface (API) for JustWare was also purchased and installed as a tool to allow controlled transmittal of data between external, criminal justice oriented, systems and JustWare.

The E-Citation Project will be utilizing the JustWare API in both agencies to automate transmittal of traffic citations between the Department of Public Safety’s traffic system and the CNMI Judiciary and AGO’s JustWare system.

To ensure the continued functionality of the JustWare API and maintain the link for the ECitation project, maintenance and support for the API will have to continue to ensure citations are transmitted timely, correctly and posted to the Judicial Case Management System.

Basis for Project: (Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID’s that are being addressed.)

Timeliness – There is a considerable lag time between completion of a traffic citation and submission to the court. Implementing an electronic citation system will immediately improve this deficiency by real time populating of the database and retrieval of citations by the court clerks and judges.

Accuracy – Often, law enforcement officers’ handwritten citations are illegible to the district court clerks. Electronic data entry in the field (both check boxes and write-ins) will eliminate this deficiency by 100% upon implementation.

Completeness – A secondary problem arising from the manual traffic citations is enforcement situations sometimes create an attention distraction for law enforcement officers that result in incomplete or incorrectly-entered information to the citation form. Electronic prompts via the ECitation program can assist officers in the field in ensuring that citations are both accurate and complete before transmission to the district court.

Integration – Real time information sharing between the District Court, the Department of Public Safety, and the Office of the Attorney General, has been a long awaited goal for the territory. The existing paper/manual citation system has inherent problems among all three agencies that essentially render information sharing between the three nearly null of value because of the time lag involved. Electronic integration will immediately improve officer performance by providing real time data, and improve adjudication ability to dispose of cases in a timely and efficient manner for the same reason.

.Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID’s that are likely to be impacted by the Project.)*

Increase

- Accuracy of data
- Completeness of reports
- Integration between traffic records system

Decrease

- Number of days from citation issuance to adjudication and disposition

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order. )*

High

Projected Budget by Funding Source:

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)*

Funding Source	2017	2018	Total
Section 405 (c)	\$0.00	\$10,000.00	\$15,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

Milestones	Projected Completion Date	Actual Completion Date
<b>ECitation JustWare API Maintenance &amp;Support</b>	10/2019	

*(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)*

**Project Status:** *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up - e.g. waiting for staffing)
- Active** (Project is under way)
  - Completed** (Project has been completed)
  - Cancelled** (Project was cancelled)
  - On Hold** (Project is temporarily on hold)
  - Postponed** (Project has been postponed, or tabled at this time)

## Timeliness for EMS Reporting

State: CNMI

Plan Year: 2019

Submission Date: 05/31/18

Submitted By: Daniel R. Suel

**Article I. Deficiencies:**

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

**Deficiency ID:** Insufficient number of data collection equipment assigned to Emergency vehicles responding to Motor Vehicle Crashes.

**Deficiency Description:**

1. Unable to maintain continuity of data collection.
2. Unable to complete data collection information.

**Core System:** (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
  - x. Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

**Performance Area:** (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
  - x. Timeliness
- Uniformity
- Accessibility

**Source if Deficiency:** (How was the deficiency identified? i.e.: TR Assessment,

Traffic Records Assessment

State: CNMI

Plan Year: 2019

Submission Date: 05/31/18

Submitted By: Daniel R. Suel

## Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

**Measure ID:** (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces)

*(CNMI\_EC\_010\_P)\_ Leave Blank*

**Core System:** (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
  - Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

**Performance Area:** (What performance area will be affected by this measure? Check one)

- Accuracy
- Completeness
- Integration
  - Timeliness
- Uniformity
- Accessibility

**Direction:** (What direction will the measure move to demonstrate a success? Check one)

- Increase
- Decrease

**What Will Be Measured:** (This section contains a brief statement of what will be measured.)

Decrease timeliness of input and upload to the system  
Increase Accuracy of data collected.

