

Commonwealth of the Northern Mariana Islands (CNMI)

Department of Public Safety - Highway Safety Office

Fiscal Year 2017

Highway Safety Plan

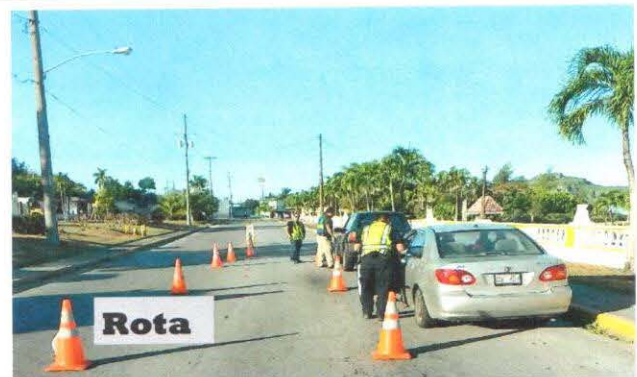


TABLE OF CONTENTS

FY 2017 Highway Safety Plan – Commonwealth of the Northern Mariana Islands (CNMI)

Table of Contents	2-3
Acronyms Guide	4-5
Commissioner of Public Safety Governors Highway Safety Representative Letter	6
Front Page	7
Organizational Chart	8
Mission Statement	9
Executive Summary	10-11
Process Description and Calendar	12-13
Planning and Administration	14
Occupant Protection / Child Restraint	15-25
Police Traffic Safety	26-34
Alcohol & Other Countermeasures	35-43
Emergency Management Services	44-47
Traffic Records	48-49
Motorcycle Safety	50-51
Roadway Safety	52-55
Speed Control	56-60
Pedestrian / Bicycle Safety	61-64
Summary of the CNMI's Commonly Reported Statistics	65-70
Core Outcome Measures	71
Core Activity Measures	72
Evidence Based Traffic Enforcement Program	73-76
Travel / Training Request	77-78

FY 2017 Highway Safety Plan – Commonwealth of the Northern Mariana Islands (CNMI)
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Equipment Listing Request	79
Performance Report	80
Highway Cost Summary 217	81-82
Fiscal Year 2015 Highway Safety Cost Summary	83
Financial Summary Graph	84
Planning and Administration	85
Occupant Protection / Child Restraint	86-89
Police Traffic Services	90-93
Alcohol & Other Countermeasures	94-97
Emergency Medical Services	98
Paid Media	99
Traffic Records	100
Motorcycle Safety	101
Roadway Safety	102
Speed Enforcement	103
Pedestrian / Bicycle Safety	104
Appendix A (Certification and Assurances)	105-115
Appendix D	116-124
Appendix A (Part 1300)	125-136
Appendix B (Part 1300)	137
Section 405b OP	138-141
Section 405b OP Financial Summary	142-143
Child Restraint Inspection Station	144
CPS Technicians by Islands	145

Acronym Guide

ARIDE	Advance Roadside Impaired Driving Enforcement
CIOT	Click It or Ticket
CIP	Capital Improvement Projects
CNMI	Commonwealth of the Northern Mariana Islands
CHCC	Commonwealth Health Care Corporation
CPST	Child Passenger Safety Technician
CRPAP	Child Restraint Purchase Assistance Program
DAGS	Director of Administration and General Services
DFEMS	Department of Fire and Emergency Medical Services
DPW	Department of Public Works
DHS	Department of Homeland Security
DPS	Department of Public Safety
DUI	Driving Under the Influence
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
GR	Governor's Representative
GHSA	Governor's Highway Safety Administration
HSO	Highway Safety Office
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ICE	Immigration and Custom Enforcement

MOU	Memorandum of Understanding
NAWHSL	National Association of Women Highway Safety Leaders
NHTSA	National Highway Traffic Safety Administration
OP/CR	Occupant Protection and Child Restraint
PSA	Public Service Announcement
PTSA	Parents, Teachers and Students Association
SFST	Standardized Field Sobriety Test
SOP	Standard Operating Procedure
STLE	Selective Traffic Law Enforcement
TIU	Traffic Investigation Unit



COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS
DEPARTMENT OF PUBLIC SAFETY

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June 01, 2016

Chris Murphy
Regional Administrator
U.S. Department of Transportation
National Highway Traffic Safety
Administration, Region 9
201 Mission Street, Suite 1600
San Francisco, CA 94105

Dear Mr. Murphy:

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

The CNMI Department of Public Safety (DPS), Highway Safety Office (HSO) is hereby submitting its Fiscal Year 2017 Highway Safety Plan (HSP). The HSP is intended to continue the efforts of addressing the traffic safety needs of the CNMI.

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

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

The greatest challenge of all is meeting the innovative and changing trends of traffic safety with cost-saving solutions and in the same token maintain the level of protection and safety to the community. The DPS – HSO and its sub-grantees continue to monitor and identify problem-solving measures such as professional development, enforcement mobilization/crackdown, educational campaigns and community partnerships to resolve or alleviate the negative impacts of traffic related incidents.

I hope that the CNMI Fiscal Year 2017 HSP is in conformance to the specified requirements. Your continued support and assistance to the Department of Public Safety, Highway Safety Office, and the CNMI as a whole in promoting highway safety throughout the commonwealth is very much appreciated.

Sincerely,

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

Commonwealth of the Northern Mariana Islands (CNMI)

**Fiscal Year 2017
Highway Safety Plan**

prepared for

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

prepared by

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

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

Commonwealth of the Northern Mariana Islands
DEPARTMENT OF PUBLIC SAFETY
Commissioner Robert A. Guerrero
Governors Representative (GR)

DEPARTMENT OF PUBLIC SAFETY
Director of Administration & General Support
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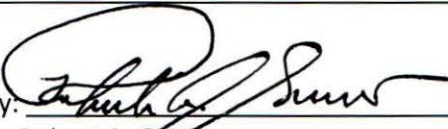
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Approved By:  Date: 6/1/2016
Robert A. Guerrero
Commissioner/Governor's Representative

MISSION STATEMENT

The CNMI DPS' mission is to provide the highest quality of public safety services in order to enhance community safety, safeguard life and protect property, reduce crime, deter criminal activity, and implement crime prevention programs.

The department has pledged to continue its ongoing partnership with the community, safety advocates, and civic organizations so as to lead the community's commitment to resolve crime-related problems, promote traffic safety, and improve the safety and quality of life in the CNMI.

Our DPS HSO programs' objectives is simply to reduce traffic-related crashes, injuries and fatalities, and at the same time, to educate the community about highway safety programs, while enforcing applicable traffic laws as our motorists travel on our highways. We do this by providing responsive, cost effective, and innovative government services and programs. In the end, we want an educated, caring, and selfless community as they enjoy operating their vehicles as well as provide safe transportation of passengers and cargoes while they travel on our highways and byways.

EXECUTIVE SUMMARY

The CNMI is located in the Western Pacific Ocean. It consists of fourteen (14) volcanic islands with the island of Saipan established as the Capitol and serves as the hub of the central government's functions and operations. It is located within a major trans-pacific travel route with daily sea freight forwarding and air passenger services arriving from the United States, European, and Asian countries. On the global scale, it is strategically located at an international crossroad that provides convenient access to the United States and the far eastern countries.

Tourism continues to be the only viable industry for economic growth and strength after the sun-setting of the garment industry. In spite of the situation, it remains visible that there is sustained level of road usage. Nevertheless, the growth, improvements and prioritization of transportation, roadways and highways for both tourists and residents within the islands are essential and continue to be in demand.

All the existing highways in the CNMI add up to 391.85 miles long, and of this, 136.24 miles have been designated as primary federal-aid highway, while the remaining 255.61 miles are considered secondary municipal/rural roadways. Capital Improvement Projects (CIP) have led to a roadmap of changes such as street naming, road constructions, pedestrian crosswalks, posting of reflective traffic signs, and traffic lights to enhance highway safety programs. The overall effect of these highway safety programs has positively influenced the motoring public in reducing the number of fatalities and serious injuries.

The CNMI DPS HSO provides guidance and leadership by developing, promoting and coordinating highway safety programs so as to positively influence policies, while increasing public awareness at the same time. The following highway safety programs include: Traffic Crash Reduction, Impaired Driving Prevention, Pedestrian/Bicycle Safety, Motorcycle Safety, Occupant Protection/Child Restraint, Emergency Medical Services, traffic-related injury and fatality prevention, property damage resulting from traffic collision, and community outreach.

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

CNMI Public Law 3-61, §1 (§101), established the DPS and vested the authority to enforce all traffic related laws throughout the CNMI. The CNMI DPS Commissioner, who is the Governor's Highway Safety Representative (GR) serves as the channel of communication between various government and private entities, legislators, civic organizations, and other traffic safety advocates in the CNMI to ensure promotion of the traffic safety initiatives are maximized.

HSO is staffed with four (4) personnel: an Officer in Charge, and three (3) program managers. This office coordinates and monitors the administration of Highway Safety Programs of the sub-grantees through the respective Police Directors of Saipan, Rota, and Tinian, and the Commissioner of the Department of Fire and Emergency Medical Services (DFEMS).

Police officers assigned to traffic safety-related committees' are tasked continuously with planning and implementing public education and enforcement such as annual OP/CR Mobilization and Impaired Driving Crackdown activities. Enforcement activities involve high visibility enforcement (HVE), comprising of Occupant Protection/Child Restraint, Speed enforcement, Drunk, Drugged & Drowsy Driving (4D) Prevention campaign, checkpoints, and saturation patrols.

Public education activities consist of school presentations, radio and television talk shows, educational displays, airing of ads on radio stations and on television, and presentations at civic organization events.

The importance of maintaining driver, passenger/occupant, and pedestrian safety on our highways is well understood by our highway safety-proficient police officers assigned to the Highway Patrol Unit. They take such responsibilities seriously. They are compelled to enforce all applicable traffic laws with emphasis on Speed Control, Impaired Driving, and Occupant Protection/Child Restraint (OP/CR) programs while they are out patrolling our highways. They possess the required technical knowledge and expertise that they have acquired through formal training and experience on deterrence, detection, and apprehension of impaired drivers. In addition, an officer confirms for any sign of driver impairment based on the Department's Standard Operating Procedures (SOP) during roadside checkpoint inspections. The same conclusion can be drawn regarding these officers' technical knowledge and expertise as it pertains to OP/CR program.

CNMI authorities and traffic safety advocates enthusiastically continue to support and participate throughout all traffic safety mobilizations. Additionally, DPS takes its responsibility seriously and relentlessly enforces all traffic laws including Impaired Driving, Distracted Driving, Occupant Protection, and Speed Control.

Legislations Passed:

Public Law No. 19-12: "To increase motorcycle operator's safety by requiring vendors to provide DOT certified helmets to operators, providing operator instruction courses, and issuing motorcycle driver's license endorsement", was passed 10/15/15.

Public Law No. 19-13: "To update the open container laws of the Commonwealth" to clarify the language of the Open Container Act and to increase the penalty for its violation was passed on 10/23/15.

Public Law No. 19-14: "To establish a drug court within the Commonwealth Superior Court; and for other purposes", was passed on 10/28/15.

Bill No.: "To establish a safe environment for pedestrians (Pedestrian Safety Act of 2016) who uses designated crosswalks or thoroughfares in the Commonwealth of the Northern Mariana Islands; and for other purposes", currently being reviewed at the legislature as of 06/1/2016.

PROCESS DESCRIPTION

The HSO, under the CNMI DPS, Office of the Commissioner, who also serves as the GR is mandated by Federal Law 23 U.S.C. 402, to establish and implement a statewide highway safety program, has been coordinating and promoting programs influencing public and private entity policies, increasing awareness on highway safety as well as give direction in identifying highway safety programs. These programs are focused at reduction of traffic-related injuries and fatalities, occupant protection, child restraint, alcohol and other drug countermeasures, emergency medical services, enhancing police traffic services, reduction of property damage, and education on safe operations of motor vehicles in line with 23 CFR 1200.10 (a) (1).

DPS HSO has developed traffic safety performance measures to highlight traffic safety problems presently being encountered, and is able to track measurable progress in resolving local highway safety problems and challenges. The monthly reports indicating performance measures would reveal highway safety issues being encountered. The elements contained in this report are data derived from incidents, citations, adjudication process, prevention campaigns, and traffic officers' assessment of incidents, and recommended corrective actions.

Occupant protection/child restraint, speed, and impaired driving remain to be of paramount importance to the CNMI's highway safety program. The usage rate of 95.58% in 2015 compared to 91.44% in 2014 indicates a 4.14% increase in seat belt usage. The usage rate of 64.52% in 2015, compared to 2014 with 71.20% for child restraint indicates a decrease of 6.68%. With this result, the DPS HSO continues to work with numerous stakeholders from public, private, and civic organizations in dealing with highway safety issues. The stakeholders have expressed great interest in protecting motorists and promoting safety on our highways by way of expanded media coverage and prevention educational programs.

The following shows a brief summary of how the CNMI's Highway Safety Plan will address the safety issues:

Highest Priorities:

In 2015, the child restraint usage rate was at 64.52%, a decrease of 6.68% from 2014.

- Aggressive public education and enforcement activities will be conducted to increase the child restraint usage CNMI-wide.

In 2016-2017, the CNMI will continue to focus on decreasing its traffic crashes through aggressive enforcement, education, engineering, and emergency medical services to address or mitigate highway safety problems and issues on each island:

- To increase the number of occupant protection and child restraint usage
- To reduce the number of DUI arrests and crashes
- To enforce traffic laws in the areas of speed, occupant protection, and impaired driving
- To reduce to zero the number of motorcycle crash and fatality
- To reduce to zero the number of pedestrian fatality and injuries

- To increase EMS response time and improve training and equipment for traffic related crashes

The CNMI DPS on Saipan, Rota, and Tinian and HSO have studied both collision and enforcement reports to identify any traffic safety problematic areas in highway safety. The traffic records come from the respective DPS divisions on Saipan, Rota, and Tinian traffic sections, the Department of Fire and Emergency Medical Services (DFEMS) through submittal of monthly reports to HSO. These reports include motor vehicle crashes, seat belt usage, child restraint usage, impaired driving, speeding, pedestrian & bicycle, traffic injuries & fatalities, enforcement mobilizations, EMS response to motor vehicle crashes, and other data related to traffic safety.

Upon identification of problematic areas and concurrence by the Office in Charge of HSO, a recommendation indicating funding priorities is submitted and forwarded to the Commissioner/GR for approval in which a HSP is developed for submission to the National Highway Traffic Safety Administration (NHTSA) Region 9 and Headquarters on or before July 1st of each year.

CNMI Highway Safety Office Annual Planning Calendar

Month	Activities
October	New Federal Fiscal Year Begins Grants established Implement new projects
November	Prepare Annual Report Begin final close-outs Begin Program Monitoring
December	Process final close-outs Submit Annual Report
January-February	Review quarterly progress reports
March-April	Conduct meetings with potential grantees Evaluate and prioritize applications Finalize funding decisions
May	Initiate HSP development Review quarterly progress reports
June	Complete HSP and submit to NHTSA
July	Plan for funding distribution
August	Prepare for FY ending
September	Federal Fiscal Year Ends Finalize and execute grant agreements to commence October 01.

PLANNING AND ADMINISTRATION

Program Overview:

The Planning and Administration program area 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;
- Evaluating accomplishments;
- Increasing public awareness and community support;
- Participating on various traffic safety committees;
- Organizing traffic safety groups, advocate and non-profit organizations;
- Coordinating public information and education programs;
- Generally promoting and coordinating traffic safety in the CNMI.

Goals and Performances Measures:

The goal is to provide management support services for the activities necessary to operate the traffic safety program in the CNMI. The performance goals include:

- Develop a coordinated Highway Safety Plan/Performance Plan by July 1, 2017.
- 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 2017.
- To support and to amend current highway safety traffic laws and legislation.
- To develop the Highway Safety Annual Report for FY 2016 by December 31, 2016.
- 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.

Child Passenger Safety
Trainings, Public Awareness and Inspections

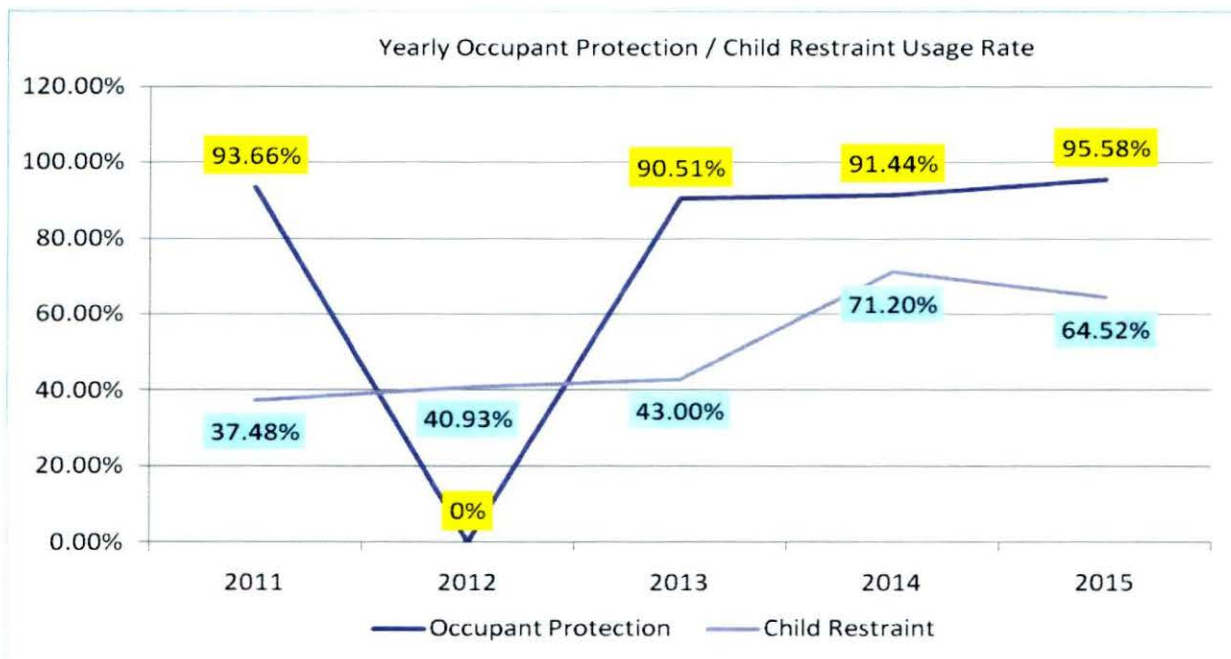


**Department of Public Safety
Saipan Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (OP 17-01)

Problem Identification

An Occupant Protection survey conducted in December 2015 by DPS Traffic Section revealed that seat belt usage for vehicle occupants was at 95.58%, and the child restraints survey reflected a 64.52% usage rate. The seat belt usage has increased 4.14% from 91.44% in 2014 and child restraint usage decreased 6.68% from 71.20%. The numbers of OP usage are in the rise with the DPS Traffic Section’s effort in education and enforcement but the CR usage decreased despite the effort.



Although the OP usage seemed to increase based on the surveys conducted, the numbers could be increased higher. The CR usage decreased but number could be increased as well with more proactive measures in education and enforcement activities. Because the child restraint numbers are low compared to the adult occupants it emphasizes the importance to work on new enforcement and public educational strategies and improvement on existing programs.

There are few contributing factors for the unrestrained child occupant violations. First major factor is the low minimum wage for the CNMI, which is \$6.05 an hour compared to high cost of living. Even with the reduction of fuel cost since late 2015, a gallon of regular unleaded is still \$3.48, which is higher than any of the states. There is no availability of public transportation.

Another problem the public faces is the utility rate of \$0.47 per kilowatt and certain number of utility surcharge which most households spend about \$400.00 to \$600.00 a month for power and water. With the high cost of living and low minimum wage, the prices of car seats in Saipan which range from \$160.00 to \$300.00 are unaffordable to many households. Even with the availability of the Car Seat Assistance Program which pays a portion of the cost, not all people can afford to pay the difference for a child restraint.

The super typhoon that totally destroyed over 300 homes caused damages to thousands more plus the power and water outages from August through November 2015 created a drastic diversion of people's funds to purchasing gas for generators, butane gas and other necessities.

Furthermore, the low traffic fine of \$25.00 for seat belt violations on adult occupants does not serve as deterrence. With the help from our legislators by increasing the 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.

Targets and Objectives

To maximize the rate of occupant restraint use; to increase safety belt usage for occupants and child restraint by calendar year 2017.

Decrease unrestrained passenger vehicle occupant fatalities by 50% from 1 in Fiscal Year 2014 to 0 by September 30, 2017.

Decrease unrestrained passenger vehicle occupant injuries 10% from 99 in Fiscal Year 2015 to 90 by September 30, 2017.

Increase the number of seat belt citations 10% from 220 during Fiscal Year 2015 to 242 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of random OP/CR checkpoints during day and night, inspections and conduct low visibility/covert enforcement.

Maximize enforcement visibility by encouraging multi-agency campaigns and coordinating campaigns with the time of news release, PSA posting, safety belt/child seat inspections, and nationwide events such as Click-It-Or-Ticket and National Child Passenger Safety Week.

Promote correct use of child restraint system among the general public parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.

Performance Measures:

- Beginning October 2016 through September 2017, officers within the agency will conduct twenty-four (24) OP/CR checkpoints to enforce seatbelt and child restraint usage throughout the island (24opsX6hrs.X13 officers = 1,872 hrs. of overtime).
- Beginning October 2016 through September 2017, officers/CPSTs will conduct eight (8) checkup events to ensure proper installation and usage of child restraints (8opsX4hrsX6 officers/CPSTs = 192 hrs. of overtime).
- Beginning October 2016 to September 2017, officers within the agency will conduct monthly low visibility covert seat belt operations to detect non-compliance of seat belt laws. (12ops.X 2vehicles).

Strategy (2): Education**Activity (2.1):**

To conduct educational presentations at schools, public events, PTA meetings, etc. on the importance of vehicle restraints, child restraint devices and instructions on proper usage and requirements of the CNMI law.

Performance Measures:

- Conduct three (3) OP/CR presentations quarterly at schools and public functions (12opsX1.5hrsX5officers= 90 hrs. of overtime).
- Acquisition of banners, signs, brochures, pamphlets, and educational materials for exposure and to educate the public about OP/CR.
- Advertisement costs for national “Click-It-Or-Ticket” and “4 Steps for Kids” safety campaigns on radio, television, movie theatre, etc.

**Strategy (3): Professional Development and Training/
Equipment and Safety Items Purchase****Activity (3.1):**

To increase the number of certified and trained professionals within the island by certifying additional police officers, Fire/EMS personnel, nurses and other highway safety advocates and to recertify current technicians who can routinely provide child safety seat check-ups to meet demand within the CNMI community. To improve the effectiveness of education of child and passenger safety training, technician certification, recertification, child seat fitting station, and seat distribution programs.

Performance Measures:

- To conduct two (2) Child Passenger Safety Technician (CPST) training to certify thirty (30) additional technicians throughout Saipan, Tinian, and Rota.
- Bring off-island CPS instructors to certify at least two (2) additional potential instructor candidates for Saipan and one (1) for Tinian.
- Form a Traffic Law Committee to work with local legislations on adjusting outdated fee scheduling of fines and proposing new laws to help keep the traveling community safe on the highways.

- Send two (2) CPSTs to 2017 Lifesavers Conference in Charlotte, North Carolina to gain
- knowledge on national updates of programs.
- Send two (2) CPSTs to upcoming Kids In Motion (KIMZ) conference to gain knowledge on national updates of programs.

Activity (3.2):

To purchase one (1) small portable generator to power up lights during educational events in the evening hours for better visibility by attendees.

Performance Measures:

- Purchase of one (1) small generator for the Saipan Traffic Section to be used on educational events conducted in the evening hours.

Activity (3.3):

Purchase child restraints (child car seats) for distribution to the public through the Child Restraint Purchase Assistance Program (CRPAP).

Performance Measures:

- Provide funding for the CRPAP for distribution through vouchers.

**Department of Public Safety
Rota Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (OP 17-02)

Problem Identification

The Rota Department of Public Safety continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2011, 64 safety belt citations were issued to drivers, 40 for passengers, and 7 for children. In 2012, 54 citations were issued for drivers, 25 for passengers, and 0 for children. In 2013, 82 citations were issued to drivers, 54 for passengers, and 14 for children. In 2014 there were 102 safety belt citations issued to drivers, 45 for passengers, and 4 for children. Finally in 2015, 88 citations were issued, 16 for passengers and 16 for children. The average safety belt citation for drivers per year is seen at about 78.2, 36 for passengers, and 6.2 for children.

Driver safety belt violation makes up 64.4% while passenger is marked at 29.65% and children violations stand at 5.9%.

Based on Rota's belts use for occupant protection in 2011 of 89% the 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 monitoring the 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.

Surveys conducted in 2011, the child restraint usage rate was at 89%. Surveys conducted in 2012 were found at 84%, in 2013 at 82%, in 2014 at 80.64% and lastly in 2015 at 90%. This brings a five year average of 85.12%.

Targets and Objectives

Maintain unrestrained passenger vehicle occupant fatalities at 0 in Fiscal Year 2015 to 0 by September 30, 2017.

Decrease unrestrained passenger vehicle occupant injuries 50% from 2 in Fiscal Year 2012 to 1 by September 30, 2017.

To increase the number of seat belt citations 10% from 104 during Fiscal Year 2015 to 114 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1): To increase the number of checkpoints and saturation patrols to enforce occupant protection/child restraint usage.

Performance Measures:

- During the month of October 2016, officers within the agency will conduct three (3) saturation patrols to enforce seatbelt and child restraint violations during the island's main fiesta event wherein there is a large number of tourist vehicular population as well as locals (3 ops X 8hrs. X 7 officers = 168hrs.of overtime).
- Beginning May and ending in June 2017, officers within the agency will conduct (25) OP/CR checkpoints during the Click-It-Or-Ticket month (25 checkpoints X 3hrs. X 7 officers = 525hrs.of overtime).
- Beginning in May and ending in June 2017, officers within our agency will conduct (10) saturation patrols during the Click-It-Or-Ticket month (10ops X 8hrs x7 officers = 560hrs of overtime).
- During the month of August 2016, officers within the agency will conduct three (3) saturation patrols to enforce seatbelts and child restraint violations as part of back to school safety week (3 ops X 8hrs. X 7 officers = 168hrs.of overtime).
- During the month of September 2017, officers will conduct six (20) OP/CR checkpoints during the Child Passenger Safety Month (20 checkpoints X 3hrs.X 7 officers = 420hrs. of overtime).
- During the month of September 2017, officers within our agency will conduct (10) saturation patrols during the Child Passenger Safety month (10ops X 8hrs.x7officers = 560hrs).

Strategy (2): Education

Activity (2.1): To increase the number of educational presentations/contacts at schools, civic organization meetings and activities.

Performance Measures:

- Beginning with start-date approval, officers within the agency will conduct educational presentations/contacts at various schools, civic organization meetings and other locations twice a month to increase safety awareness on occupant protection and child restraints, and factors of traffic crash injuries while not being properly restraint. These contacts will be done until September 30, 2017.
- Throughout the month of May 2017, officers within the agency will conduct three (3) educational contacts at schools, civic organization meetings and other locations to increase safety awareness on occupant protection during the Click-It-Or-Ticket mobilization month.
- During the months of May and September 2017, officers will acquire sign boards/banners, pamphlets, flyers, etc. for distribution during the Click-It-Or-Ticket and Child Passenger Safety Campaigns.

Strategy (3): Professional Development and Training

Activity (3.1): To increase the number of certified Child Passenger Technicians within the CNMI network; and for officers to gain knowledge on national updates on programs.

Performance Measures:

- Within the months of October 2016 a Child Passenger Safety Technician will begin process of becoming a Child Passenger Safety Instructor Candidate and should be full-fledged instructor by September 30, 2017.
- Beginning with start-date approval, Child Passenger Safety Instructor from the agency will conduct two (2) CPST courses and CPST re-certification course through September 30, 2017.
- During the month of August 2017, send one (1) Child Passenger Safety Technician to attend the Kids-In-Motion (KIM) Conference.

Strategy (3.2): Equipment Purchase

Activity (3.2): For easier transport of OP/CR educational materials, awareness banners, car seats, etc. to be utilized and distributed during educational presentations.

Performance Measures:

- Acquisition of one (1) outdoor storage unit for storage of OP/CR equipment.
- Acquisition of two (2) 20'x40' tents for use during Check-up events.
- Acquisition of two (2) foldable tables with benches for Check-up events.

**Department of Public Safety
Tinian Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (OP 17-03)

Problem Identification

Some of the residents of Tinian are still not in compliance of safety belt and /or child restraint devices because of the mentality that they will not get into car crashes because of the slow speed they are driving (mostly on narrow roads in between villages). Often times, it is only when they spot a police vehicle that they will put their seat belts on. Unfortunately the Tinian utilities corporation has been shutting down street lights for power conservation, so the patrol and traffic officers are unable to detect or determine if drivers and passengers in the vehicle are in compliance until they actually pull them over.

Another problem that has been identified on the island of Tinian is that parents and caregivers are unaware of the importance of courtesy check-up events conducted by the Department of Public Safety (DPS) Traffic Section Child Passenger Safety Technicians. These check-up events have been conducted several times during the year to educate the public on the proper installation, usage, and importance of car seats but only a handful of parents or caregivers avail to these services.

Targets and Objectives

To increase the usage number of seat belts and child restraint devices on the island of Tinian to ensure that all vehicle operators and passengers travel safely on the roadways.

Increase the number of seat belt citations by 10% from 0 in 2015 to 10 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of random OP/CR checkpoints, saturation patrol and car seat check-up events.

Performance Measures:

- During the month of May 2017, officers within the agency will conduct four (4) OP/CR checkpoints as part of the Click-it-or-Ticket campaign (4checkpoints X 3hrs X 7officers =84hrs of overtime).
- During the month of May 2017, officers within the agency will conduct three (3) saturation patrols as part of the Click-it-or-Ticket campaign (3ops X 4hrs X 3officers =36hrs of overtime).
- During the month of August 2017, officers within the agency will conduct two (2) saturation patrols to enforce seatbelts and child restraint as part of back to school safety week (2ops X 4hrs X 3officers =24hrs of overtime).

- During the month of September 2017, officers within the agency will conduct two (2) OP/CR checkpoints during the Child Passenger Safety week (2checkpoints X 3hrs X 7officers =42hrs of overtime).
- During the month of September 2017, officers within the agency will conduct one (1) saturation patrol during the Child Passenger Safety week (1op X 4hrs X 3officers =12hrs of overtime).
- During the month of September 2017, Child Passenger Safety Technicians will conduct one (1) courtesy seat check event as part of the National Seat Check Saturday (1op X 6hrs X 5 CPST's =30hrs of overtime).
- Throughout the year, officers / CPST's will conduct one (1) courtesy seat check event quarterly (4ops X 6hrs X 5CPST's =120hrs of overtime).

Strategy (2): Education

Activity (2.1):

Conduct public education presentations at schools and at public events to educate on the importance of seat belts and car seats usage. This will include educating the parents/caregivers on proper selection, installation, and usage of child restraint devices.

Performance Measures:

- Conduct one (1) educational presentation at schools and at public events quarterly.
- Acquisition of educational pamphlets, brochures, banners for distribution at educational presentations, checkpoints, and check-up events.
- Acquisition of two (2) flat screen televisions to be utilized as educational tool for proper child restraint usage. These will be installed at the DPS Traffic Section front desk and at the Tinian Health Center waiting area.

Strategy (3): Professional Development and Training

Activity (3.1):

Officers, firefighters, and nurses to attend Child Passenger Safety Technician Training course to become certified CPST in an effort to expand the network and to have one (1) CPST Instructor for the island of Tinian.

Attend the 2017 Lifesavers Conference and Kids-in-Motion Conference to stay abreast on national updates.

Performance Measures:

- Send 2 officers, 2 firefighters, and 2 nurses from the Health Center to attend the CPST Training course in Saipan to become certified CPSTs and for 1 of the current CPST to become an instructor.
- Send 1 officer to the Lifesavers Conference, and 1 officer/CPST to Kids In Motion Conference to gain knowledge on national updates of programs.

Strategy (3.2): Equipment Purchase

Activity (3.2):

Provide operational supplies to be utilized during presentations and enforcement activities.

Performance Measures:

- Acquisition of two (2) tents and four (4) folding chairs to be used during check-up events and at educational presentation activities.

**Department of Public Safety
Saipan Traffic Section**

POLICE TRAFFIC SAFETY (PT 17-01)

Problem Identification

The CNMI Department of Public Safety, Traffic Section under the Police Division is divided into three (3) units:

1. Selective Traffic Law Enforcement (STLE) Unit conducts daily traffic law enforcements, entertains traffic and non-traffic crashes, provides traffic escorts, and directs traffic at events during daytime hours.
2. Driving Under the Influence (DUI) Unit conducts traffic law enforcement during the night and early morning hours, entertains traffic and non-traffic crashes, provides traffic escorts, and directs traffic at events.
3. Traffic Investigations Unit (TIU) are on-call and standby 24 hours a day, 7 days a week to respond to traffic crashes involving serious injuries and fatalities to conduct thorough investigation. TIU investigates any automobile hit and run incidents, entertains, and re-investigates Traffic Crash Reports which are completed by other officers as they are challenged. TIU assists fellow Traffic officers in finding out the cause of the crash using tools/equipment and special trainings received.

TIU works hand in hand with STLE and DUI units conducting daily traffic law enforcements. Traffic Section provides crucial highway safety measures to the public.

In 2015, DPS Saipan issued total of 2,502 traffic citations and made 102 DUI arrests. DPS Saipan recorded and entertained 1,484 traffic and non-traffic crashes and provided over 101 escorts and directed traffic for highway safety measures. 76 hit and run cases were forwarded to TIU which 41 cases were solved and closed. Furthermore, TIU responded to 0 traffic fatality and 13 traffic crashes involving serious injuries.

In 2014, DPS Saipan issued a total of 4,445 traffic citations and made 154 DUI arrests. DPS Saipan recorded 1,331 traffic and non-traffic crashes, provided over 219 escorts and directed traffic for highway safety measures. A total of 56 Hit & Run cases were forwarded to TIU in which 19 cases were solved and closed. TIU responded to over 29 traffic crashes involving serious injuries and 2 traffic fatality incidents.

In 2013, DPS Saipan issued a total of 2,109 traffic citations and made 141 DUI arrests. DPS Saipan recorded 1,899 traffic and non-traffic crashes, provided over 125 escorts and directed traffic for highway safety measures. A total of 28 Hit & Run cases were forwarded to TIU in which 20 cases were solved and closed. TIU responded to over 8 traffic crashes involving serious injuries, and 4 fatalities.

In 2012, DPS Saipan issued a total of 1,634 traffic citations and made 158 DUI arrests. DPS Saipan recorded 1,676 traffic and non-traffic crashes, provided over 80 escorts and directed traffic for highway safety measures.

A total of 30 Hit & Run cases were forwarded to TIU in which 7 cases were solved and closed. TIU responded to 11 traffic crashes involving serious injuries, and 4 fatalities.

In 2011, DPS Saipan issued a total of 1,367 traffic citations and made 240 DUI arrests. DPS Saipan recorded 2,369 traffic and non-traffic crashes, provided over 80 escorts and directed traffic for highway safety measures.

A total of 52 Hit & Run cases were forwarded to TIU in which 21 cases were solved and closed. TIU responded to 7 traffic crashes involving serious injuries, and no (0) traffic fatality occurred.

Saipan Traffic Sections' Traffic Investigator along with U.S. Department of Homeland Security (DHS) and Immigration and Customs Enforcement (ICE) have successfully prosecuted four (4) out of five (5) individuals, including a Motor Vehicle Driver's License Examiner Supervisor, for fraudulently producing and issuing CNMI driver's licenses at NMI-U.S. District Court in 2011. Traffic Investigators have encountered and confiscated from motorists thirty (30) licenses which were produced fraudulently. The investigation is still ongoing and Traffic Investigators continue to confiscate fraudulently issued CNMI driver's licenses possessed by motorists during traffic violation stops and at checkpoints.

Therefore, Saipan Traffic Section strive its best in promoting highway safety and enforcing traffic laws. However, there is a dire need for administrative assistance, investigative equipment, trainings, and support in order to continue providing undisrupted services effectively and efficiently. Through training and advance technology, Traffic Section will be able to provide better and more accurate services for the people that travel on public highways/roadways. The people depend on us to provide accurate and thorough reports and services. The trainings will provide our traffic officers with the knowledge and skills to entertain and solve the day-to-day challenges and incidents encountered when traveling on highways.

Targets and Objectives

To continue providing undisrupted Highway Safety measures to the public and to work effectively to keep our highways/roadways safe.

Confiscate all fraudulently produced CNMI driver's licenses and remove all unqualified drivers off our highways/roadways.

Conduct accurate and thorough investigations on crashes involving serious injuries or fatalities and any matter dealing with the Roadway Safety in a timely manner and to continue providing undisrupted services.

Decrease traffic crash rate from 1,484 in 2015 to at least 1,181 or by 20% by September 30, 2017.

To decrease fatalities in speed-related crashes 100% from 1 during Fiscal Year 2014 to 0 by September 30, 2017.

To decrease injuries in speed-related crashes 10% from 99 during Fiscal Year 2015 to 90 by September 30, 2017.

To increase the number of speed citations 5% from 791 during Fiscal Year 2015 to 831 by September 30, 2017.

To decrease fatalities by 50% from 2 during Fiscal Year 2014, to 1 by September 30, 2017.

To decrease traffic injuries by 10% from 99 during Fiscal Year 2015, to 90 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Conduct Day and Night Zero Tolerance traffic enforcements on our highways/roadways using two (2) types of enforcement strategies: (1) High Visibility Enforcement – marked vehicles traffic enforcement, and (2) Low Visibility Enforcement – slightly marked vehicles for covert traffic law enforcement.

Performance Measures:

- Conduct Day and Night Zero Tolerance Traffic Law Enforcements and provide training to Officer-In-Charge and Supervisors of the Traffic Section.
- Provide funding for car rental for low visibility covert operations.

Strategy (2): Education

Activity (2.1):

Conduct public education activities at schools and general public functions to explain why safe driving on the highway is important, needed, and to meet requirements of the CNMI laws.

Performance Measures:

- Conduct a minimum of four (4) public awareness and educational presentations quarterly by starting in fiscal year 2017 about safe and defensive driving.

Strategy (3): Professional Development and Training/ Coalition/ Equipment

Activity (3.1):

Work with our local law makers to revise/amend our outdated traffic laws to provide better safety and deter violators on our highways/roadways. To provide necessary trainings to increase their knowledge and expertise in traffic crashes.

Purchase vehicles and equipment as replacements to better equip traffic officers for their enforcement operations.

Performance Measures:

- Bring off-island instructors to certify and provide refresher “Quick Mapping” course to at least thirty (30) police officers.

Activity (3.2):

Work with our local law makers to revise/amend the CNMI’s outdated traffic laws to provide safety and deter violators on our highways/roadways.

Performance Measures:

- Create Traffic Law Revision Committee to review our currently outdated traffic laws which was created in 1968 and has last been revised in 2001.

Activity (3.3):

To better equip the traffic officers with necessary tools and equipment to do follow-up investigations.

Performance Measures:

- Provide cellular phones and internet services for traffic personnel.
- Acquire four (4) sets of crash investigation equipment to replace and replenish old and deteriorated set of equipment, to include Quick Mapping Equipment and have two (2) TIU vehicles equipped with all necessary investigative tools at all times in case multiple incidents occur at the same time.
- Rental of warehouse to house traffic equipment, checkpoint trailers, etc. for protection from weather damages to ensure that they last longer (\$10.00 per sq ft X 100 ft X 12months).
- Acquisition of two (2) SUVs type vehicles for traffic enforcement operations to replace old vehicles purchased in 2012.

Department of Public Safety
Rota Traffic Section
POLICE TRAFFIC SERVICES (PT 17-02)

Problem Identification

Traffic injuries are a major challenge that requires concerted efforts for effective and sustainable prevention. In 2011, Rota recorded a total of 3 traffic-related injuries, 1 of which was an unfortunate fatality. In 2012, 2 traffic-related injuries were reported. In 2013 no injuries were reported. In 2014 there were a total of 3 traffic-related injuries. Finally, in 2015 there was 1 reported traffic-related injury. Although the numbers recorded are relatively small, based on the island's motoring population this is a high number.

Rota also noticed that the traffic crashes have fluctuated in the past three years. In 2011, a total of 25 traffic crashes were reported. In 2012, a total of 17 traffic crashes were reported. In 2013 there were 13. In 2014, 16 were reported, and in 2015, a total of 11 were reported. Despite the fluctuation of crash incidents focused attention is still required to bring the number to a minimum. However again, based on population and roadway size this becomes a large number. Rota has also seen an increase in motorcycle activity on the island. Even with the slight drop of fuel cost within the last few months, many residents and tourists access this mode of transportation due to fuel and maneuverability. Though we have only captured a minimal number of motorcycle incidents in the past three years, authorities continue to focus its efforts on educating and enforcing motorcycle laws on our highways and roadways.

Rota also has very limited capability and access to an enhanced and fully operational traffic records system. Connectivity with the courts, Bureau of Motor Vehicle, Police Department, and the Department of Public Works is non-existent. Certain projects such as vehicle registry, driver history and EMS are currently in the planning stages with Saipan and Tinian. We are hopeful to have a system operational in Rota as well. Currently, Rota is relying on old, out-dated equipment to input and store data. Report to the Highway Safety Office (HSO) is done mainly through facsimile and email.

Targets and Objectives

To decrease fatalities in speeding-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2017.