**How Will It Be Measured:** (This section contains a brief statement of how the measurement will be determined?)

Timeliness – Immediate posting of the EPCR to the data base.  
Immediate access to the electronic data for review.  
Data integrity and accuracy will be measured against the current paper driven system

**Goals by Year:** (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

of: *Increase in Time Savings*

<b>June 2017</b>	<b>60%</b>
<b>June 2018</b>	<b>100%</b>
<b>June 2019</b>	<b>100%</b>
<b>June 2020</b>	<b>100%</b>
<b>June 2021</b>	<b>100%</b>

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL		(this year - prior year)	
Value as of	%	Change	%
<b>June 2016</b>	<b>0%</b>	<b>Change from 2017</b>	<b>60%</b>
<b>June 2017</b>		<b>Change from 2018</b>	<b>100%</b>
<b>June 2018</b>		<b>Change from 2019</b>	<b>100%</b>
<b>June 2019</b>		<b>Change from 2020</b>	<b>100%</b>

State: CNMI

Plan Year: 2019

Submission Date: 05/31/18

Submitted By: Daniel R. Suel

**Article III. Projects:**

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

**Project ID:** DFEMS EPCR

**Project Title:** Timeliness of Emergency Patient Care Reporting

**Lead Agency:** Department of Fire and Emergency Medical Services

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Patrick I. George

Title: Project Director

Agency: Department of Fire and Emergency Medical Services

Address: P.O. Box 7068 SVRB Saipan MP, 96950

**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

**Core System & Performance Area:**

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driver License / History	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Injury Surveillance / EMS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Roadway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Citation / Adjudication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle Registration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Project Description:** (This section provides a brief overview of what the project will entail.)

The Department of Fire and Emergency Medical Services (DFEMS) has recently signed a two (2) years contract with Zoll Technology. DFEMS used to collect all PCR on paper and the data collected on paper does not afford DFEMS or any other agency in having immediate access to the information. The information collected through the paper version also shows incomplete and or inaccurate information on paper PCR.

The Zoll technology contract will allow DFAEMS to merge into electronic data collection from the point of input in the field and transfer of data in the emergency room at the Commonwealth Health Corporation.

In previous 405 grant awarded to the former Fire Division under the Department of Public Safety in 2013, the procurement of Toughbook laptops were made in conjunction with a previous localized EPSR network. This localized network were plagued input

and uploaded problems which eventually led to it's discontinue. This problem is further exacerbated on Rota and Tinian where the connectivity through the CNMI network is none and paper report is still maintained and shipped to Saipan at the end of the month for input into the CNMI network.

The Zoll technology contract eliminates the requirement of a CNMI server for data collection and transfers the data collection to a cloud with input, access and query of the data through virtual private network via the internet on designated secured Wi-Fi hotspots. The problem of no access on Rota and Tinian is easily resolved with Zoll Technology's EPCR as internet access on Rota and Tinian is widespread and the creation of a secure local Wi-Fi access at each respective fire station can easily installed.

The need to replace surveyed hardware such as laptops and desktops at each respective station is also necessary. The Zoll Technology EPCR uses mobile apps and the use of tablets are highly recommended than laptops. The desktops are the ability for supervisor to have access to query, query specific data and or create individual specific reports as needed. This is quite important as we start a specific crash injuries, gender and age of victims and or time, date and location of related crashes with inquiry.

The project also includes proving all the necessary network connectivity for the application interface.

**Basis for Project:** *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

Integration – Immediate input of injury related data and the sharing of specific and or general data is the goal for the Department of Fire and Emergency Medical Services. The existing paper/manual reporting of the EPCR has inherent problem within DFEMS which trickles to the Commonwealth Health Corporation and the CNMI Highway Safety Office. The move to an electronic EPCR will resolve almost data collection problem such as timeliness, accuracy and sharing.

**Expected Impact:** To increase the accuracy and consistency of data collected and completeness of reports.

**Project Priority:** High

**Projected Budget by Funding Source:**

*deally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)*

Funding Source	2018	2019	2020
Section 405 (c)	\$0.00	\$96,000.00	

I

**Project Milestones:** *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

Milestones	Projected Completion Date	Actual Completion Date
------------	---------------------------	------------------------



(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

**Project Status:** (This section provides a basic category for the status of the project as of the submission date.)

- Unknown** (Status not currently assigned)
  - x. **Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up - e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR-19-00	TR - Program Management	Extrication Equipment
TR-19-01	Purchase of E-Citation hardware.	

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the**

**recommendations.****Vehicle Recommendations** (Lack of sufficient resources and funding)

Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action- Pending action

The Vehicle system is currently undergoing enhancements and modifications to include all the data necessary for the identification and ownership of all vehicles registered in the CNMI and off-island vehicles involved in crashes within the CNMI. Information on vehicle make, model, year of manufacture, body type (usually extracted from the VIN), and adverse vehicle history (title brands) will be maintained in order to produce the data needed to support safety programs. The vehicle system will be capable of recording and reporting title data, registration information, and verification of required insurance and will clearly define both the vehicle itself and the owner or leaseholder.