To decrease injuries in speeding-related crashes 65% from 3 during Fiscal Year 2012 to 1 by September 30, 2017.

Increase the number of speeding citations 20% from 28 during Fiscal Year 2015 to 34 by September 30, 2017.

Decrease fatalities 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1): To increase the number of checkpoints, saturation patrols, laser speed mobilizations island-wide.

Performance Measures (1.1):

- Beginning with start-date approval, officers within the agency will work overtime traffic enforcement to focus on speed violations. Approximately 20 hours per month on targeted roadways through September 30, 2017 (20 hrs. per officer X 6 officers X 12 months = 1,440 hrs. of overtime).
- During the month of October 2016, officers within the agency will conduct 4 saturation patrols and laser speed mobilizations to enforce speed violations during the island's main fiesta event wherein there is a large number of tourist vehicular population as well as local. (4 ops X 8hrs. X 63 officers = 192hrs. of overtime).
- During the month of November 2016, officers within the agency will conduct 3 saturation patrols and laser speed mobilizations to enforce speed violations (3 ops X 8hrs. X 6 officers = 192hrs. of overtime).

Strategy (2): Education

Activity (2.1): To increase the number of educational contacts at schools, civic organization meetings, etc. for maximum exposure and outreach.

Performance Measures:

- Beginning with start-date approval, officers within the agency will conduct educational contacts at schools, civic organization meetings and other locations twice a month to increase safety awareness on motorcycle safety and speed, factors of traffic crash injuries. These contacts will be done twice a month until September 30, 2017.
- Throughout the month of April 2017, officers within the agency will conduct 3 educational contacts at schools, civic organization meetings and other locations to increase safety awareness on distracted driving during National Distracted Driving Awareness Month.
- Throughout the month of May 2017, officers within the agency will conduct 3 educational contacts at schools, civic organization meetings and other locations to increase safety awareness on motorcycle safety during Motorcycle Safety Awareness Month.

Strategy (3): Professional Development & Training/Equipment

Activity (3.1): To enhance the skills and increase the number of trained traffic safety personnel within the department.

Performance Measures:

- During the month of June 2017, officers within the agency will attend an “At-Scene Traffic Crash/Traffic Investigation” course provided by the Institute of Police Technology Management. Class will be held in Saipan.
- During the month of July 2017, one (1) officer with the traffic section will attend the “Digital Photography for Traffic Crash Investigation” course provided by the Institute of Police Technology Management. Class will be held in Saipan.
- Beginning of start-date approval, acquisition of one (1) desktop computer to replace old computer that is no longer operational.
- Beginning of start-date approval, purchase of educational materials and banners, to be used and distributed during presentations at various campaign activities.
- Beginning at start-date approval, acquisition of one (1) Radar Speed Monitoring device for vehicles.

**Department of Public Safety
Tinian Traffic Section**

POLICE TRAFFIC SERVICES (PT 17-03)

Problem Identification

Crashes that occur on Broadway Road during the day are driver errors and roadway obstruction. There are some drivers that fail to yield or come to a complete stop when entering the roadway on both north and south bound lanes.

On the Yield signs, there are some roadway obstructions that block the driver's view to see ongoing traffic. There are some overgrown trees and vegetation that block the driver's view when entering traffic. There are also some intersections that do not have traffic signs such as yield and stop signs.

The traffic crashes that occur on Broadway Road in the evening hours are due to poor lighting and markings. The Tinian DPS Traffic Section has been communicating with the Department of Public Works and the Commonwealth Utilities Corporation to address these issues.

Although the numbers may look low, the general population of the island of Tinian is quite small as well.

Targets and Objectives

Increase the number of speeding citations by 100% from 1 during Fiscal Year 2012 to 2 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of speed enforcement activities conducted at certain locations where speed violations are a problem and also to increase the number of speed citations issued.

Performance Measures:

- Beginning October 2016 through September 2017, officers within the agency will conduct twelve (12) traffic enforcements such as saturation patrols, HVEs and laser speed to focus on speed violations on targeted roadways (12ops X 4hrs X 3officers =144 hrs. of overtime).

Strategy (2): Education

Activity (2.1):

Increase public awareness on the various traffic safety issues and consequences for those who do not comply with the traffic laws.

Performance Measures:

- Beginning October 2016 through September 2017, officers within the agency will conduct one (1) educational contact at high schools quarterly to increase awareness on speed, motorcycle safety, distracted driving, and traffic crash injuries.
- Acquisition of educational brochures, pamphlets, flyers, etc. for distribution at public education events.

Strategy (3): Professional Development & Training/Operational Supplies

Activity (3.1):

Increase the number of experts and trained personnel within the agency on various traffic areas.

Performance Measures:

- Send two (2) officers to Saipan to attend the At-Scene Traffic Crash/Traffic Homicide Investigation Course.
- Send two (2) officers to Saipan to attend Laser Certification training.

Strategy (3.2): Supplies Purchase

Activity (3.2):

Provide supplies for traffic operations such as cones to be used during road closures and other traffic related activities.

Performance Measures:

- Acquisition of traffic cones to be used during traffic enforcement activities.

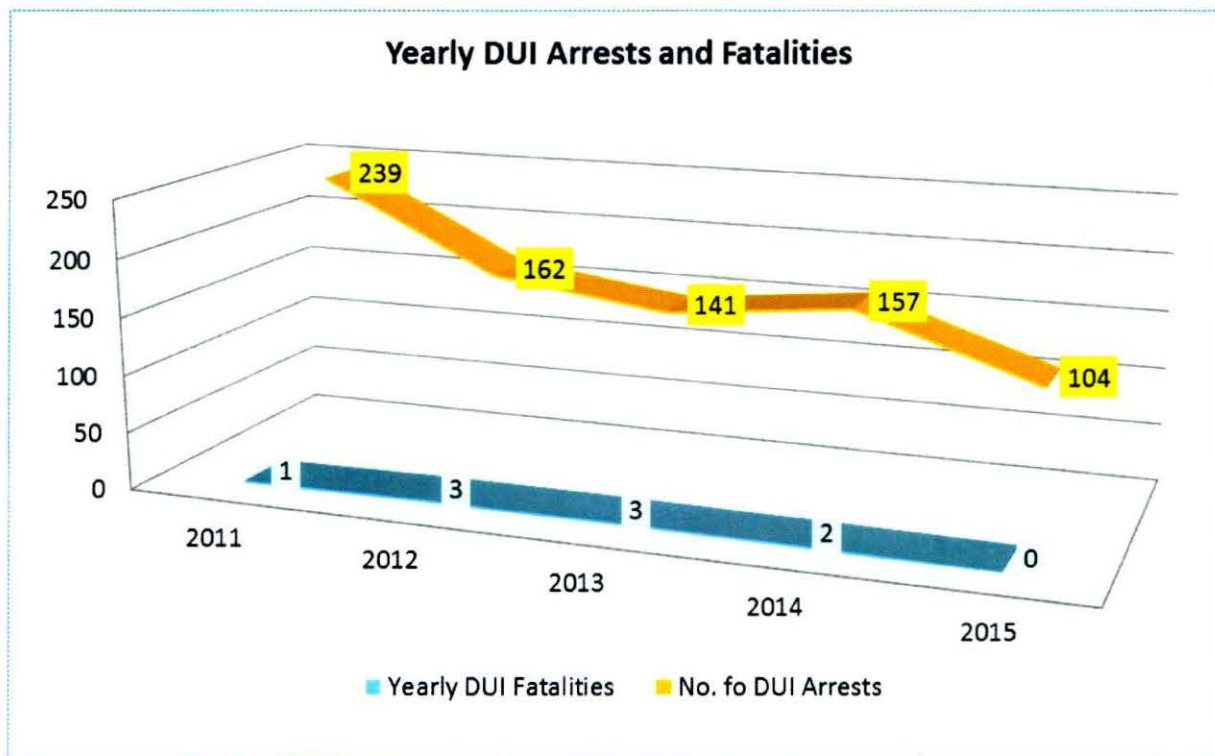
ALCOHOL AND OTHER DRUGS COUNTERMEASURES

The CNMI continues to see patterns of impaired driving, which still remains to be a problem on our highways and roadways. Constant enforcement efforts in the CNMI must be sustained in order to mitigate this problem and reduce traffic related fatalities and injuries. In 2013, the CNMI maintained a recorded three (3) traffic fatalities involving alcohol. None was recorded for serious or minor injuries involving DUI related incidents in the years aforementioned.

The Department of Public Safety on Saipan, Tinian and Rota extended additional efforts despite their limited resources on this program in order to reduce, mitigate and remove Impaired Drivers from our highways. High Visibility Enforcement (HVE), Saturation patrols were mobilized during *Drive Sober or Get Pulled Over Crackdown*, public education and outreach awareness programs were implemented aside from the Impaired Driving Crackdown activities that were conducted during the annual 4th of July Liberation, Labor Day Weekend, and during Pre-Holiday Season in *December Drunk and Drugged Driving Prevention (3D)* month campaign.

Impaired Driving statistics for the years 2011—2015

	2011	2012	2013	2014	2015
DUI Arrests	239	162	141	157	104
Yearly DUI Fatalities	1	3	3	2	0



**Department of Public Safety
Saipan Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (AL 17-01)

Problem Identification

The law enforcement officers on the island of Saipan continue to face challenges in combating Alcohol and/or Drug impaired motorists on the highway. There are many reasons to the challenges we face on a daily basis due to island people's "laid back" lifestyle where more than half of the growing population spend their time drinking alcohol after work and during weekends. This includes serving alcohol at any gatherings, parties and sporting events.

Furthermore, the island of Saipan consists of diverse culture as its island's economy is heavily dependent on the tourism industry. In recent years, the US government opened up the trade deal and visa waiver program to Chinese citizens as Saipan had been a popular destination for tourists. However, Chinese nationals had been caught multiple times smuggling illegal drugs such as methamphetamine (aka "ICE") into the island and the illegal drugs flooding the streets. The authorities are tirelessly combating the illegal drug problems out in the streets. With the illegal drugs being found in the streets, we find motorists operating motor vehicles on our highways, driving under the influence of drugs.

Based on our current statistics, the numbers of DUI/DUID Arrests and Alcohol Related Crashes had declined compared to the past four (4) years. In 2015 there were 102 DUI arrests and 46 of that were crash related. This means nearly half or 46% of the crashes were preventable and alcohol and/or drugs were a factor to the crash. All these violators have met or exceeded the .08% BAC law to be legally declared impaired. Majority of these situations lead to fatal crashes or increased traffic-related injuries on the highways.

The Department of Public Safety previously lacked proper equipment to combat these problems and had acquired some equipment and still in the process of acquiring more. However, they are lacking manpower to primarily combat these problems

Targets and Objectives

To decrease the number of impaired driving-related crashes 10% from 46 in Fiscal Year 2015 to 42 by September 30, 2017.

To decrease fatalities in impaired driving-related crashes 33.33% from 3 in Fiscal Year 2013 to 2 by September 30, 2017.

To decrease injuries in impaired driving-related crashes 10% from 46 in Fiscal Year 2015 to 41 by September 30, 2017.

To increase the number of DUI arrests 5% from 102 during Fiscal Year 2015 to 107 by September 30, 2017.

To increase the number of DUID arrests 100% from 3 during Fiscal Year 2015 to 6 by September 30, 2017.

Strategies and Activities

Strategy (1): Education

Activity (1.1):

Conduct proactive and preventive educational contacts with general public involving current and future motorists.

Performance Measures:

- Conduct minimum of three (3) educational contacts with general public regarding impacts of alcohol and drug impaired driving on a quarterly basis at high schools to target young drivers at school PTA meetings and public functions (12 ops X 1hr. X 2 Officers = 24 hours overtime)
- Acquisition of educational and awareness pamphlets, sign boards, flyers and media advertisement for annual nationwide July 4th impaired driving prevention, Labor Day, and 4D campaigns during the holidays.

Strategy (2): Enforcement

Activity (2.1):

Increase the number of sobriety checkpoints, saturation patrols and initiate covert DWI enforcement aside from current high visibility enforcement.

Performance Measures:

- Conduct minimum of three (3) sobriety checkpoints and/or three (3) saturation patrols quarterly starting calendar year 2017.
- Conduct daily Zero tolerance DUI enforcements, either via high visibility to deter or low visibility covert enforcement to apprehend impaired drivers on our roadways and highways.
- Join nationwide anti impaired driving campaigns based on NHTSA calendar, such as July 4th impaired driving prevention, Labor Day, and 4D campaigns.
- Salary for police officers at approved impaired driving mobilization.
- Rent vehicle to initiate covert DUI enforcement.
- Purchase of field oral drug test kits to detect and confirm drug impaired drivers on the highways.
- Acquisition of two (2) SUV type vehicles for DUI enforcement to replace vehicles purchased in 2012.
- Oral Fluid Kit and Equipment
- Portable Breathalyzer Testing

Strategy (3): Professional Development and Training

Activity (3.1):

Increase the number of experts and trained impaired driving enforcement personnel.

Performance Measures:

- Bring off-island Advance Roadside Impaired Driving Enforcement (ARIDE) course instructor to certify at least thirty (30) police officers to gain knowledge with proper impaired driving detection on traffic violator stops and sobriety checkpoints.

Activity (3.2):

Influence CNMI law makers for stiffer and increase DUI conviction penalties by up to 100% to deter motorists from impaired driving.

Performance Measure:

- Create Traffic Law Revision Committee consisting of Traffic Section police officers, Prosecutors, Judges and Law makers to revisit and revise our current CNMI Traffic laws which was created in 1968 and last revised in 2001.
- Send four (4) police officers to Drug Recognition Expert certification course.
- Adopt NHTSA Region 9's DUID Blue Print.

**Department of Public Safety
Rota Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (AL 17-02)

Problem Identification

Rota continues to see patterns of drivers driving impaired or under the influence of alcohol. In 2011 – 17 impaired driving arrests were reported. In 2012, there were 3, in 2013, there were 6, in 2014, there were 2, and in 2015 2 impaired driving arrests were reported. These violators must have met or exceeded the 0.08 BAC law to be legally declared impaired. Majority of these situations lead to fatal crashes or increased traffic-related injuries on the highways and roadways. Though a noticeable increase is seen in the number of impaired driving arrests in the first 3 years, it is necessary to continue our efforts to ensure impaired drivers are removed from our highways and roadways. Another factor that contributed to the increase of impaired driving arrests can be attributed to the increase in the number of officers on staff. Saturation patrols, high visibility enforcement and other anti-impaired driving mobilizations are being implemented to assist authorities in their efforts. This can be seen in the dramatic drop of arrests in 2012. We would eventually like to see the number of impaired incidences at zero. As the data reflects, the number of alcohol related crashes have been kept at a minimal. However, the goal is to eventually have no alcohol related crashes at all. This can be achieved through an increased number of enforcement operations and public education and awareness activities. In the past two (2) years we have been able to successfully reduce the number of alcohol related crashes on the island as well as report a low number of arrests due to the combination of a highly aggressive educational/awareness campaign and enforcement operations. This must continue in order to ultimately achieve our goals.

Targets and Objectives

To decrease the number of impaired driving-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2017.

To decrease fatalities in impaired driving-related crashes 100% from 1 in Fiscal Year 2012 to 0 by September 30, 2017.

To decrease injuries in impaired driving-related crashes 65% from 4 in Fiscal Year 2012 to 1 by September 30, 2017.

To increase the number of DUI arrests 50% from 2 during Fiscal Year 2015 to 4 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1): To increase the number of sobriety checkpoints, saturation patrol, and HVE enforcements island-wide.

Performance Measures:

- Beginning October 2016 thru January 2017, officers within the agency will conduct a total of thirty-six (36) sobriety checkpoints as part of the Impaired Driving holiday season. This will be about 12 checkpoints per month (36 checkpoints X 3hrs. per site X 7 officers = 756hrs. of overtime).
- Beginning October 2016 thru January 2016, officers within the agency will conduct a total of fifteen (15) saturation patrols and laser speed enforcement as part of the Impaired Driving holiday season (15 ops X 8hrs. X 7 officers = 840hrs.of overtime).
- During February 2017, officers within the agency will conduct two (2) sobriety checkpoints during the Super Bowl event (2 checkpoints X 3hrs. X 7 officers = 42hrs. of overtime).
- During March 2017, officers within the agency will conduct two (2) sobriety checkpoints during the St. Patrick's Day holiday (2 checkpoints X 3hrs. X 7 officers = 42hrs.of overtime).
- During March 2017, officers within the agency will conduct four (4) saturation patrols and laser speed mobilizations during the San Isidro Fiesta weekend (4 ops X 8hrs. X 7 officers = 224hrs.of overtime).
- During April 2017, officers within the agency will conduct four (4) sobriety checkpoints as part of the Easter Holiday weekend (4 checkpoints X 3hrs. X 7 officers = 84hrs.of overtime).
- During April 2017, officers within our agency will conduct four (4) saturation patrols and laser enforcement activities during the Easter Holiday weekend (4 ops X 4hrs. X 7 officers = 224hrs.of overtime).
- During July 2017, officers within the agency will conduct four (4) sobriety checkpoints as part of the Liberation Day holiday (4 checkpoints X 3hrs. X 7 officers = 84hrs.of overtime).
- During July 2017, officers within our agency will conduct four (4) saturation patrols and laser speed mobilizations during the Liberation Day holiday (4 ops X 8hrs. X73 officers = 224hrs.of overtime).
- Beginning August 2017 and ending September 2017, officers within the agency will conduct fifteen (15) sobriety checkpoints as part of the Impaired Driving National Enforcement Crackdown (15 checkpoints X 3hrs. X 7 officers = 315hrs.of overtime).
- Beginning August 2017 and ending September 2017, officers within the agency will conduct ten (10) saturation patrols and laser speed mobilizations as part of the Impaired Driving National Enforcement Crackdown (10ops X 8hrs. X 7officers = 560hrs.of overtime).

Strategy (2): Education

Activity (2.1): To increase the number of educational contacts at schools, civic organization meetings and activities, etc.

Performance Measures:

- Beginning December 2016 and ending January 2017, officers within the agency will conduct two (2) educational contacts per month at schools and at civic organization events.
- Beginning in October 2016 and ending in January 2017, officers within our agency will conduct public awareness campaigns and events on the island as part of the Impaired Driving holiday season.
- At the beginning of the fiscal year, officers will acquire educational items for distribution during the various Impaired Driving activities.

Strategy (3): Infrastructure/ Professional Development and Training

Activity (3.1): To increase the number of experts and trained impaired driving enforcement personnel.

Performance Measures:

- Send one (1) officer to attend the 2017 Lifesavers Conference in Charlotte, NC.
- Send three (3) personnel to attend the DUI/SFST certification training, ARIDE course, and Sobriety Checkpoint course in Saipan.
- Acquisition of one (1) Sobriety Checkpoint Trailer.

**Department of Public Safety
Tinian Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (AL 17-03)

Problem Identification

Although the island of Tinian is small, impaired drivers often find other routes like in between villages which are narrow roads to avoid the main highway especially during DUI checkpoint activities. Because they are traveling on these roads, they somehow feel that it is still safe to drive after consuming alcohol

With only two (2) traffic officers, manpower and vehicles are requested from the Patrol Section to conduct checkpoints or other enforcement activities. This increases police visibility as well.

Between 2010 and 2014, there have been three (3) alcohol related crashes and two (2) DUI arrests. Though these numbers seem quite low, in comparison with Tinian's general population it is still a concern.

Targets and Objectives

To maintain (0) number of impaired driving-related crashes, injuries and fatalities through September 30, 2017.

To decrease the number of DUI arrests 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Continue to conduct DUI enforcement activities such as sobriety checkpoints, saturation patrols, HVEs to deter drunk drivers on the roadways.

Performance Measure:

- During the month of July 2017, officers within the agency will conduct one (1) saturation patrol as part of the July 4th holiday (1op X 4hrs X 3officers=12hrs of overtime).
- During the month of August 2017, officers within the agency will conduct four (4) sobriety checkpoints as part of the Impaired Driving National Crackdown (4checkpoints X 3hrs X 7officers =84hrs of overtime).
- During the month of August 2017, officers within the agency will conduct two (2) saturation patrols as part of the Impaired Driving National Crackdown (2ops X4hrs X 3officers = 24hrs of overtime).

Strategy (2): Education

Activity (2.1):

Continue to conduct educational contacts at school PTA meetings involving students, administrators, and parents and at various public events regarding the impacts of impaired driving.

Performance Measures:

- Conduct one (1) educational contact quarterly at schools to target young drivers.
- Conduct one (1) educational contact quarterly at various public events.
- Acquisition of educational materials such as flyers, brochures, banners for distribution at campaigns, public education events and checkpoints.

Strategy (3): Professional Development and Training

Activity (3.1):

Increase the number of experts and trained impaired driving enforcement personnel.

Performance Measures:

- Send two (2) officers to Saipan to attend the SFST course.
- Send two (2) officers to Saipan to attend the ARIDE training course.

Department of Fire and Emergency Medical Services (DFEMS) Saipan

EMERGENCY MEDICAL SERVICE (EM 17-01)

The Fire Division separated from the Department of Public Safety on January 25, 2015 and became the Department of Fire and Emergency Medical Services (DFEMS) under the Executive Branch by Public Law 18-73. The DFEMS consists of 91 full time employees. The island of Saipan consists of 77 firefighters/EMTs, Tinian has 9, and Rota has 5.

Saipan has six (6) fire stations that are strategically located to cover the entire island from east to west and north to south while the islands of Tinian and Rota have one (1) fire station each.

The department operates on a 24 hour shift schedule. Each firefighter is cross trained as firefighter/Emergency Medical Technician (EMT) and is either assigned on an ambulance, pumper truck or rescue apparatus on any regular shift schedule.

- Rescue Extrication Equipment (Task 1)

Problem Identification

Firefighters/EMTs of the department are responding to traffic related incidences with little or no proper equipment to properly assess patients. This minute yet essential tools are critical to either perform emergency extraction of victims with jammed seat belts or mechanically malfunction of passenger windows as a result of the crash when imminent danger exists. These issues persist when firefighters/EMTs are not able to perform Rapid Trauma Assessment to patient that needed complete exposure of injuries underneath their garment.

The department had purchased extrication tools with NHTSA Section 402 funds several years ago. However, service of the extrication tools were not included and with that most of the hydraulic equipment and contraptions that came with it have deteriorated and rusted because of the exposure to the island's salty environment. It is imperative that we have this equipment readily available and properly functioning to perform extraction of patients at major motor vehicle crashes.

This essential equipment has been proven nationally to have major impact during major motor vehicle crashes to gain access to patients for assessment and care at the scene.

Targets & Objectives

To provide medical tools for each EMT to be used on the field specifically for motor vehicle crash injuries to provide basic or rapid trauma assessment and access to patients involved that will enhance their ability to provide proper assessment and proficient care on scene and transport to the hospital.

Critical patient care assessment on injuries resulting from a motor vehicle crash is sometimes overlooked because of the lack of tools to reveal underlying injuries that are not in plain view of the EMTs. These tools will alleviate this concern and the patient will be able to receive proper care.

To provide rescue apparatus with extrication capabilities needed to extract trapped patients in motor vehicle crashes. Having the equipment will provide the EMTs access to immediately extricate patients for care and transport to the hospital for further treatment.

Strategies and Activities

Strategy (1): Equipment Purchase

Activity (1.1):

The acquisition of extrication tools and equipment; and supplies for traffic related crash injuries.

Performance Measures:

- EMS personnel will be better equipped for ability to immediately access patients in traffic related crashes.
- Patients from traffic related crashes will be accessed and given care at the scene prior to transport to hospital for further treatment.

- Professional Development (Task 2)

Problem Identification

The geographic location of the CNMI from the U.S. mainland, Hawaii or even Guam makes it difficult for our EMS system to network and share information with other EMS systems and professionals nationally as it pertains to traffic safety and emergency medical response. Although communication has improved with internet access, the lack of direct communications with other professional development for EMS/Rescue personnel in the area of traffic education, program and system monitoring of EMS to motor vehicle crashes or traffic-related incidents such as response times, scene times, and transport times is almost non-existing.

Cutting-edge research in medicine continues to produce enhancement and innovative technologies that affect pre-hospital patient treatment and care involving motor vehicle crashes or traffic related injuries. Such dire development makes it imperative that personnel of the fire department keep abreast in the latest developments in response to any traffic related injuries. Furthermore, EMS professionals from the CNMI rarely get the opportunity to communicate or network with other EMS System or professionals in pre-hospital settings in terms of traffic safety and education with Hawaii or the U.S. Mainland due to lack of local funds to provide such opportunities. Participation in EMS conferences and expos to initiate network with other EMS organization that relates to pre-hospital professionals.

Providing an incentive program to EMS professionals in our department by allowing them the opportunity to attend EMS sponsored conferences and expos related to traffic crash incidences will broaden their prospects and witness how other EMS systems function and improve patient care outcomes from motor vehicle crash injuries.

Targets and Objectives

To provide opportunities to our Firefighters/EMTs the ability to network with other EMS systems out of state to bring proficiency to patient care at any traffic related crashes. Allow the EMTs to be able to compare approach of critical care in pre-hospital settings with other EMS systems as well as approaches in prevention and education of highway safety.

Strategies and Activities

Strategy (1): Professional Development

Activity (1.1):

Attend 2017 World EMS Expo in conjunction with the World Trauma Symposium in Austin, Texas.

Performance Measures:

- Two (2) DFEMS personnel from any of the islands of Saipan, Rota, or Tinian to attend the 2017 World EMS Expo in conjunction with the World Trauma Symposium to stay current on updated EMS trends for improved patient care outcome.

- Public Education and Injury Prevention (Task 3)

Problem Identification

If the department is not successful in our highway traffic safety education and injury prevention efforts because motorists and pedestrians fail to use good judgment, we must resort to emergency response. It is a known fact that early recognition of injuries, immediate response, on scene treatment and prompt transportation of patients to the hospital by EMTs is crucial to survival for victims involved in motor vehicle crashes or traffic related incidents. These motor vehicle crashes or traffic related incident injuries are linked primarily to driving under the influence of alcohol, inclement weather or unsafe road conditions, and aggressive drivers.

NHTSA has provided a national priority list of issues that they would like to address in improving highway traffic safety to reduce injuries or fatalities that occur on the national's roadways. EMS is included in that national priority list and it is essential and a vital link for improving the chances of survival of those that become victims.

Targets and Objectives:

To maintain collaboration between the Department of Fire and Emergency Medical Services (DFEMS) and the Department of Public Safety (DPS) Traffic Section, the Highway Safety Office, other government agencies and stakeholders to conduct annual public education campaigns in the CNMI such as Click-It-Or-Ticket, Driver Sober or Get Pulled Over, Child Passenger Safety, First There First Care, Make The Right Call.

This brings attention and participation of the various ethnic groups here in the CNMI by encouraging them to become a “partner of life” by contributing to public service as part of their civic duties to prevent injuries, reduce injuries, and ultimately save more lives.

Furthermore, the DFEMS will collect and maintain data from targeted audiences throughout the community about safe practices to prevent motor vehicle crashes or traffic-related injuries and will work with other sections such as traffic and motor carrier in combining efforts to more effectively address these issues.

Strategies and Activities:

Strategy: (1) Public Education

Activity: (1.1)

Participate in national campaigns and mobilizations such as Click-It-Or-Ticket, Drive Sober or Get Pulled Over, Child Passenger Safety Month, First There First Care, Make the Right call.

Performance Measures:

- Conduct at least one (1) educational presentation at schools or general public assemblies for each campaign and mobilization period; OR in conjunction with DPS Traffic Section campaign activity schedules.

**Department of Public Safety
Saipan Traffic Section**

TRAFFIC RECORDS (TR 17-01)

Problem Identification

The Saipan Department of Public Safety (DPS) collects and stores traffic data such as number of crashes and traffic citations issued. For example, factor or cause of the crash, age, nationality, location of crash/violation and more. In the past years, Saipan DPS has been and continues 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.

The Saipan DPS had upgraded from old LEMIS system to the RMS in 2009, and now we are transitioning to the CRS system. While using RMS system, we have learned that the system does not store all necessary data needed for Highway Safety Programs. We currently input traffic records into a separate storage to keep statistics which require manpower hours and unnecessary resources. This setback had caused a lot of inconveniences of keeping accurate traffic records, thus retrieving data will result in inaccurate output.

Furthermore, Saipan Department of Public Safety does not have a full time traffic statistician. The examination announcement for the Statistician position resulted in no qualifying applicants, which required a position restructure and a new announcement. Gathering accurate and consistent traffic statistics is difficult. Currently, Saipan Traffic Section consists of eight (8) sworn police officers. All eight (8) officers are assigned with multiple highway safety tasks, such as public education, enforcement, investigations and more. Gathering accurate and consistent traffic data requires a full time personnel specifically dedicated to Traffic Records.

Targets and Objectives

To improve and upgrade our current system so that accurate data access can be shared between Judiciary, Department of Corrections, Attorney General's Office, DPS Records Office, and Bureau of Motor Vehicle. Collect and input traffic statistics on a daily basis to produce accurate and consistent traffic statistics annually.

Strategies and Activities

**Strategy (1): Professional Development and Training/
Coalition**

Activity (1.1):

Phase out the outdated software programs and upgrade to an updated record management system.

Performance Measures:

- Improve and upgrade our current outdated system to provide and store accurate report data.

Activity (2.1):

Complete the hiring process of a Statistician to be responsible of traffic records collection and inputting on a daily basis. Also to provide updates, reports, etc.

Performance Measures:

- Finalize the hiring process of a new employee to be totally dedicated to traffic records and responsible for: inputting of data, maintaining data records, compiling and preparing reports needed for the various units within the Department of Public Safety Traffic Section and the Highway Safety Office. Bringing a new employee on board will allow additional police officer manpower to conduct other traffic safety duties.
- Send (1) traffic records personnel to Record Keeping and Management Training courses.
- Send four (4) TRCC members to attend Traffic Records Forum.

**Department of Public Safety
Saipan Traffic Section**

MOTORCYCLE SAFETY (MC 17-01)

Problem Identification

Saipan continues to see large numbers in motorcycles and scooters traveling on our highway/roadways. Many motorists use motorcycles and/or scooters as their primary and/or recreational transportation. Based on the Bureau of Motor Vehicle's Annual Report the following number of motorcycles/scooters had been registered:

2015: total of 78
2014: total of 65
2013: total of 125
2012: total of 132
2011: total of 62

Above numbers are registered motorcycles/scooters from private owners and also many from rental companies. However due to poor motorcycle/scooter law enforcement, most privately owned motorcycle and scooter registrations are not renewed after first year's registration based on our encounters. As we see increasing numbers of this mode of transportation on our highways/roadways, we also expect to see increase in the number of crashes. Crashes involving motorcycles results injuries to the operator that are serious or fatal as they travel on two wheels, lighter in weight compared to vehicles, and less protection for operator and/or occupants as it does not absorb any impact when crash occurs.

Many motorcycle/scooter owners enjoy rider their two wheeled transportation around the island. However, a public law was just passed in October 2015 for all riders to take and pass a motorcycle training course and require all motorcycles to obtain license plates from the Bureau of Motor Vehicles.

Targets and Objectives

To reduce the number of Motorcycle/Scooter crashes by 20% or from (10) in 2015 to (8) by September 2017; and maintain zero (0) helmet law violation.

Maintain zero (0) fatality and serious injury rate.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

- Increase high visibility motorcycle law enforcement and implement low visibility covert motorcycle/scooter law enforcement.

Performance Measures:

- Starting October 2016 through September 2017, officers will conduct 4 hours of high visibility and low visibility enforcement quarterly (4opsX12hrsX8officers =384hrs. of overtime).

Strategy (2): Education

Activity (2.1):

To conduct educational presentations to explain the importance of DOT approved helmet usage; and educate the public about the law requiring scooters to travel on the outer traffic lane and proper safe motorcycle/scooter operation; and the importance of traveling motor vehicles to “Share the Road” with motorcycles/scooters on the highways.

Performance Measures:

- Starting October 2016 through September 2017, officers will conduct four (4) Motorcycle/Scooter safety presentations annually during public events and on weekend motorcycle club gatherings (4opsX1hrX4 officers = 16hrs. of overtime).
- Acquisition of banners, brochures, pamphlets, and posters to be distributed to motorcycle clubs and motorcycle/scooter rental companies to promote and expose program and to educate the public about motorcycle/scooter safety.
- Advertisement costs for Motorcycle Awareness campaigns on radio, television, movie theater, etc..

**Strategy (3): Professional Development and Training/
Coalition**

Activity (3.1):

To create cooperative relationships and resource sharing with Bureau of Motor Vehicle (BMV), local motorcycle clubs and motorcycle/scooter rental companies to ensure that all agencies and advocates are up to date with current issues affecting motorcycle safety.

Performance Measures:

- Starting October 2016 through September 2017, officers will meet with BMV staff, motorcycle club members, and rental companies on a quarterly basis to exchange information of current issues & concerns and address them (4opsX2hrX2officers = 16hrs. of overtime).

Activity (3.2):

Enhance the expertise of the Traffic Section officers in Motorcycle Crash Investigation.

Performance Measures:

- Send two (2) traffic officers to attend a Motorcycle Crash Investigation course.

Roadway Safety Improvement



**Department of Public Safety
Saipan Traffic Section
ROADWAY SAFETY (RS 17-01)**

Problem Identification

Saipan DPS Traffic Section is a specialized unit within the CNMI Department of Public Safety which handles all safety measures on our Roadways and Highways. Although the Saipan Traffic Section strive its best, we continue to face many challenges. Saipan Traffic Section sees three (3) major traffic crashes factors that have been identified are:

- 1) Mechanical Problem (vehicle)
- 2) Driver Error (driver)
- 3) Highway Engineering (road)

Saipan Traffic Section would class 90% of recorded traffic/non-traffic crashes as driver error, 7% road engineering, and remaining 3% as mechanical.

The following data indicates challenges that the Saipan Traffic Section faces:

- 2015: 2,502 traffic citations
102 DUI arrests
1,484 traffic and non-traffic crashes
101 escorts
76 ht & run – 41 of those cases were forwarded to TIU were solved and closed
13 crashes involving serious injuries

- 2014: 4,445 traffic citations
154 DUI arrests
1,331 traffic and non-traffic crashes
219 escorts
56 hit & run – 19 of those cases forwarded to TIU were solved and closed
29 crashes involving serious injuries

- 2013: 2,109 traffic citations
141 DUI arrests
1,899 traffic and non-traffic crashes
125 escorts
28 hit & run – 20 of those cases forwarded to TIU were solved and closed
4 traffic fatalities
8 crashes involving serious injuries

- 2012: 1,634 traffic citations
158 DUI arrests
1,676 traffic and non-traffic crashes
80 escorts
30 hit & run – 7 of those cases forwarded to TIU were solved and closed
4 traffic fatalities
11 crashes involving serious injuries

- 2011: 1,367 traffic citations
 - 240 DUI arrests
 - 2,369 traffic and non-traffic crashes
 - 80 escorts
 - 52 hit & run – 21 of those cases forwarded to TIU were solved and closed
 - 0 traffic fatality
 - 7 crashes involving serious injuries

The reason for stating 90% of the crashes are “Driver Error” is due to the fact that from 2010 to present, the Saipan Traffic Sections’ Traffic Investigator along with the U.S. Department of Homeland Security-ICE jointly investigated and have successfully prosecuted five (5) individuals including a Bureau of Motor Vehicle’s Driver’s License Examiner Supervisor for fraudulently producing and issuing CNMI driver’s licenses. Traffic Investigators have encountered and confiscated over 44 valid CNMI’s driver’s licenses produced fraudulently from motorists. The investigation is still ongoing and Traffic Investigators continue to confiscate and investigate fraudulently issued CNMI driver’s licenses possessed by motorists on the highways during traffic violator stops, crashes and checkpoints.

The CNMI legislature in 2011 passed a Public Law 17-45 which requires the Bureau of Motor Vehicle and high schools to offer Driver’s Education classes to the individuals seeking driver’s licenses however funding has not been appropriated for these said agencies to provide such services. These classes have yet to be offered, leaving many young or new vehicle operators unfamiliar with the rules of the road or defensive driving which attributes to many traffic crashes.

Targets and Objectives

To decrease traffic crashes by at least 20% from 1,484 in 2015 to 1,187 by September 30, 2017.

To confiscate all fraudulently produced CNMI driver’s licenses and remove all unqualified drivers off our highways/roadways.

Strategies and Activities

Strategy (1): Education

Activity (1.1):

Conduct public education activities to promote Defensive Driving and on the effects of Drunk and Drugged Driving to new drivers and the general public which are the major factors to traffic fatalities and crashes involving serious injuries.

Performance Measures:

- Starting October 2016 through September 2017, officers will conduct minimum of two (2) Defensive Driving, consequences of DUI, Seatbelt/Child Restraint use and Speeding presentations at high schools to target young drivers, government agencies, and civic organization events on a quarterly basis (8opsX2hrsX2officers = 32hrs. of overtime).

- Acquisition of one (1) overhead projector and one (1) laptop computer to be utilized when conducting educational presentations, public awareness activities, and driver's education/defensive driving classes.

Activity (1.2):

Train fellow officers to be alert in detecting fraudulent CNMI driver's license upon violator stops.

Performance Measures:

- Conduct training to fellow officers in detecting fraudulent CNMI driver's license at least once quarterly.

**Strategy (2): Professional Development and Training/
Coalition**

Activity (2.1):

Enhance the expertise of the Saipan Traffic officers in Defensive Driving.

Performance Measures:

- Send one (1) traffic personnel to Defensive Driving Instructor training course.

Activity (2.2):

Revise currently outdated and lenient traffic laws and implement stiffer fines and penalty to deter and keep our highways and roadways safe.

Performance Measures:

- Create Traffic Law Revision Committee to update our CNMI's current traffic laws which was created in 1968 and has last been revised in 2001.

Laser Speed Enforcement



**Department of Public Safety
Saipan Traffic Section**

SPEED CONTROL (SE 17-01)

Problem Identification

Speed is one of the daily major problem and factor to crashes with serious injuries and traffic fatalities on the island of Saipan. The Saipan DPS Traffic Section has stepped up its enforcement efforts and increased Speed Enforcements on the highways with the newly acquired speed measuring devices but continues to see speed violations and crashes involving speed with injuries and fatality. In 2015 the number of citations significantly decreased from 2014 numbers.

Speed citation data are as follows:

2015 Citations:

Speed – 791
Reckless Driving – 146
Racing -05 (Age group 17-35)
TOTAL – 937

2014 Citations:

Speed – 1,255
Reckless Driving – 174
Racing – 2 (Age group 17-35)
TOTAL – 1,429

2013 Citations:

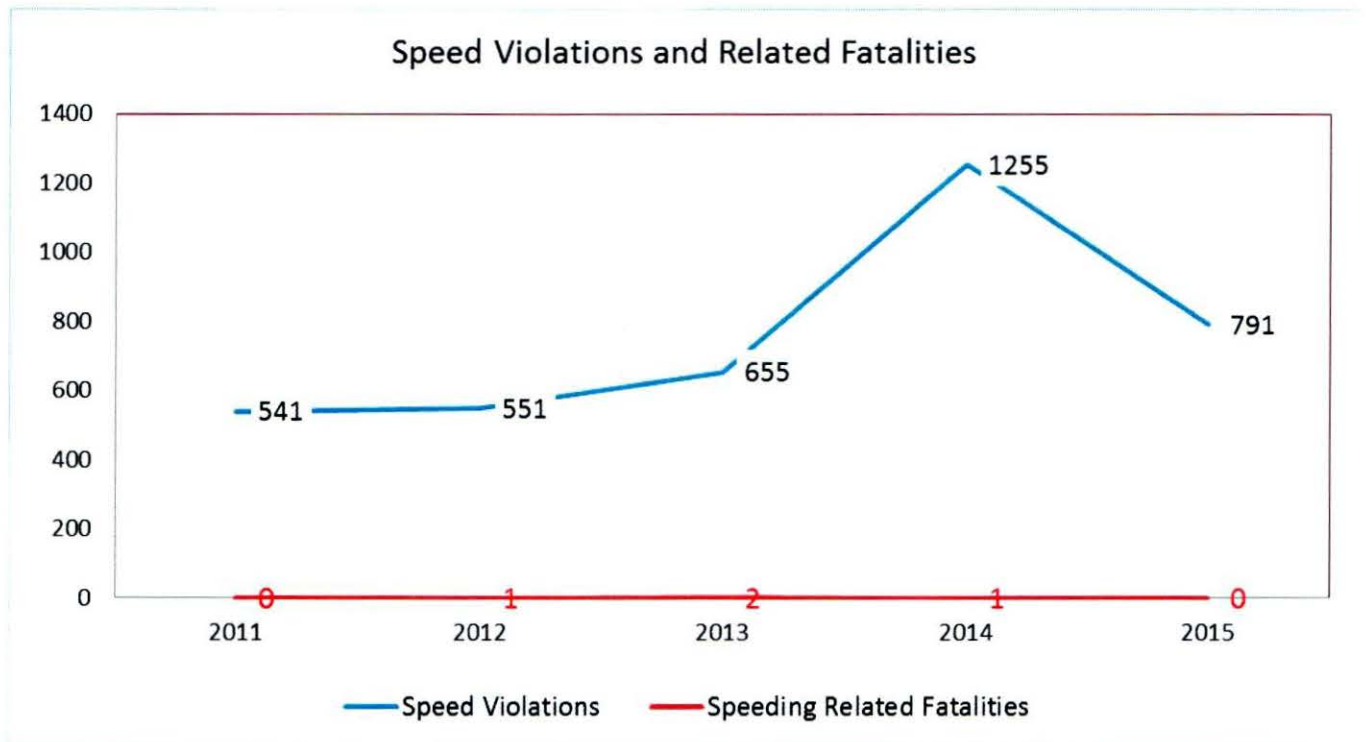
Speed – 655
Reckless Driving – 141
Racing – 3 (Age group 17-35)
TOTAL – 796

2012 Citations:

Speed – 551
Reckless Driving – 104
Racing -10 (Age group 17-35)
TOTAL – 655

2011 Citations:

Speed – 541
Reckless Driving – 204
Racing -7 (Age group 17-35)
TOTAL – 745



Drag racing and high speed competitions have been on the rise in the northern part of the island of Saipan which mostly involves young drivers (age group 17-35). Traffic 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 the Marpi area (northern most part of the island) where the races take place.