The vehicle system data dictionary will provide definitions for each data element and, where applicable, provides matching edit checks and data collection guidelines. Procedures for collection, reporting, and posting of registration, title, and title brand information will be formally documented. The data dictionary will be accessible to all users and updated regularly to reflect changes to the system.

The Vehicle system will adhere to the American Association of Motor Vehicle Administrators (AAMVA) standard and guidelines and reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action- Pending action

The new Vehicle system data quality management cover the entire process—the collection, submission, processing, posting, and maintenance of vehicle data. The system will have a built-in automated edit checks and validation rules that ensure entered data falls within the range of acceptable values and is logically consistent with other elements. Edit checks will be apply as the data is added to the record.

The Vehicle system will have a performance measure program that is tailored to the needs of data managers and address the concerns of all stakeholders.

The overall data quality control program for the Vehicle data system will reflect best practices identified in the Traffic Records Program Assessment Advisory

**Driver Recommendations** (Lack of sufficient resources and funding)

Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action- Pending action

The CNMI recently adopt and deployed a Real ID compliant Driver Licensing System. The new system ensures that each person licensed to drive in the CNMI has one identity, once license to drive, and one record. The system resides at the Department of Public Safety, Bureau of Motor Vehicle.

The new system will include a Driver History file that will maintains information on all out-of-State or unlicensed drivers convicted of traffic violations within the Commonwealth's boundaries. The system will also support (in concert with other data systems) both

aggregate and detailed analysis of driver behaviors as they relate to safety.

In addition to the Real ID compliant, the Vehicle system will ensure compliance with ANSI D-20 standards and maintained in a manner that accommodates interaction with the National Driver Register (NDR) Problem Driver Pointer System (PDPS) and FMCSA's Commercial Driver's License Information System (CDLIS). The system will reflect best practices as identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action- Pending action

The new CNMI Driver Licensing system will be well documented. Each data field will have an established definition and validated values—including appropriate null codes. All applicable edit checks and data collection guidelines will match the data definitions. The data dictionary will be maintained and updated to keep pace with system, legislative, and other changes.

Driver data system will reflect best practices as identified in the Traffic Records Program Assessment Advisory

Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action- Pending action

The new Driver system is maintained by BMV and ensure accurate and up-to-date documentation. The new automated process flow will provide the policies and procedures to govern the collection, reporting, and posting of license, conviction, and sanction information. The new process will include: license, permit, and endorsement issuance; reporting and recording relevant citations and convictions; reporting and recording driver education and improvement courses; reporting and recording other information that may result in a change of license status; and maintaining appropriate system and information security.

The data process flow will include inputs from other components and the processes for error correction and error handling (returning reports to the original source for correction and resubmission).

The new system will be fully Real ID complaint after full implementation and will be able to detect fraud in the driver data. The system will participate in the Systematic Alien Verification for Entitlements (SAVE) program, deployment of facial recognition software, fingerprint checking, and other biometric technologies to detect individuals attempting illegal relicensure.

The BMV will adopt a formalized method to identify and prevent fraud when issuing drivers' licenses, including commercial license and provide background checks before issuing hazardous materials endorsements. BMV will have security protocols governing access to and release of driver system data in compliances with all applicable CNMI and Federal laws, including the Driver's Privacy Protection Act.

The new system will reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action- Pending action

The system will have a formal data quality management program's review protocols that covers the entire process—the collection, submission, processing, posting, and maintenance of driver data.

An automated edit checks and validation rules will be implemented to ensure entered data falls within the range of acceptable values and is logically consistent between other fields. Edit checks will be applied when data is added to the record. The system will have a Performance measures program that will be tailored to the needs of data managers and address the concerns of all stakeholders.

The Driver system will reflect best practices identified in the Traffic Records Program Assessment Advisory

## Quantitative improvement

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.**

## FY 2018 Progress Report

### Performance Measure

The CNMI Traffic Records Coordinating Committee (TRCC), with the full support of the Traffic Records Executive Committee (TREC) continued to focus the limited amount of funding received to improve the Crash Reporting System, Electronic Citation and developing application for data transfer to the Court System. Crash, ECitation and the Court System are now integrated using Application Program Interface (API). This approach further improves the timeliness, completeness, and accuracy of data in all the three systems.