There are secondary gravel intersections on this road with overgrown vegetation that create 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.

There have been three (3) fatalities resulting from illegal drag racing in the past ten (10) years at this area. 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 time and day 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'll flee the scene prior to the arrival of the traffic 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 strategies, traffic officers need to continue conducting covert operations using unmarked or rented vehicles to gain entry into the race area without being detected. Once in the vicinity, radio communications and coordination by the covert operations and marked police vehicles will take place to apprehend all participants in the race.

Traffic officers conduct high visibility enforcement (stationary and mobile) with marked vehicles but this has become a common site for our motoring public. Motorists would reduce their speed when they see the marked police vehicles on the highways until the marked 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 motorists by flashing their headlamps, causing difficulty in speed enforcement.

Another difficulty police officers encounter is detecting speed violators while the law enforcement vehicle is moving. There is no means of detecting speed of oncoming vehicle from the opposite lane or approaching from the rear as we do not have the necessary tools.

Lastly, because the speed violation fine is at \$30.00, motorists do not take speeding seriously, and therefore the risks of crashes involving speed is high.

Targets and Objectives

To increase speed violation citations by 10% from 713 in 2015 to 784 by September 30, 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of speed violation citations and decrease the number of speed related crashes by conducting various speed enforcement activities at targeted locations with high number of speed violations and crashes.

Performance Measures:

- Beginning October 2015 through September 2017, officers will conduct forty (40) hours of speed enforcement activities quarterly (40hrsX4 qtrsX13 officers = 2,080 overtime hrs).
- Beginning October 2015 through September 2017, rental vehicles will be utilized quarterly for covert operations to crack down illegal drag racers on the highways (2 vehiclesX10 days X4 quarters).

Strategy (2): Education

Activity (2.1):

Conduct educational contacts with the general public on the effects and consequences of speeding.

Performance Measures:

- Beginning October 2015 through September 2017, officers will conduct four (4) speeding violation presentations quarterly at the high schools, the community college, and at civic organization events.
- Acquisition of educational materials such as pamphlets, brochures, flyers.
- Advertisement cost of speed awareness ads on radio, television, magazines.

**Strategy (3): Professional Development and Training/
Coalition**

Activity: (3.1):

Improve the effectiveness of educational programs by actively seeking new partners and utilizing new technology.

Performance Measures:

Create Traffic Law Revision committee and revise our current CNMI Traffic Law. Influence the CNMI law makers to increase speed fines by 200% from \$30.00 to \$90.00 to serve as a deterrence tool to all motorists.

Activity: (3.2):

Enhance the traffic section officers' knowledge by having them attend speed related trainings.

Performance Measures:

- Send one (1) officer to attend off-island Speed related training.

Bicycle and Pedestrian Safety



**Department of Public Safety
Saipan Traffic Section**

PEDESTRIAN/BICYCLE SAFETY (PS 17-01)

Problem Identification

Saipan is a tropical island with beautiful scenery of the beach and natural growth with tourism as the main economic resource. Due to the tourism attraction, Saipan annually hosts minimum of three (3) triathlons, Xterra, Hell of the Marianas, and Tagaman sport challenges. In the triathlon events, participants utilize our highways for running and biking courses. Due to these events, bicycle clubs and riders have dramatically increased. However, a lot of violations and safety hazards are seen on the highway from the athletes, such as traveling on the opposite side of the highways, running red traffic signal lights, failing to yield to vehicles which have the right of way, and so forth. These violations occur due to the fact that the riders are not aware of traffic laws involving bicycles on the highways as well as lack of enforcement.

Furthermore, other than the tri-athletes, the general public are not aware and educated on properly crossing highways/roadways safely. People carelessly cross the highways/roadways and expect vehicles to stop for them right away. 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. As the auto-pedestrians and/or auto-bicycle crashes occur, follow-up investigations are conducted by Traffic Investigations Unit (TIU) to gather accurate cause of the crashes.

2015: 26 Auto-Pedestrian crashes
6 Auto-Bicycle crashes

2014: 17 Auto-Pedestrian crashes
19 Auto-Bicycle crashes

2013: 20 Auto-Pedestrian crashes
14 Auto-Bicycle crashes

2012: 17 Auto-Pedestrian crashes
10 Auto-Bicycle crashes

2011: 14 Auto-Pedestrian crashes
1 Auto-Bicycle crash

Targets and Objectives

To optimize public education about the consequences of J-walking, safe and best practices on the highway crossing, and roadway safety to all bicyclists and pedestrians.

To decrease auto-pedestrian crashes by 10% from 26 in 2015 to 23 by September 2017.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Target highly populated areas and conduct high visibility and/or low visibility covert operation traffic law enforcements.

Make violator stops and educate all jaywalkers and bicyclists when running red lights or even traveling on the opposite directions on the highways.

Performance Measures:

- Beginning October 2016 through September 2017, officers will conduct fifteen (15) high and/or low visibility covert operation pedestrian/bicycles safety law enforcements quarterly (4opsX15hrsX8 officers = 480 hrs. of overtime).
- Beginning October 2016 through September 2017, rental vehicles will be utilized to conduct low visibility covert operation pedestrian/bicycle safety enforcements quarterly (2vehiclesX4daysXquarters).

Strategy (2): Education

Activity (2.1):

To conduct public education activities at schools and civic organization events to explain the importance and safety of utilizing marked pedestrian crosswalks, and to avoid the highways when they are intoxicated.

Support and promote nationally recognized “best practices” recommendations.

Performance Measures:

- Beginning October 2016 through September 2017, officer will conduct four (4) Pedestrian/Bicycle Safety presentations at schools and civic organization activities quarterly (4opsX2hrsX2 officers).
- Acquisition of banners, signs, brochures, pamphlets, and educational materials to expose the program and to educate the public about Pedestrian/Bicycle Safety.
- Advertisement costs of pedestrian/bicycle safety ads on radio, television, movie theater, magazines, and newspapers.

Strategy (3): Professional Development & Training /Coalition

Activity (3.1):

Improve the effectiveness of educational programs by actively seeking and creating new partners and utilizing new technologies.

Provide trainings and updates to police officers.

Work closely with the Department of Public Works (DPW) to have the crosswalks and road way shoulder lanes have better visibility and lighting, as well as install flashing crosswalks at designated areas where there is none.

Performance Measures:

- Send one (1) officer to a Pedestrian/Bicycle Safety training course to enhance their knowledge of the program; or send one (1) officer to a national conference that offers information on Pedestrian/Bicycle Safety to obtain ideas and national updates.
- Meet with CNMI law makers to push through the bill already drafted and currently being reviewed at the legislature.
- Meet with the DPW highway staff to follow-through on the requests to install flashing crosswalks and lightings at designated areas at least weekly.

Summary of the CNMI's Commonly Reported Statistics

Data Elements (Year)	2011	2012	2013	2014	2015
No. of Vehicle Registered	11,729	14,515	15,493	18,405	20,621
Licensed Driver (New & Renewal)	490	7,539	6,831	7,106	6,906
Total Crashes Reported	906	1,717	1,923	1,360	1,507
Total Injuries	51	114	230	300	112
Yearly Fatalities	1	4	4	2	0

Yearly DUI Arrests and Fatalities Involved

Data Elements	2011	2012	2013	2014	2015
No. DUI Arrests	239	162	147	157	104
Yearly DUI Fatalities (Alcohol Involved)	1	3	3	2	0
DUI Involved Crashes	55	32	31	56	46

Yearly Seat Belt Survey Percentage Usage Rate

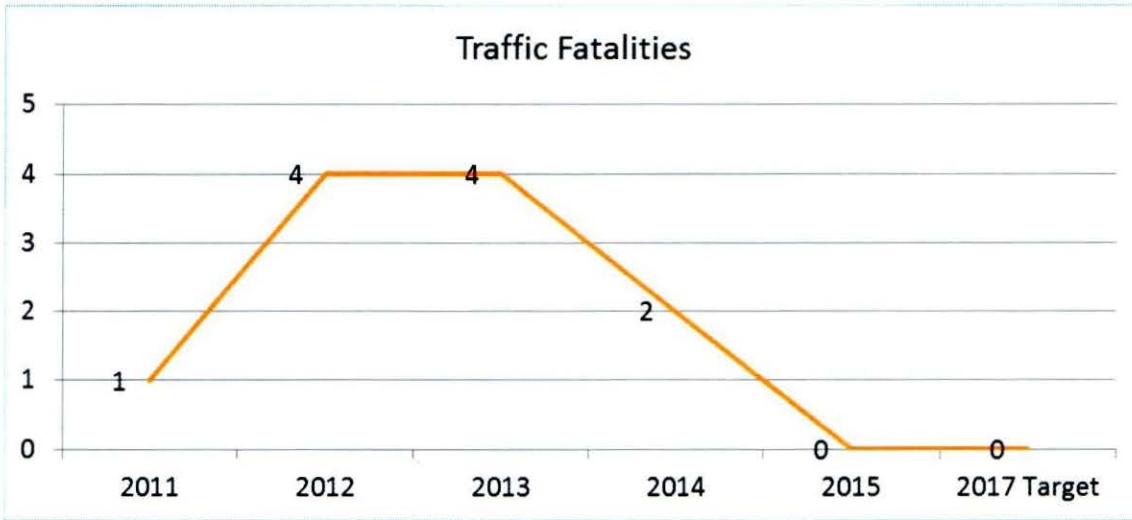
Data Element	2011	2012	2013	2014	2015
Child Restraint % Usage Rate	37.48%	40.93%	43%	71.20%	64.52%
Occupant Protection % Usage rate	93.66%	n/c	90.51%	91.44%	95.58%

*n/c = not collected

C-1: TRAFFIC FATALITIES IN THE CNMI: 2011—2015

YEAR:	2011	2012	2013	2014	2015
	1	4	4	2	0

The CNMI'S goal is to decrease traffic fatalities from (2) in 2011 to 2014 average to (0) by September 30, 2017.



C-2: TRAFFIC SERIOUS INJURY REDUCTION (TRAFFIC CRASHES)

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

The CNMI's goal is to decrease serious traffic injuries from (12) (2011-2015 average) to (10) by September 30, 2017.



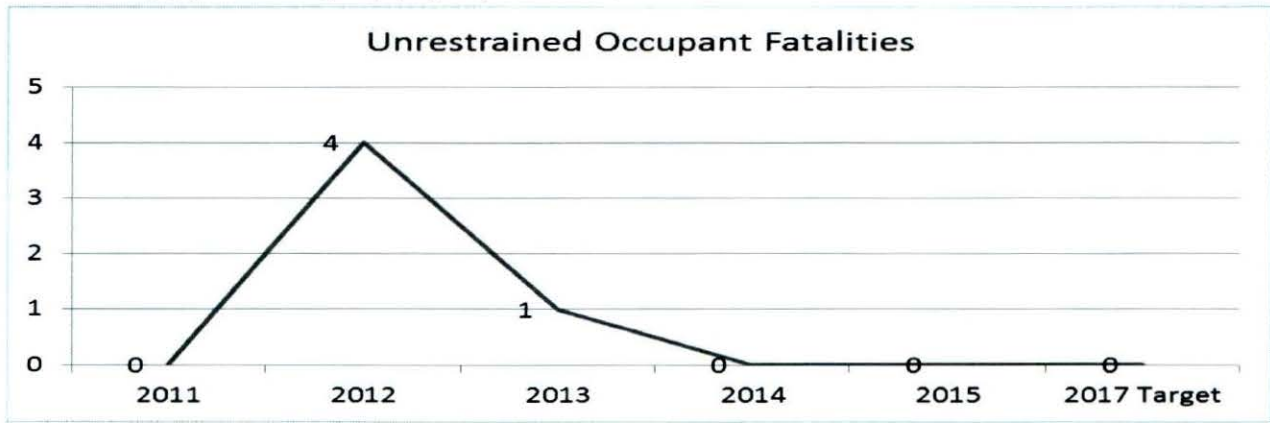
C-3: Fatalities / Vehicle Miles Travel (VMT)

The CNMI VMT is – 0 –

C-4: Number of Unrestrained Occupant Fatalities

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

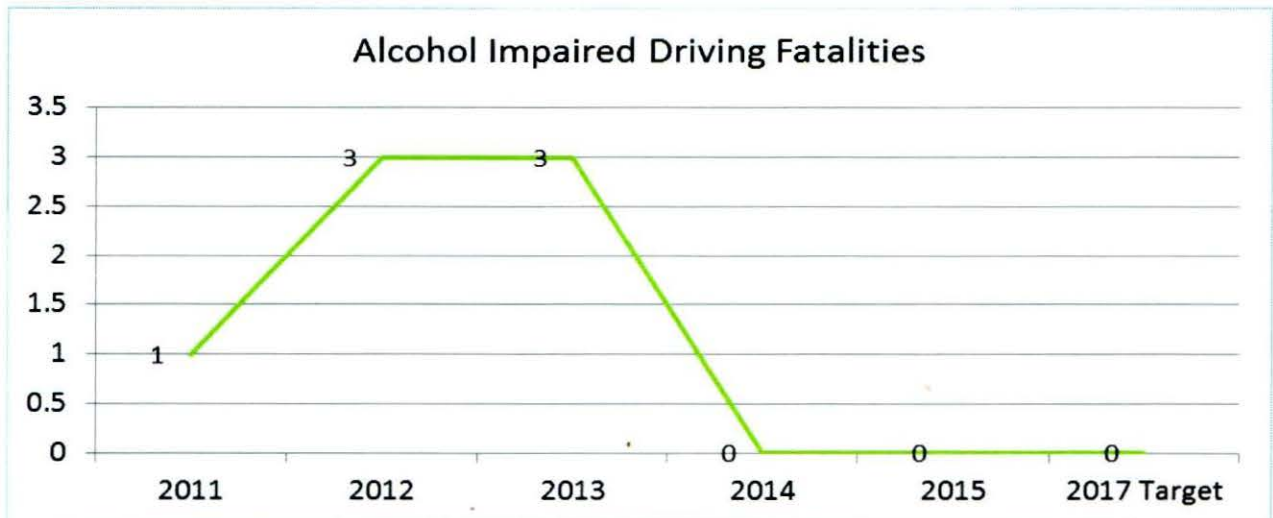
The CNMI’s goal decrease unrestrained passengers vehicle occupant fatalities in all seat positions by 100% from (1) (2011-2015) to (0) by September 30, 2017.



C-5: Number of Alcohol Impaired Driving Fatalities:

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

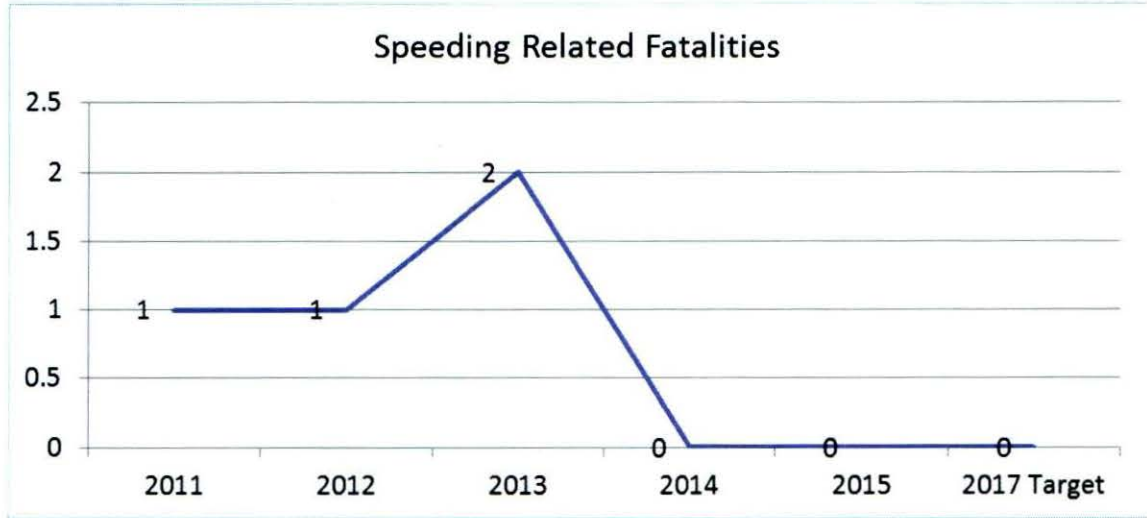
The CNMI’s goal is to decrease the number of alcohol-impaired driving fatalities from (1) (2011-2015 average) to (0) September 30, 2017.



C-6: Number of Speeding Related Fatalities

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

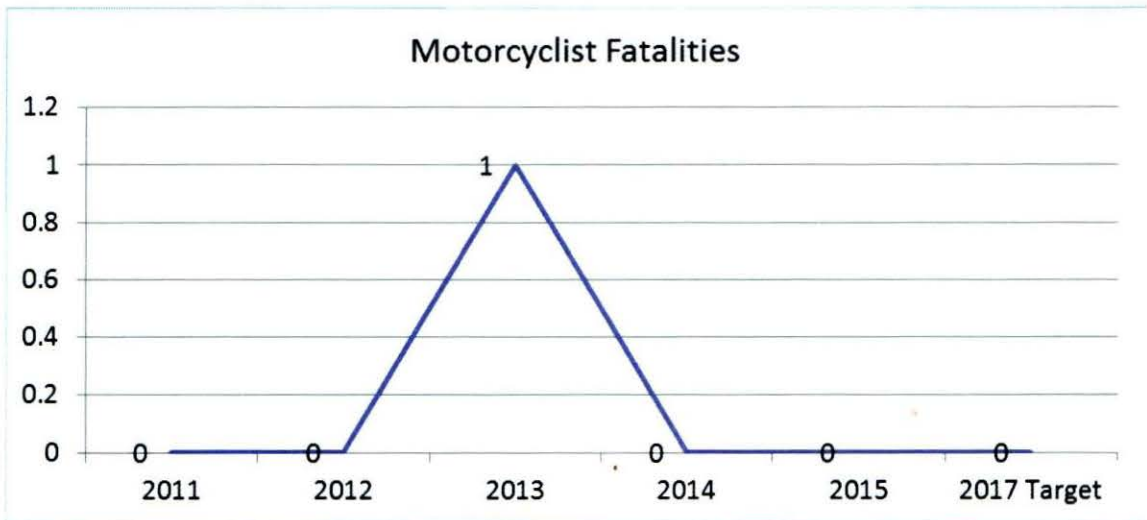
The CNMI's goal is to decrease the number of speeding related fatalities by 100 % from (1) (2011-2015 average) to (0) by September 30, 2017.



C-7: Number of Motorcycle Fatalities

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

The CNMI's goal is to decrease the number of motorcycle related fatalities from (1) (2011-2015 average) to (0) by September 30, 2017.



C-8: Unhelmeted Motorcyclist Fatalities

YEAR:	2011	2012	2013	2014	2015
Actual numbers:	0	0	1	0	0

The CNMI's goal is to decrease the number of unhelmeted motorcyclist fatalities from (1) (2011-2015 average) to (0) September 30, 2017.

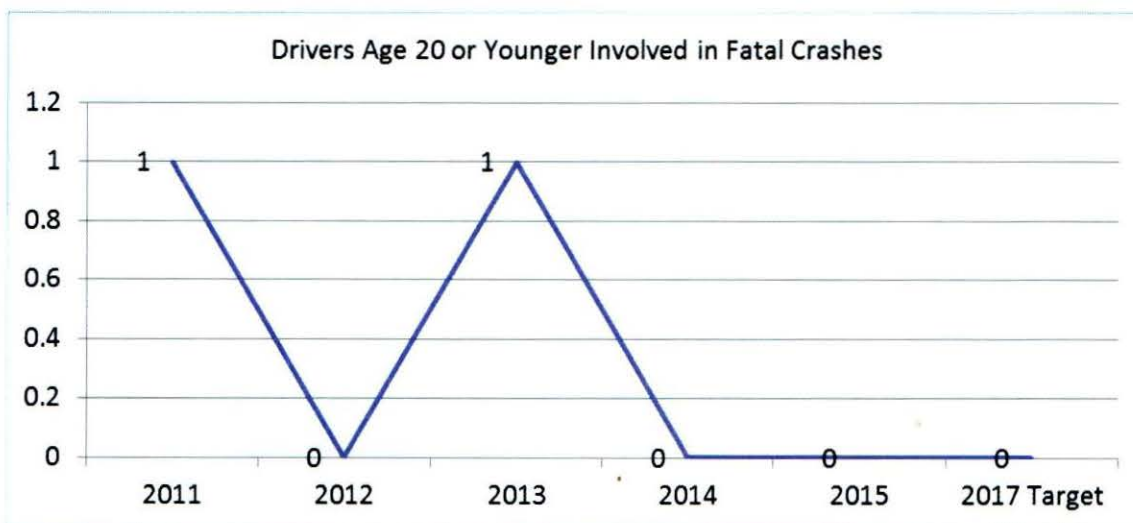


C-9: Drivers Age 20 or Younger Involved in Fatal Crashes

YEAR:	2011	2012	2013	2014	2015
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Actual numbers:	1	0	1	0	0
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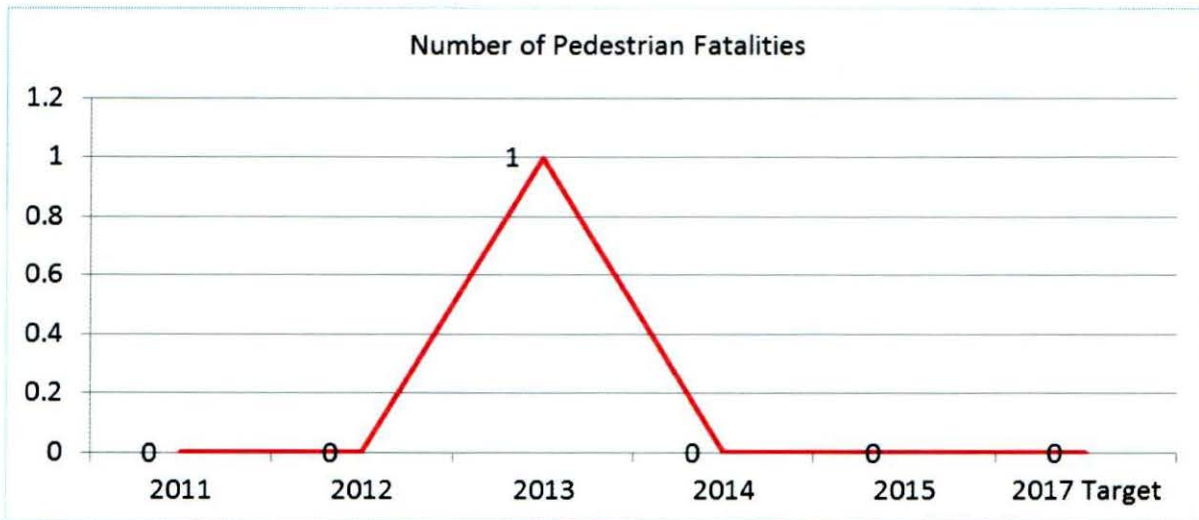
The CNMI's goal is to decrease the number of drivers age 20 or younger involved in fatal crashes from (1) (2011-2015 average) to (0) September 30, 2017.



C-10: Number of Pedestrian Fatalities

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

The CNMI's goal is to decrease the number pedestrian fatalities by 100% from (1) (2010-2015 average) to (0) by September 30, 2017.



C-11: Number of Bicyclist Fatalities

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

The CNMI's goal is to decrease the number of bicycle fatalities from zero (1) (2011-2015 average) to zero (0) by September 30, 2017.



CORE OUTCOME MEASURES		2011	2012	2013	2014	2015	2017 Target
C-1	Traffic Fatalities (CNMI DPS, Traffic Section)	Annual	1	4	4	2	0
	5-Year Moving Average	n/a	n/a	n/a	3	2	0
Decrease total fatalities by 100% from 2 (2011-2015 average) to 0 by 2017							
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	11	11	8	15	16
	5-Year Moving Average	n/a	n/a	n/a	10	12	10
Decrease serious traffic injuries by 17% from 12 (2011-2015 average) to 10 by 2017							
C-3	Fatalities/VMT (N/A)	Annual	n/a	n/a	n/a	n/a	n/a
	5-Year Moving Average	n/a	n/a	n/a	n/a	n/a	n/a
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (CNMI DPS, Traffic Section)	Annual	0	4	1	0	0
	5-Year Moving Average	n/a	n/a	n/a	1	1	0
Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 100% from 1 (2011-2015) to 0 by 2017							
C-5	Alcohol-Impaired Driving Fatalities (CNMI DPS, Traffic Section)	Annual	1	3	3	0	0
	5-Year Moving Average	n/a	n/a	n/a	2	1	0
Decrease alcohol impaired driving fatalities 100% from 1 (2011-2015 average) to 0 by 2017							
C-6	Speeding-Related Fatalities (CNMI DPS, Traffic Section)	Annual	0	1	2	1	0
	5-Year Moving Average	n/a	n/a	n/a	1	1	0
Decrease speeding-related fatalities by 100% from 1 (2011-2015 average) to 0 by 2017							
C-7	Motorcyclist Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0
	5-Year Moving Average	n/a	n/a	n/a	0	0	0
Decrease motorcyclist fatalities by 100% from 1 (2011-2015 average) to 0 by 2017							
C-8	Unhelmeted Motorcyclist Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0
	5-Year Moving Average	n/a	n/a	n/a	1	0	0
Decrease unhelmeted motorcyclist fatalities 100% from 1 (2011-2015 average) to 0 by 2017							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (CNMI DPS, Traffic Section)	Annual	1	n/a	1	0	0
	5-Year Moving Average	n/a	n/a	n/a	0	0	0
Decrease drivers age 20 and younger involved in fatal crashes by 100% from 1 (2011-2015) to 0 by 2017							
C-10	Pedestrian Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0
	5-Year Moving Average	n/a	n/a	n/a	1	0	0
Decrease pedestrian fatalities by 100% from 1 (2011-2015 average) to 0 by 2017							
C-11	Bicyclist Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0
	5-Year Moving Average	n/a	n/a	n/a	1	0	0
Decrease bicyclist fatalities by 100% from 1 (2011-2015 average) to 0 by 2017							

CORE BEHAVIOR MEASURE		2011	2012	2013	2014	2015	2017
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	93.66%	n/a	90.51%	91.40%	95.58%
	5-Year Moving Average	n/a	n/a	n/a	n/a	n/a	n/a
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2 percentage points from 95.58% in 2015 to 97% in 2017							97.00%

Note: The CNMI started capturing in 2014 the following incidents for (Unrestrained passenger vehicle occupant Fatalities, speeding, motorcycles, unhelmeted motorcyclist, drivers age 20 and younger involved, to include pedestrian and bicyclist fatalities for the past (5) years.

Core Activity Measures

A-1 Seat Belt Citation Issued During Grant Funded Click It or Ticket Mobilization/Enforcement Activities.

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Occupant Protection:	158	22	370	73	51
Child Restraint:	17	1	12	6	2

A-2 Impaired Driving Arrests made during Grant Funded Fourth of July and Labor Day Weekend Crackdown/Enforcement.

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
DWI Arrests:	47	8	2	6	0

A-3 Speeding/Reckless Driving Citation Issued during Grant Funded Overtime on Speed Laser Enforcement.

Year:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Speeding:	21	34	56	655	791
Reckless Driving:	23	6	6	n/a	131

Commonwealth of the Northern Mariana Islands
Department of Public Safety

Fiscal Year 2017
Evidence-Based Traffic Safety Enforcement Program

Introduction

The CNMI consists of fourteen (14) beautiful tropical islands and the island of Saipan is the largest and capital of CNMI. Saipan is stretched into approximately 18 miles and the main economy is based on tourism industry. US Department of Commerce-Census Bureau recorded in 2010 for Saipan's population at 48,222. In the last few years, local citizens have returned back from the U.S. Mainland. Also with the influx of daily flights of tourist into the island that number has increased to approximately 78,000.

CNMI Department of Public Safety (DPS) consists of Police Division, Criminal Investigations Bureau, and Bureau of Motor Vehicle. The Commissioner of Public Safety oversees the general functions of DPS while the Acting Director of Police oversees the functions of Police Division. Under the Police Division, it was divided into Uniformed Services which consisted of Patrol Section (Village Patrol), Traffic Section (Highway Patrol), MCSAP (Motor Carrier Enforcement), and Boating Safety (Marine Patrol).

The majority traffic enforcements are done by Traffic/DUI and Highway Patrol Unit. The Commander for Traffic Section oversees the Police Traffic Services and NHTSA programs to include the Traffic Investigation Unit. Traffic Section coordinates traffic enforcements and annual activities with the assistance of DPS Highway Safety Office (HSO). Such activities include annual nationwide highway safety programs under the NHTSA calendar of event.

Grant Funded Enforcement:

A significant portion of the CNMI's highway safety grant funds is awarded to the law enforcement agencies (Saipan, Tinian, and Rota Traffic Sections) each year. The DPS HSO ensures that resources are used efficiently and effectively to support the goals of the territory's highway safety program. CNMI incorporates an evidence-based approach in its island-wide enforcement programs through the following components:

Data-driven Problem Identification

In the CNMI-wide problem identification process used in the development of the HSP, the data analyses are designed to identify who is involved in crashes and when, where and why crashes are occurring. Key results from the problem identification are presented in the CNMI-wide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their islands. Data documenting the highway safety issues identified must be included in the funding application submitted to the CNMI HSO and support the strategies that will be implemented to address the problem.

Implementation of Evidence-based Strategies

To ensure that funding awarded for enforcement purposes are effectively, law enforcement agencies are directed to implement evidence-based strategies. The narrative in the HSP outlines the CNMI's approach to address key problem enforcement areas and guides each island to examine local data and develop appropriate countermeasures for their specific problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations such as speeding, impaired driving or on specific times of day when more violations occur, such as nighttime impaired driving road blocks and seat belt enforcement. High visibility enforcement including participation in national seat belt and impaired driving mobilization is also required.

Continuous Monitoring

Continuous monitoring of the enforcement grants is another important element of the CNMI's traffic safety enforcement program. Enforcement agencies receiving grant funding are required to provide detail information on the program progress in their monthly reports submitted to the HSO which include data on the activities conducted, such as area and times worked and the number of citations and arrests issued. Funding decisions for the subsequent years are based on the effectiveness and performance of the enforcement project.

Occupant Protection/Child Restraint

- Increase the number of random OP/CR checkpoints, inspections, and conduct low visibility covert enforcements.
- Maximize enforcement visibility by encouraging multi-agency campaigns and coordinating campaigns with the time of news release, PSA posting, safety belt/child seat inspections, on nationwide events like Click-It-Or-Ticket and National Child Passenger Safety Week.
- Promote correct use of child restraint system among the general public, child care providers, health professionals, emergency medical personnel, law enforcement officers.

Police Traffic Services

- Increase the number of Speed enforcement activities such as STLE, HiCI, and Radar speed enforcement conducted at Chalan Pale Arnold and Beach Road where speed violations are high both at night and day.
- Increase the deployment of SMART to these high speed locations.
- Conduct community awareness presentations on danger of speed on the highway and roadways at high schools, community college, and other public events.
- Coordinate and work with the Department of Public Works (DPW) on identifying areas that require more traffic signs, proper markings, and address poor lightings.

Alcohol and Other Countermeasures

- Increase the number of public education on dangers of DUI as outreach awareness in addition to the annual impaired driving crackdown activities that are conducted yearly during the Fourth of July Weekend; Labor Day Weekend; and the December 4D campaign.
- Continue to conduct DUI enforcement activities such as checkpoints, saturation patrols, and covert operation enforcement.
- Work with the Legislators to increase the penalty fines on DUI; and the Court on prosecution.
- Continue to certify police officer in the use of SFST to increase detection and apprehension of impaired drivers.
- Increase arrest of drivers for DUI and/or DUID.

Paid Media

- Continue to develop safety ads to air on radio, television, and movie theaters on all the highway safety programs to ensure public outreach.
- Continue distributing safety brochures, pamphlets, flyers on different highway safety programs during enforcement activities and educational presentations.

Professional Development & Training

- Continue to send traffic officers to attend trainings and conferences to enhance their knowledge and expertise in the various highway safety fields; and to stay abreast on national updates on programs.

FY 2017 TRAVEL / TRAINING REQUEST

Region 9 Partners Mtg./Pre-HSP	3	TBD	\$ 5,000.00	\$ 15,000.00	P&A	PA 17-01
NAWHSL	2	TBD	\$ 5,000.00	\$ 10,000.00	P&A	PA 17-01
GHSA Executive Seminar	1	Louisville, Kentucky	\$ 5,000.00	\$ 5,000.00	P&A	PA 17-01
GHSA Annual Meeting	3	Louisville, Kentucky	\$ 5,000.00	\$ 15,000.00	P&A	PA 17-01
Kids In Motion Conference	1	TBD	\$ 5,000.00	\$ 5,000.00	P&A	PA 17-01
Lifesavers Conference	3	Charlotte, North Carolina	\$ 5,000.00	\$ 15,000.00	P&A	PA 17-01
Other Related Conference/Trngs	3	TBD	\$ 5,000.00	\$ 15,000.00	P&A	PA 17-01
Inter-Island Monitoring	3	Tinian / Rota	\$ 1,500.00	\$ 4,500.00	P&A	PA 17-01

Region 9 Partners Mtg./Pre-HSP	1	TBD	\$ 5,000.00	\$ 5,000.00	OP/CR	OP 17-01
Lifesavers Conference	3	Charlotte, North Carolina	\$ 5,000.00	\$ 15,000.00	OP/CR	OP 17-01
Kids in Motion Conference	3	TBD	\$ 5,000.00	\$ 15,000.00	OP/CR	OP 17-01
Inter-Island Monitoring	1	Tinian / Rota	\$ 2,500.00	\$ 2,500.00	OP/CR	OP 17-01
OP Related Conference/Training	1	TBD	\$ 5,000.00	\$ 5,000.00	OP/CR	OP 17-01
Instructors for re-certification	2	Saipan	\$ 2,500.00	\$ 5,000.00	OP/CR	OP 17-01
CPS Technician Training	6	Saipan	\$ 1,500.00	\$ 9,000.00	OP/CR	OP 17-02
Kids in Motion Conference	1	TBD	\$ 5,500.00	\$ 5,500.00	OP/CR	OP 17-02
Lifesavers Conference	1	Charlotte, North Carolina	\$ 5,000.00	\$ 5,000.00	OP/CR	OP 17-03
Kids in Motion Conference	1	TBD	\$ 5,000.00	\$ 5,000.00	OP/CR	OP 17-03
CPS Technician Training	6	Saipan	\$ 1,500.00	\$ 9,000.00	OP/CR	OP 17-03

Region 9 Partners Mtg./Pre-HSP	1	TBD	\$ 5,000.00	\$ 5,000.00	PTS	PT 17-01
Lifesavers Conference	1	Charlotte, NC	\$ 5,000.00	\$ 5,000.00	PTS	PT 17-01
KIMS, or other related training	1	TBD	\$ 5,000.00	\$ 5,000.00	PTS	PT 17-01
Inter-Island Monitoring	1	Tinian / Rota	\$ 2,500.00	\$ 2,500.00	PTS	PT 17-01
Quick Mapping Crash/Crime Scene		Saipan	\$ 20,000.00	\$ 20,000.00	PTS	PT 17-01
Supervising a Selective Traffic Law Enf.	1	TBD	\$ 5,000.00	\$ 5,000.00	PTS	PT 17-02
Digital Photography for Traffic Cras	2	TBD	\$ 5,000.00	\$ 10,000.00	PTS	PT 17-02
Pre-HSP and Post HSP Mtgs	2	Saipan	\$ 500.00	\$ 1,000.00	PTS	PT 17-02
Laser Certification Training	2	Saipan	\$ 1,500.00	\$ 3,000.00	PTS	PT 17-03
Pre-HSP and Post HSP Mtgs	2	Saipan	\$ 400.00	\$ 800.00	PTS	PT 17-03

Region 9 Partners Mtg./Pre HSP	1	TBD	\$ 5,000.00	\$ 50,000.00	AL	AL 17-01
NAWHSL	1	TBD	\$ 5,000.00	\$ 5,000.00	AL	AL 17-01
Lifesavers Conference or KIMS	1	Charlotte, NC / TBD	\$ 5,000.00	\$ 5,000.00	AL	AL 17-01
Inter Island Monitoring	1	Rota / Tinian	\$ 2,500.00	\$ 2,500.00	AL	AL 17-01
Impaired Driving related training	1	TBD	\$ 5,000.00	\$ 5,000.00	AL	AL 17-01
ARIDE Training		Saipan	\$ 20,000.00	\$ 20,000.00	AL	AL 17-01
DRE Certification	4	TBD	\$ 5,000.00	\$ 20,000.00	AL	AL 17-01
TSRP Course		Saipan	\$ 20,000.00	\$ 20,000.00	AL	AL 17-01

FY 2017 TRAVEL / TRAINING REQUEST Con't

Lifesavers Conference	1	Charlotte, NC	\$ 5,000.00	\$ 5,000.00	AL	AL 17-02
DUI/SFST Training	3	Saipan	\$ 1,500.00	\$ 1,500.00	AL	AL 17-02
Aride Training	2	Saipan	\$ 1,500.00	\$ 3,000.00	AL	AL 17-02
DUI/SFST Training	2	Saipan	\$ 1,500.00	\$ 3,000.00	AL	AL 17-03
ARIDE Training	2	Saipan	\$ 1,500.00	\$ 3,000.00	AL	AL 17-03
World EMS Expo	2	New Orleans, LA	\$ 5,000.00	\$ 10,000.00	EM	EM 17-01
Equipment Distribution	3	Tinian	\$ 1,000.00	\$ 3,000.00	EM	EM 17-01
Equipment Distribution	3	Rota	\$ 1,000.00	\$ 3,000.00	EM	EM 17-01
Traffic Records Forum	3	TBD	\$ 5,000.00	\$ 15,000.00	TR	TR 17-01
Record Keeping & Mgmt. Trng. Course	1	TBD	\$ 5,000.00	\$ 5,000.00	TR	TR 17-01
Motorcycle Crash Investigation	2	TBD	\$ 5,000.00	\$ 10,000.00	MC	MC 17-01
Motorcycle Safety Symposium	2	TBD	\$ 5,000.00	\$ 10,000.00	MC	MC 17-01
Drivers Educ./Defesive Driver Instructor	1	TBD	\$ 5,000.00	\$ 5,000.00	RS	RS 17-01
Speed Related Training	1	TBD	\$ 5,000.00	\$ 5,000.00	SE	SE 17-01
Pedestrian/Bicycle Symposium	2	TBD	\$ 5,000.00	\$ 10,000.00	PS	PS 17-01
Lifesavers Conference	2	Charlotte, NC	\$ 5,000.00	\$ 10,000.00	405b	405b 17-01
Kids-In-Motion Conference	2	TBD	\$ 5,000.00	\$ 10,000.00	405b	405b 17-01
Lifesavers Conference	1	Charlotte, NC	\$ 5,000.00	\$ 5,000.00	405b	405b 17-02
Kids-In-Motion Conference	1	TBD	\$ 5,000.00	\$ 5,000.00	405b	405b 17-02

FY 2017 EQUIPMENT / VEHICLE REQUEST

EQUIPMENT	QTY.	PRICE		SOURCE	PROJECT NO.
		Per Unit	Total Cost		
Portable Generator	1	\$ 8,000.00	\$ 8,000.00	OP/CR	OP 17-01
Outdoor Storage Unit	1	\$ 2,500.00	\$ 2,500.00	OP/CR	OP 17-02
Flat Screen TV	2	\$ 1,000.00	\$ 2,000.00	OP/CR	OP 17-03
Quick Mapping Equipment	4	\$ 1,250.00	\$ 5,000.00	PTS	PT 17-01
Laptop Computer	1	\$ 1,500.00	\$ 1,500.00	PTS	PT 17-01
Vehicle Accessories	2	\$ 7,500.00	\$ 15,000.00	PTS	PT 17-01
SUV Type Vehicles	2	\$ 40,000.00	\$ 80,000.00	PTS	PT 17-01
Radar Speed Measuring Device	1	\$ 5,000.00	\$ 5,000.00	PTS	PT 17-02
Desktop Computer	1	\$ 2,000.00	\$ 2,000.00	PTS	PT 17-02
SUV Type Vehicles	2	\$ 40,000.00	\$ 80,000.00	AL	AL 17-01
Portable Breathalyzer Testing	2	\$ 2,500.00	\$ 5,000.00	AL	AL 17-01
Oral Fluid Testing Instrument	1	\$ 5,000.00	\$ 5,000.00	AL	AL 17-01
Sobriety Checkpoint Trailer	1	\$ 50,000.00	\$ 50,000.00	AL	AL 17-02
Laptop Computer	1	\$ 1,500.00	\$ 1,500.00	RS	RS 17-01
Overhead Projector	1	\$ 2,000.00	\$ 2,000.00	RS	RS 17-01
Rescue Extrication Equipment	1	\$ 31,000.00	\$ 31,000.00	EM	EM 17-01

Commonwealth of the Northern Mariana Islands (CNMI) Progress in Meeting NHTSA Core Performance Measures Identified in FY 2016 HSP

Program Area	Performance	Status Target (2010-2015)	Comments
Traffic Fatalities	0	Goal Met: Average number (2010-2014) was 3	There were 0 fatalities in 2015.
Serious Traffic Injuries	16	Goal Not Met: Average number (2010-2014) was 8	There were 16 injuries in 2015.
Fatalities/VMT	n/a	n/a	n/a
Unrestrained Passenger Vehicle Occupant Fatalities in all seating Positions	0	Goal Met: Average number (2010-2014) was 1	There was 0 fatality in 2015.
Alcohol Impaired Driving Fatalities (>0.08 BAC)	0	Goal Met: Average number (2010-2014) was 2	There was 0 fatality in 2015.
Speeding-Related Fatalities	0	Goal Met: Average number (2010-2014) was 1	There was 0 fatality in 2015.
Motorcycle Fatalities	0	Goal Met: Average number (2010-2014) was 0	There was 0 fatality in 2015.
Unhelmeted Motorcycle Fatalities	0	Goal Met: Average number (2010-2014) was 1	There was 0 fatality in 2015.
Drivers Age 20 or Younger Involved in Fatal Crashes	0	Goal Met: Average number (2010-2014) was 0	There was 0 fatality in 2015.
Pedestrian Fatalities	0	Goal Met: Average number (2010-2014) was 1	There was 0 fatality in 2015.
Bicyclist Fatalities	0	Goal Met: Average number (2010-2014) was 0	There was 0 fatality in 2015.