1. Crash Timeliness - Decrease the number of days from crash occurrence to when the report is available in the database for analysis and reporting.
2. Crash Accuracy - Decrease the number of crash report missing critical data elements. Edit checks and report validation was improved to focus on data elements that fails validation the most. The process enables Law Enforcement Officers in the collection of crash data by performing edit checks during data collection and validation prior to submission to supervisor for approval and transmission to the central database.

## Demonstrated Improvement

### CNMI-CR-001- Crash Timeliness

#### Performance Measure Based on C-T-1- Model (Timeliness)

##### Electronic Crash Reporting System

The CNMI Department of Public Safety institutes the use of the Crash Reporting System department-wide. Crash reporting for the CNMI is now **100%** submitted electronically to the Centralized Crash Database. Additional training was provided and the use of an integrated geo-coded map for location identification was made a requirement to improve crash location identification. These efforts as shown below from the system performance analysis report resulted:

**C-T-1- Crash Timeliness - The median number of days from the crash date to the date the crash report is entered into the centralized database**

CNMI methods for calculation is the total number of days and hours from crash occurrence to crash report entry to the database for analysis and reporting (summed across all of the reports)

## Crash Timeliness

	Start Date	End Date	
Baseline	4/1/16	3/31/17	
Target	4/1/17	3/31/18	

	04/01/2016 - 03/31/2017	04/01/2017 - 03/31/2018	Change
Total number of crashes	1693	1739	2.72%
Summation of time required for all reports to reach the database (Seconds)	990122431	684744163	-30.84%
Summation of time required for all reports to reach the database (Days:Hours:Minutes:Seconds)	11459:18:00:31	7925:06:42:43	
Average time per report (Seconds)	584833.0957	393757.4255	-32.67%
Average time per report (Days:Hours:Minutes:Seconds)	6:18:27:13	4:13:22:37	
<b>Improvement (Reduction)</b>		32.67%	

*Crash Timeliness Improved from 6:18:27:13 to 4:13:22:37=32.67% reduction in the amount of Day: Hours: Minutes: Seconds from Crash Occurrence to available in Central for analysis and reporting.*

### **CNMI-CA-001- Crash Accuracy**

#### **Performance Measure Based on C-A-1- Model (Accuracy)**

CNMI Electronic Crash Reporting System accuracy improved during this period as data edits, audit and validations occurs during data collection.

Performance Area: **CNMI-CR-002 Accuracy - C-A-1**

Summary of Deficiency: Submitted crash data is mostly accurate except for location and incorrectly completed data fields.

Measurement: % of Crash Records with no errors in Critical data elements (that passed all Validations).

**C-A-1- Crash Accuracy - The percentage of crash records with no errors in critical data elements (that passed validations).**

# Crash Reports Audit Statistics - Commonwealth of Northern Mariana Islands

**Select Action**

- Run New Audit       View Existing Audit Results
- Run Timeliness Report     View Timeliness Report

Start Date

End Date

Get Results

**Audit Results**

Total No. of Reports : 1739  
 No. of Passed Reports : 1539  
 No. of Failed Reports : 200  
 Audit Pass Percentage(%) : 88.5%  
 Avg. No. of Incomplete Fields : 4.35

**Top 5 Column Names that failed most**

1. FirstName
2. LastName
3. PersonType
4. ReportTime
5. ContributingCircumstancesRoad1

CNMI methods for calculation is the total number of crash records that passed all the critical data elements data validations.

	Start Date	End Date
Baseline	4/1/16	3/31/17
Target	4/1/17	3/31/18

04/01/2016 - 03/31/2017      04/01/2017 - 03/31/2018      [Change](#)

Total number of crashes	1693	1739	2.72%
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Total number of crashes which passed validation	1495	1539	2.94%
Percent which passed validations	88.30%	88.50%	0.22%
<b>Improvement</b>		0.22%	

*Crash Accuracy Improved from 88.30% to 88.50% =0.22% reduction in the amount of critical data elements missing from the Central Database for analysis.*

**Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

#### Documents Uploaded

CNMI Traffic Records Strategic Plan\_2018 Update.pdf

#### State highway safety data and traffic records system assessment

**Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.**

Date of Assessment: 8/29/2013

#### Requirement for maintenance of effort

**ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

#### 10 Certifications, Assurances, and Highway Safety Plan PDFs



**Documents Uploaded**

**N. MARIANAS - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf**

**Certification and Assurances for Fiscal Year 2019.pdf**