Program Area	Performance Target for 2015 (2011-2014 Average)	2016 Goal	Comments
Seat Belt Citations Issued	1088	1165	392 issued in 2015
Impaired Driving Arrests	189	205	104 arrests in 2015
Speeding Citations	623	685	819 issued in 2015



**2017 HIGHWAY SAFETY PLAN
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS**

FY 2017 PROJECT COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

STATE: C.N.M.I. BUDGET OBLIGATION: HCS 217 No: 00-00-00 DATE: JUNE 01, 2016

Program Area	Approved Program Cost	Basis for % Change	State/ Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/ (Decreased)	% Change	Current Balance	
PA-17	\$ 164,000.00			\$ -	\$ -		\$ -	
OP-17	\$ 338,000.00			\$ -	\$ -		\$ -	
PT-17	\$ 408,000.00			\$ -	\$ -		\$ -	
AL-17	\$ 494,000.00			\$ -	\$ -		\$ -	
EM-17	\$ 75,000.00			\$ -	\$ -		\$ -	
PM-17	\$ 23,000.00			\$ -	\$ -		\$ -	
TR-17	\$ 55,000.00			\$ -	\$ -		\$ -	
MC-17	\$ 64,000.00			\$ -	\$ -		\$ -	
RS-17	\$ 27,000.00			\$ -	\$ -		\$ -	
SE-17	\$ 60,000.00			\$ -	\$ -		\$ -	
PS-17	\$ 54,000.00			\$ -	\$ -		\$ -	
Total Section 402	\$ 1,762,000.00			\$ -	\$ -		\$ -	



2017 HIGHWAY SAFETY PLAN
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

405(b) OP High	\$ 105,000.00			\$ -	\$ -		\$ -	
405(c) State Traffic Safety	\$ 500,000.00			\$ -	\$ -		\$ -	
Total 405	\$ 605,000.00							

State Official Authorized
Signature

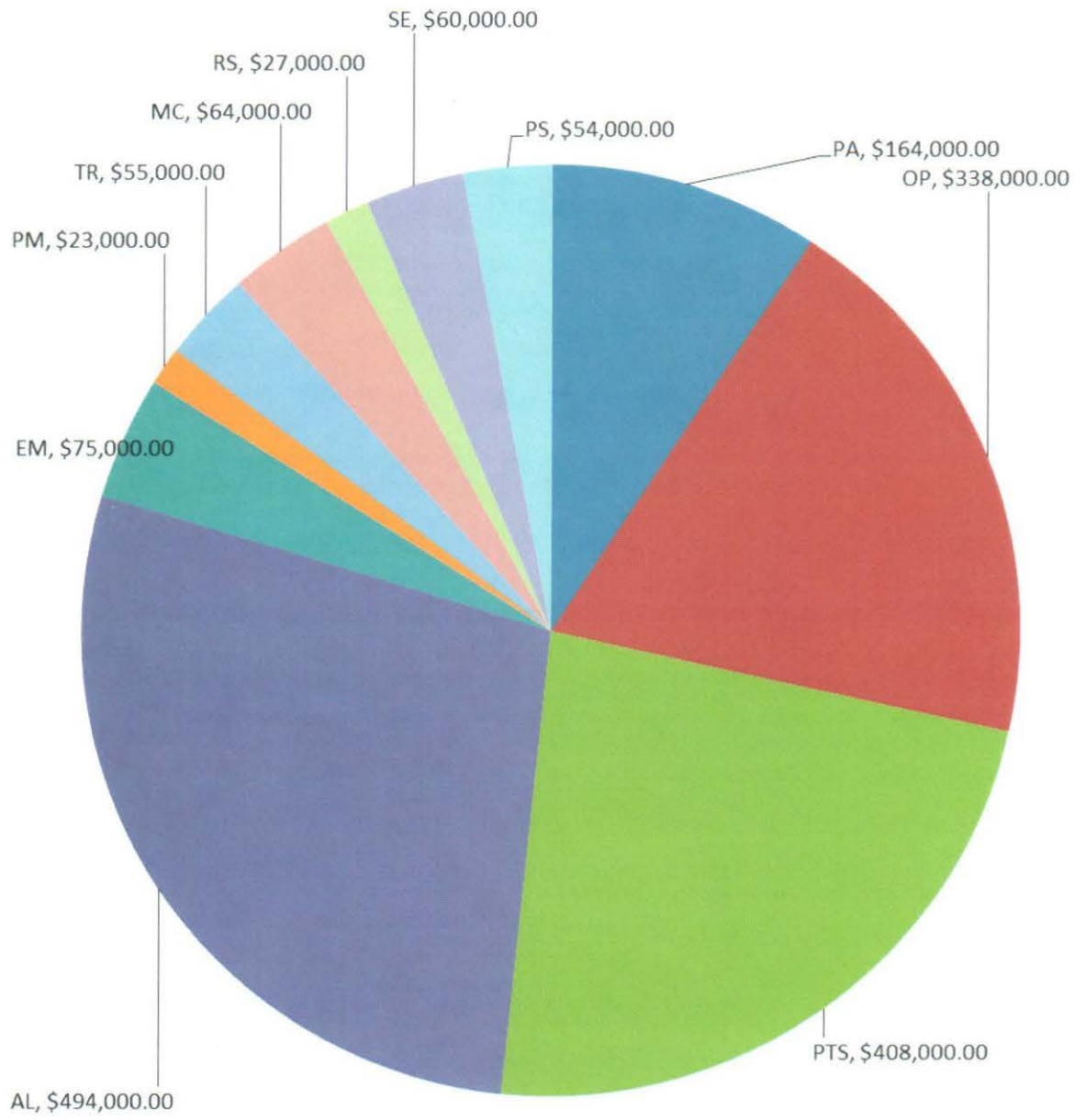

Margarita DLG. Camacho
Highway Safety Coordinator
Date: 06/01/16


Robert A. Guerrero
Commissioner/GR
Date: 06/01/2016

FISCAL YEAR 2017 HIGHWAY SAFETY COST SUMMARY

PROJECT TITLE	TOTAL
Planning & Administration (PA)	\$164,000.00
Occupant Protection/Child Restraint (OP)	\$338,000.00
Police Traffic Services (PT)	\$408,000.00
Alcohol & Other Countermeasures (AL)	\$494,000.00
Emergency Medical Services (EM)	\$75,000.00
Paid Media (PM)	\$23,000.00
Traffic Records (TR)	\$55,000.00
Motorcycle Safety (MC)	\$64,000.00
Roadway Safety (RS)	\$27,000.00
Speed Enforcement (SE)	\$60,000.00
Pedestrian/Bicycle Safety (PS)	\$54,000.00
TOTAL Section 402	\$1,762,000.00
405 (b)-17-01 Occupant Protection Grant – High Seat Belt Use	\$80,000.00
405 (b)-17-01 Occupant Protection Grant – High Seat Belt Use	\$25,000.00
405 (c) State Traffic Safety Info System	\$500,000.00
GRAND TOTAL (402; 405 (c))	\$2,367,000.00

FISCAL YEAR 2017 HIGHWAY SAFETY COST SUMMARY



■ PA
 ■ OP
 ■ PTS
 ■ AL
 ■ EM
 ■ PM
 ■ TR
 ■ MC
 ■ RS
 ■ SE
 ■ PS

PLANNING AND ADMINISTRATION

PLANNING AND ADMINISTRATION		
Planning and Administration	(PA 17-01)	\$164,000.00
-	Estimated FY 16 Carry-Forward	\$30,000.00
TOTAL PROJECT COST		\$164,000.00

PLANNING AND ADMINISTRATION

1.	<p>Project Title: Program Administration Project Number: PA 17-01</p> <p>Project Description: Funds will be used for salary and fringe of the OIC/Coordinator – HSO; funds will also be used for operational costs related to the highway safety program administration for the CNMI. This includes 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 (1) & Annual Meeting (3), Lifesavers Conference or Kids in Motion, as well as inter-island monitoring for the GR, Director of DAGS, and the HSO Coordinator as well as any other related training/conferences. Annual fees to GHSA for the GR. Funds will also be used to purchase office and operational supplies such as printer inks, copier papers/toners, folders, etc.; annual fees and monthly recurring charges for landlines, fax and cell phones; fuel cost for HSO vehicles; freight and handling costs for HSO and printing of forms and documents for HSO.</p> <p>Salary & Fringe (Task 1): \$48,000.00</p> <p>Travel and Training (Task 2): \$85,000.00 For GR, Director and HSO Coordinator to attend meetings and conferences:</p> <ul style="list-style-type: none"> • Partners/Leadership / Pre-HSP Meeting - \$5,000.00 each = \$15,000.00 • NAWHSL - \$5,000.00 each = \$10,000.00 • GHSA Executive Seminar - \$5,000 each = \$5,000.00 • GHSA Annual Meeting - \$5,000.00 each = \$15,000.00 • Lifesavers Conference - \$5,000.00 each = \$15,000.00 • Kids in Motion - \$5,000.00 each = \$5,000.00 • Inter-Island monitoring for HSO Coordinator and GR - \$1,500 each = \$4,500.00 • Other related conferences/trainings - \$5,000.00 each = \$15,000.00 <p style="text-align: right;">Subtotal: \$84,500.00</p> <p>Annual Fees for GHSA (Task 3): \$3,600.00</p> <p>Office / Operational Supplies (Task 4): \$1,500.00</p> <p>Communication (Task 5): \$5,000.00</p> <p>Mileage Reimbursement (Task 6): \$3,000.00</p> <p>Freight and Handling (Task 7): \$500.00</p> <p>Printing (Task 8): \$1,000.00</p> <p>Indirect Cost @ 10.64%: \$15,704.64</p> <p style="text-align: right;">Subtotal: \$163,304.64</p> <p>TOTAL PROJECT COST: \$164,000.00</p>
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OCCUPANT PROTECTION / CHILD RESTRAINT

OCCUPANT PROTECTION/CHILD RESTRAINT		
Saipan Traffic Section OP/CR Enforcement	(OP 17-01)	\$231,000.00 (C/F-\$30,000.00)
Rota Traffic Section OP/CR Enforcement	(OP 17-02)	\$65,000.00 (C/F-\$16,000.00)
Tinian Traffic Section OP/CR Enforcement	(OP 17-03)	\$42,000.00 (C/F-\$23,000.00)
-	Estimated FY 16 Carry-Forward	\$ 69,000.00 (Total 3 Projects)
TOTAL PROJECT COST		\$338,000.00

OCCUPANT PROTECTION / CHILD RESTRAINT

1.	<p>Project Title: Saipan Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: OP 17-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the OP Program Coordinator (100%), monthly fees for phone charges (land line and cellular fees), travel to Partners / Pre-HSP Meeting /Lifesavers or Kids in Motion, inter-island monitoring to Rota and Tinian to assist during campaigns, and other training or conferences; The Saipan Traffic Section will use funds to pay for 2640 overtime hours for officers to conduct OP/CR checkpoints, educational presentations and child restraint checkup events (see breakdown) and Low Visibility Covert Seat Belt Operation's; funds will be used to send two (2) officers to the Kids in Motion and Lifesavers conference each; funds will also be used to bring off-island instructors to Saipan to certify and re-certify current CPS technicians; to purchase educational materials such as brochures, posters, pamphlet, etc. to be given out at checkpoints, presentations, and check-up events; to use funds on advertisements during campaigns through local media such as radio, newspaper, magazine, billboards, and production/airtime for television; funds will be used to purchase office supplies such as ink, copier paper, folders, etc. as well as operational supplies to include child safety restraints (car seats); Funds will be used to rent vehicles for low visibility covert seat belt operations; funds will also be used to purchase a portable generator to be used during educational events conducted during evening hours where power is not readily available.</p> <p>Program Management: \$53,000.00</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator</td> <td style="text-align: right; padding-right: 20px;">\$32,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1b) – Communication charges (land line/cellular service)</td> <td style="text-align: right; padding-right: 20px;">3,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1c) – Partners / Pre-HSP Meeting</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1d) – Lifesavers or Kids in Motion</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1e) – Inter-Island monitoring of campaign / projects</td> <td style="text-align: right; padding-right: 20px;">2,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1f) – Other OP/Child Restraint related conferences/trainings</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> </table> <p style="text-align: right; margin-top: 20px;">Subtotal: \$52,500.00</p>	(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator	\$32,000.00	(Task 1b) – Communication charges (land line/cellular service)	3,000.00	(Task 1c) – Partners / Pre-HSP Meeting	5,000.00	(Task 1d) – Lifesavers or Kids in Motion	5,000.00	(Task 1e) – Inter-Island monitoring of campaign / projects	2,500.00	(Task 1f) – Other OP/Child Restraint related conferences/trainings	5,000.00
(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator	\$32,000.00												
(Task 1b) – Communication charges (land line/cellular service)	3,000.00												
(Task 1c) – Partners / Pre-HSP Meeting	5,000.00												
(Task 1d) – Lifesavers or Kids in Motion	5,000.00												
(Task 1e) – Inter-Island monitoring of campaign / projects	2,500.00												
(Task 1f) – Other OP/Child Restraint related conferences/trainings	5,000.00												

Overtime (Task 2): \$47,000.00

24OP/CR checkpoints (1,872 hrs.)

- 144hrs X 2 – Police Sergeant (\$25.25) = \$7,272.00
- 144hrs X 1 – Police Officer III (\$21.81) = \$3,140.64
- 144hrs X 3 – Police Officer II (\$19.79) = \$8,549.28
- 144hrs X 7 – Police Officer I (\$12.09) = \$12,186.72

Subtotal: \$31,148.64

8 OP/CR Check Up Events (192 hrs.)

- 32hrs X 2 – Police Sergeant (\$25.25) = \$1,616.00
- 32hrs X 1 – Police Officer III (\$21.81) = \$697.92
- 32hrs X 1 – Police Officer II (\$19.79) = \$633.28
- 32hrs X 2 – Police Officer I (\$12.09) = \$773.76

Subtotal: \$3,720.96

12 OP/CR Low Visibility Covert Seat Belt Operations (576)

- 96hrs X 2 – Police Sergeant (\$25.25) = \$4,848.00
- 96hrs X 1 – Police Officer III (\$21.81) = \$2,093.76
- 96hrs X 1 – Police Officer II (\$19.79) = \$1,899.84
- 96hrs X 2 – Police Officer I (\$12.09) = \$2,321.28

Subtotal: \$11,162.88

Subtotal: \$46,032.48

Travel and Training (Task 3): \$25,000.00

- To send two (2) Officers to the Kids in Motion conference @\$5,000.00 each = \$10,000.00
- To send two (2) Officers to the Lifesavers Conference @\$5,000.00 each = \$10,000.00
- To bring in instructors for new certification and re-certification on Saipan = \$5,000.00

Subtotal: \$25,000.00

Educational Materials (Task 4): \$10,000.00

Advertising (Task 5): \$40,000.00

Office / Operational Supplies (Task 6): \$30,000.00

Rental Others (Task 7): \$2,500.00

- Vehicle Rentals for low visibility covert seat belt operations \$2,500.00

Subtotal: \$2,500.00

Equipment (Task 8): \$800.00

- Portable Generator

Subtotal: \$800.00

Indirect Cost @ 10.64%: \$ 22,078.00

Subtotal: \$230,378.00

TOTAL PROJECT COST: \$231,000.00

OCCUPANT PROTECTION / CHILD RESTRAINT

2.	<p>Project Title: Rota Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: OP 17-02</p> <p>Project Description: The Rota Traffic Section will use funds to pay for 714 overtime hours on OP/CR check points, saturation patrols, and other enforcement activities; to send one (1) officer to the Kids in Motion conference; to send six (6) Child Passenger Safety Technicians including one instructor to certify/re-certify on Saipan; to use funds to print brochures / pamphlets / posters as well as other educational materials to be distributed at checkpoints, presentations, and check-up events; to purchase office supplies such as ink, paper, pens, etc. as well as operational supplies such as two (2) (20X40) tents for use during Check Up Events and Presentation, two (2) foldable tables with benches also for check-up events; to use funds to pay for freight charges from Highway Safety Office to Rota Traffic Section; and acquire one (1) storage unit to store equipment such as tents, tables, etc. as well as child safety restraints (car seats)</p> <p>Overtime (Task 1): \$11,300.00</p> <p>OP/CR check points</p> <ul style="list-style-type: none">• 30hrs X 1 – Police Sergeant (\$20.77) = \$623.10• 30hrs X 2 – Police Officer III (\$17.09) = \$1,025.40• 30hrs X 4 – Police Officer I/II (\$13.89) = \$1,666.80 <p style="text-align: right;"><i>Subtotal: \$3,315.30</i></p> <p>OP/CR Saturation Patrols, and other enforcement activities</p> <ul style="list-style-type: none">• 72hrs X 1 – Police Sergeant (\$20.77) = \$1,495.44• 72hrs X 2 – Police Officer III (\$17.09) = \$2,460.96• 72hrs X 4 – Police Officer I/II (\$13.89) = \$4,000.32 <p style="text-align: right;"><i>Subtotal: \$7,956.72</i> Subtotal: \$11,272.02</p> <p>Travel and Training (Task 2): \$14,000.00</p> <ul style="list-style-type: none">• Send one (1) officer to Kids in Motion = \$5,000.00• Send six (6) personnel (including one instructor) to be newly certified and re-certify CPS Technicians on Saipan @\$1,500.00 each = \$9,000.00 <p style="text-align: right;">Subtotal: \$14,000.00</p> <p>Educational Materials (Task 3): \$10,000.00</p> <p>Office / Operational Supplies (Task 4): \$20,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Equipment (Task 6): \$2,500.00</p> <ul style="list-style-type: none">• Outdoor Storage Unit <p>Indirect Cost @ 10.64%: \$5,937.12</p> <p style="text-align: right;">Subtotal: \$64,237.12</p> <p>TOTAL PROJECT COST: \$65,000.00</p>
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OCCUPANT PROTECTION / CHILD RESTRAINT

<p>3.</p>	<p>Project Title: Tinian Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: OP 17-03</p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 348 overtime hours for OP/CR checkpoints, saturation patrols and courtesy car seat check-up events; to fund travel to Lifesavers and Kids in Motion Conference as well as certify/re-certify Child Passenger Safety Technicians and prepare a CPST to become an instructor; to use funds to print brochures / pamphlets / posters as well as other educational materials to be distributed at checkpoints, presentations, and check-up events; to purchase office supplies such as ink cartridges, notepads, paper, etc. as well as operational supplies such as the child safety seats, tents, tables and chairs; to fund freight and handling charges from Highway Safety Office to Tinian Traffic Section; to purchase two flat screen TV's to be installed at DPS and Tinian Health Center waiting room for educational purposes.</p> <p>Overtime (Task 1): \$4,500.00</p> <p>OP/CR checkpoints (126 hours)</p> <ul style="list-style-type: none"> • 18hrs X 1 – Police Officer III (\$15.51) = \$279.18 • 18hrs X 6 – Police Officer I/CPS Technician (\$12.09) = \$1,305.72 <p>OP/CR Saturation Patrol (72 hours) <i>Subtotal: \$1,584.97</i></p> <ul style="list-style-type: none"> • 24hrs X 1 – Police Officer III (\$15.51) = \$372.24 • 24hrs X 2 – Police Officer I/ (\$12.09) = \$580.32 <i>Subtotal: \$952.56</i> <p>OP/CR Courtesy Car Seat check-up events (150 hours)</p> <ul style="list-style-type: none"> • 30hrs X 1 – Police Officer III (\$15.51) = \$465.30 • 30hrs X 4 – Police Officer I/ CPS Technician (\$12.09) = \$1,450.80 <p style="text-align: right;"><i>Subtotal: \$1,916.10</i></p> <p style="text-align: right;"><i>Subtotal: \$4,453.63</i></p> <p>Travel and Training (Task 2): \$21,000.00</p> <ul style="list-style-type: none"> • One (1) Officer/CPS Tech. – Lifesavers Conference = \$5,000.00 • One (1) Officer/C PS Tech. – Kids in Motion = \$5,000.00 • Certify/Re-Certify two (2) officers/ two (2) firefighters/ (2) nurses to attend CPST and 1 CPS Technician to become an instructor @ \$1,500.00 each = \$10,500.00 <p style="text-align: right;"><i>Subtotal: \$20,500.00</i></p> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Office / Operational Supply (Task 4): \$5,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Equipment (Task 6): \$2,000.00</p> <ul style="list-style-type: none"> • Two (2) Flat Screen TV <p>Indirect Cost @ 10.64%: \$3,830.40</p> <p style="text-align: right;"><i>Subtotal: \$41,830.40</i></p> <p>TOTAL PROJECT COST: \$42,000.00</p>
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POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES		
Saipan – Police Traffic Services	(PT 17-01)	\$279,000.00 (C/F-\$80,000)
Rota – Police Traffic Services	(PT 17-02)	\$92,000.00 (C/F-\$30,000.00)
Tinian – Police Traffic Services	(PT 17-03)	\$37,000.00 (C/F-\$20,000.00)
- Estimated FY 16 Carry-Forward		\$130,000.00 (Total 3 Projects)
TOTAL PROJECT COST		\$408,000.00

POLICE TRAFFIC SERVICES

1.	<p>Project Title: Saipan – Police Traffic Services Project Number: PT 17-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Federal Program Assistant (100%), monthly fees for phone charges for both the Program Manager and the Assistant (landlines/cellphone charges); funds will also pay for travel expenses to Partners / Pre-HSP Meeting, Lifesavers or Kids in Motion, as well as inter-island monitoring to Rota and Tinian to assist during campaigns and other related conferences/trainings; The Saipan Police Traffic Section will use funds to pay for 128 hours of overtime for public awareness and educational presentations at schools and community events; to also use funds to certify and provide refresher course for Quick Mapping to at least 30 officers; rent warehouse space in order to store/park checkpoint trailers; to purchase quick mapping tools, laptop, and vehicle accessories such as lights, sirens, police decals and snug top cover for pickup truck bed; to use funds to purchase office supplies such as printer ink, copier paper, etc. as well a operational supplies such as chalks, spray paint, tarps etc.; funds will cover telephone charges to include land lines, fax, internet and cellphone charges; to pay 50% of fuel cost to all traffic vehicles and motorcycles. Funds will also be used to pay for printing costs for educational and highways safety project; funds will be used to pay for freight and handling costs to be able to ship things to sub-grantees when needed as far as supplies and equipment; to purchase two (2) SUV’s to replace vehicles purchased in 2012 that has already met its mileage requirement.</p> <p>Program Management (Task 1): \$44,000.00</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant</td> <td style="text-align: right;">\$20,200.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1b) – Communication charges (landlines/cellular services)</td> <td style="text-align: right;">6,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1c) – Partner’s / Pre-HSP Meeting</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1d) – Lifesavers or Kids in Motion/other related trainings</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1e) – Inter-Island Monitoring/assisting of campaigns</td> <td style="text-align: right;">2,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1f) – Other PTS related conferences/training</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td colspan="2" style="text-align: right;">Subtotal: \$43,700.00</td> </tr> </table>	(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant	\$20,200.00	(Task 1b) – Communication charges (landlines/cellular services)	6,000.00	(Task 1c) – Partner’s / Pre-HSP Meeting	5,000.00	(Task 1d) – Lifesavers or Kids in Motion/other related trainings	5,000.00	(Task 1e) – Inter-Island Monitoring/assisting of campaigns	2,500.00	(Task 1f) – Other PTS related conferences/training	5,000.00	Subtotal: \$43,700.00	
(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant	\$20,200.00														
(Task 1b) – Communication charges (landlines/cellular services)	6,000.00														
(Task 1c) – Partner’s / Pre-HSP Meeting	5,000.00														
(Task 1d) – Lifesavers or Kids in Motion/other related trainings	5,000.00														
(Task 1e) – Inter-Island Monitoring/assisting of campaigns	2,500.00														
(Task 1f) – Other PTS related conferences/training	5,000.00														
Subtotal: \$43,700.00															

Overtime (Task 2): \$2,200.00

Public Awareness and Educational Presentation (128 hours)

- 16hrs X 1 – Police Sergeant (\$25.25) = \$404.00
- 16hrs X 1 – Police Officer III (\$21.81) = \$348.96
- 16hrs X 2 – Police Officer II (\$19.79) = \$633.28
- 16hrs X 4 – Police Officer I (\$12.09) = \$773.76

Subtotal: \$2,160.00

Travel and Training (Task 3): \$20,000.00

- To bring in instructors for the Quick Mapping Course = \$20,000.00

Subtotal: \$20,000.00

Rental Others (Task 4): \$15,000.00

- Rental of warehouse

Equipment (Task 5): \$30,000.00

- Quick Mapping Tools
- Laptop
- Vehicle accessories

Subtotal: \$20,000.00

Office / Operational Supplies (Task 6): \$15,000.00

Communication (Task 7): \$20,000.00

Fuel (Task 8): \$30,000.00

Educational (Task 9): 5,000.00

Freight and Handling (Task 10): \$1,000.00

Vehicles (Task 11): \$80,000.00

- To acquire two (2) SUV @ \$40,000.00 each = \$80,000.00

Indirect Cost @ 10.64%: \$16,194.08

Subtotal : \$278,394.08

TOTAL PROJECT COST: \$279,000.00

POLICE TRAFFIC SERVICES

2.	<p>Project Title: Rota – Police Traffic Services Project Number: PT 17-02</p> <p>Project Description: The Rota Traffic Section will use funds to pay for 296 hours of overtime to conduct Speed and High Visibility Enforcement (HVE); to send two (2) officers for Digital Photography for Traffic Crash Investigation, to send one (1) officer to attend Supervising Selective Traffic Law Enforcement, and travel for pre and post HSP meetings; to use funds to acquire educational materials such as brochure, pamphlet, flyers, etc. to be issued out during checkpoints and educational presentation; to purchase office supplies such as inks, copier paper, folders, etc. as well as operational supplies such as chalks, spray paints, etc.; to pay for freight charges from Highway Safety Office to Rota Traffic Section; to use funds to pay for communication charges such as landlines, fax line, internet fees and cellular charges/fees; to use funds to acquire a desktop computer to replace old equipment as well as Radar Speed Measuring Device for traffic vehicles; to pay 50% of fuel cost to all traffic vehicles and motorcycles.</p> <p>Overtime (Task 1): \$29,000.00</p> <ul style="list-style-type: none">• 296hrs X 1 – Police Sergeant (\$20.77) = \$6,147.92• 296hrs X 2 – Police Officer III (\$17.09) = \$10,117.28• 296hrs X 3 – Police Officer I/II (\$13.89) = \$12,334.32 <p style="text-align: right;"><i>Subtotal: \$28,599.52</i></p> <p>Travel and Training (Task 2): \$16,000.00</p> <ul style="list-style-type: none">• To send two (2) officers for Digital Photography for Traffic Crash Investigation @ \$5,000.00 = \$10,000.00• To send one (1) officer to attend Supervising Selective Traffic Law Enforcement Training = \$5,000.00• To send two (2) officers to attend pre and post HSP Mtgs. @ \$500.00 ea. = \$1,000.00 <p style="text-align: right;"><i>Subtotal: \$16,000.00</i></p> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Office and Operational Supplies (Task 4): \$5,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Communication (Task 6): \$6,000.00</p> <p>Equipment (Task 7): \$7,000.00</p> <ul style="list-style-type: none">• Desktop Computer• Radar Speed Measuring Device <p style="text-align: right;"><i>Subtotal: \$7,000.00</i></p> <p>Fuel (Task 8): \$15,000.00</p> <p>Indirect Cost @ 10.64%: \$8,139.60</p> <p style="text-align: right;"><i>Subtotal: \$91,639.60</i></p> <p>TOTAL PROJECT COST: \$92,000.00</p>
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POLICE TRAFFIC SERVICES

3. Project Title: Tinian – Police Traffic Services
Project Number: PT 17-03

Project Description: The Tinian Traffic Section will use funds to pay for 480 overtime hours for saturation patrol, HVEs and laser speed enforcement to focus on speed violators; funds will be used to send two officers to Saipan to attend the Laser Certification Training, and to attend pre and post HSP meetings; to purchase educational materials such as brochures, flyers, and pamphlets for community awareness and school presentations; funds will also be used to pay for communication charges such as landlines, fax line, and cellular charges/fees; funds will be used to purchase office supplies such as ink cartridge, pens, papers, etc. as well as operational supplies such as cleaning supplies, chalks, marking paint, and cones, etc. and to pay 50% of fuel cost to all traffic vehicles and motorcycles.

Overtime (Task 1): \$6,200.00

OP/CR checkpoints (336 hours)

- 48hrs X 1 – Police Officer III (\$15.51) = \$744.48
- 48hrs X 6 – Police Officer I/ (\$12.09) = \$3,481.92 *Subtotal: \$4,226.40*

OP/CR Saturation Patrol (144 hours)

- 48hrs X 1 – Police Officer III (\$15.51) = \$744.48
 - 48hrs X 2 – Police Officer I/ (\$12.09) = \$1,160.64 *Subtotal: \$1,905.12*
- Subtotal: \$6,131.52***

Travel and Training (Task 2): \$3,800.00

- To send two (2) to Laser Certification Training @\$1,500.00 ea. X2 = \$3,000.00
 - To send two (2) to Saipan to attend pre and post HSP Mtgs. @\$400.00 = \$800.00
- Subtotal: \$3,800.00***

Educational Materials (Task 3): \$5,000.00

Communication (Task 4): \$10,000.00

Office and Operational Supplies (Task 5): \$3,000.00

Fuel (Task 6): \$5,000.00

Indirect Cost @ 10.64%: \$3,511.20

Subtotal: \$36,511.20

TOTAL PROJECT COST: \$37,000.00

ALCOHOL AND OTHER COUNTERMEASURES

ALCOHOL & OTHER COUNTERMEASURES	
Saipan Traffic Section Alcohol Enforcement (AL 17-01)	\$367,000.00 (C/F-\$60,000.00)
Rota Traffic Section Alcohol Enforcement (AL 17-02)	\$115,000.00 (C/F-\$30,000.00)
Tinian Traffic Section Alcohol Enforcement (AL 17-03)	\$12,000.00 (C/F-\$13,000)
- Estimated FY 16 Carry-Forward	\$103,000.00 (Total 3 Projects)
TOTAL PROJECT COST	\$494,000.00

ALCOHOL AND OTHER COUNTERMEASURES

1.	<p>Project Title: Saipan Traffic Section Alcohol & Other Countermeasures Enforcement Project Title: AL 17-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Alcohol Program Coordinator (100%), monthly fees for phone charges (land line and cellular fees), travel to Partners Meeting/Pre-HSP /Lifesavers or Kids in Motion/inter-island monitoring to Rota and Tinian to assist during campaigns/and other training or conferences; The Saipan Traffic Section will use funds to pay for 1,176 overtime hours to conduct Sobriety/DUI checkpoints as well as Sobriety/DUI Educational Presentations (see breakdown); to bring in ARIDE Training Instructor(s) to certify at least 30 Police Officers to enhance their knowledge for impaired driving detection; to send four (4) officers to get DRE certification to be able to successfully prosecute drug impaired drivers; to bring in two (2) Traffic Safety Resource Prosecutors (TSRP) for both officers and prosecutors to better enhance them in prosecuting DUI violators: to purchase educational materials such as brochures/pamphlets to be distributed during checkpoints and community awareness events; to use funds on advertising during campaigns through local media such as radio, newspaper, magazine, billboards, and production/airtime for television; to purchase office and operational supplies; to use funds to acquire two (2) Police Package SUV's to include lights and sirens; to acquire oral fluid drug testing kit and instrument and portable breath testing equipment to be utilized for detecting alcohol impaired drivers.</p> <p>Program Management: \$58,000.00</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">(Task 1a) – Salary and Fringe (100%) for Program Coordinator</td> <td style="text-align: right;">\$32,000.00</td> </tr> <tr> <td>(Task 1b) – Communication charges (land line/cellular service)</td> <td style="text-align: right;">3,000.00</td> </tr> <tr> <td>(Task 1c) – Partners / Pre-HSP Meeting</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1d) – NAWHSL</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1e) – Lifesavers or Kids in Motion</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1f) – Inter-Island monitoring of campaigns/project</td> <td style="text-align: right;">2,500.00</td> </tr> <tr> <td>(Task 1g) – Impaired Driving related conferences/trainings</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td colspan="2" style="text-align: right;">Subtotal: \$57,500.00</td> </tr> </table>	(Task 1a) – Salary and Fringe (100%) for Program Coordinator	\$32,000.00	(Task 1b) – Communication charges (land line/cellular service)	3,000.00	(Task 1c) – Partners / Pre-HSP Meeting	5,000.00	(Task 1d) – NAWHSL	5,000.00	(Task 1e) – Lifesavers or Kids in Motion	5,000.00	(Task 1f) – Inter-Island monitoring of campaigns/project	2,500.00	(Task 1g) – Impaired Driving related conferences/trainings	5,000.00	Subtotal: \$57,500.00	
(Task 1a) – Salary and Fringe (100%) for Program Coordinator	\$32,000.00																
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(Task 1f) – Inter-Island monitoring of campaigns/project	2,500.00																
(Task 1g) – Impaired Driving related conferences/trainings	5,000.00																
Subtotal: \$57,500.00																	

Overtime (Task 2): \$37,000.00

3 Sobriety/DUI checkpoints per quarter

- 84hrs X 2 – Police Sergeant (\$25.25) = \$4,242.00
 - 84hrs X 1 – Police Officer III (\$21.81) = \$1,832.04
 - 84hrs X 3 – Police Officer II (\$19.79) = \$4,987.08
 - 84hrs X 7 – Police Officer I (\$12.09) = \$7,108.92
- Subtotal: \$18,170.04*

3 Sobriety/DUI saturation patrols/HVEs and/or educational presentation per quarter

- 84hrs X 2 – Police Sergeant (\$25.25) = \$4,242.00
 - 84hrs X 1 – Police Officer III (\$21.81) = \$1,832.04
 - 84hrs X 3 – Police Officer II (\$19.79) = \$4,987.08
 - 84hrs X 7 – Police Officer I (\$12.09) = \$7,108.92
- Subtotal: \$18,170.04*

Subtotal: \$36,340.08

Travel and Training (Task 3): \$58,000.00

- To bring in ARIDE instructor(s) = \$20,000.00
- To send two (2) officers to get DRE Certification @9,000.00 ea. = \$18,000.00
- To bring in two (2) instructors for the TSRP = \$20,000.00

Subtotal: \$58,000.00

Educational Materials (Task 4): \$20,000.00

Advertising (Task 5): \$70,000.00

Office / Operational Supplies (Task 6): \$5,000.00

Rental Vehicle (Task 7): \$2,000.00

Vehicles (Task 8): \$80,000.00

- Two (2) SUV Type Vehicles @\$40,000.00 = \$80,000.00

Equipment (Task 9): \$10,000.00

- Two (2) Portable Breathalyzer Testing @\$2,500.00 each = \$5,000.00
- One (1) Oral Fluid Testing Instrument \$5,000.00

Indirect Cost @ 10.64%: \$26,600.00

Subtotal: \$366,600.00

TOTAL PROJECT COST: \$367,000.00

ALCOHOL AND OTHER COUNTERMEASURES

2.	<p>Project Title: Rota Traffic Section Alcohol & Other Countermeasures Project Number: AL 17-02</p> <p>Project Description: The Rota Traffic Section will use funds to pay for 1554 overtime hours for officers to conduct Sobriety checkpoints, saturation patrols, and monthly impaired driving enforcement; to send one (1) officer to attend the Lifesavers Conference in Charlotte, N.C.; to send three (3) officers to attend DUI/SFST training on Saipan; to send two (2) officers to attend the ARIDE Training Course on Saipan; to send two (2) staff/officers to attend the Pre-HSP and Post-HSP meeting in Saipan to discuss the fiscal years projects; purchase of educational materials such as brochures/pamphlets & flyers to be distributed during checkpoints and school presentations; to purchase office supplies (printer inks/copier paper/toners/etc.) and operational supplies (chalks/traffic signs/cones, marking paint, etc.); to use funds to pay for freight charges from Highway Safety Office to Rota Traffic Section; to acquire one sobriety checkpoint trailer.</p> <p>Overtime (Task 1): \$25,000.00 Sobriety DUI Checkpoint (378 hours)</p> <ul style="list-style-type: none">• 54hrs X 1 – Police Sergeant (\$20.77) = \$1,121.58• 54hrs X 2 – Police Officer III (\$17.09) = \$1,845.72• 54hrs X 4 – Police Officer I/II (\$13.89) = \$3,000.24 <p style="text-align: right;"><i>Subtotal: \$5,967.54</i></p> <p>Saturation Patrol / HVEs (1176 hours)</p> <ul style="list-style-type: none">• 168hrs X 1 – Police Sergeant (\$20.77) = \$3,489.36• 168hrs X 2 – Police Officer III (\$17.09) = \$5,742.24• 168hrs X 4 – Police Officer I/II (\$13.89) = \$9,334.08 <p style="text-align: right;"><i>Subtotal: \$18,565.68</i> Subtotal: \$24,533.22</p> <p>Travel and Training (Task 2): \$13,000.00</p> <ul style="list-style-type: none">• To send one (1) officer to attend the Lifesavers Conferences = \$5,000.00• To send three (3) officers to attend the DUI/SFST Training (on Saipan) @\$1,500.00 each = \$4,500.00• To send two (2) officers to attend the ARIDE Training Course in Saipan @\$1,500.00 ea.= \$3,000 <p style="text-align: right;"><i>Subtotal: \$12,500.00</i></p> <p>Educational Materials (Task 3): \$10,000.00</p> <p>Office/Operational Supplies (Task 4): \$10,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Equipment (Task 6): \$50,000.00</p> <ul style="list-style-type: none">• Sobriety Checkpoint Trailer <p>Indirect Cost @ 10.64%: \$6,224.40</p> <p style="text-align: right;"><i>Subtotal: \$114,724.40</i></p> <p>TOTAL PROJECT COST: \$115,000.00</p>
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ALCOHOL AND OTHER COUNTERMEASURES

3.	<p>Project Title: Tinian Traffic Section Alcohol and Other Countermeasures Project Number: AL 17-03</p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 120 overtime hours to conduct Sobriety checkpoints and saturation patrols; to send two officers to Saipan to attend the SFST training course, and the ARID Training Course; funds will be used to purchase educational materials for checkpoint and community outreach awareness; funds will be used to pay for freight and handling charges for items sent to Tinian and/or Saipan.</p> <p>Overtime (Task 1): \$1,600.00 Sobriety DUI checkpoints (84 hours)</p> <ul style="list-style-type: none">• 12hrs X 1 – Police Officer III (\$15.51) = \$186.12• 12hrs X 6 – Police Officer I (\$12.09) = \$870.48 <p style="text-align: right;"><i>Subtotal: \$1,056.60</i></p> <p>Saturation Patrol and HVEs (36 hours)</p> <ul style="list-style-type: none">• 12hrs X 1 – Police Officer III (\$15.51) = \$186.12• 12hrs X 2 – Police Officer I (\$12.09) = \$290.16 <p style="text-align: right;"><i>Subtotal: \$476.28</i> <i>Subtotal: \$1,532.88</i></p> <p>Travel and Training (Task 2): \$6,000.00</p> <ul style="list-style-type: none">• Send two (2) officers to Saipan to attend SFST training @ \$1,500 ea = \$3,000.00• Send two (2) officers to Saipan to attend the ARIDE Training Course @ \$1,500.00 = \$3,000.00 <p style="text-align: right;"><i>Subtotal: \$6,000.00</i></p> <p>Educational (Task 3) : \$2,500.00</p> <p>Freight and Handling (Task 4): \$500.00</p> <p>Indirect Cost @ 10.64%: \$1,127.84</p> <p style="text-align: right;"><i>Subtotal: \$11,727.84</i></p> <p>TOTAL PROJECT COST: \$12,000.00</p>
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EMERGENCY MEDICAL SERVICES

EMERGENCY MEDICAL SERVICES	
Saipan – Emergency Medical Services (EM 17-01)	\$75,000.00
- Estimated FY 16 Carry-Forward	\$20,000.00
TOTAL PROJECT COST	\$75,000.00

1.	<p>Project Title: Emergency Medical Services Project Number: EM 17-01</p> <p>Project Description: Emergency Medical Services will use the funds to acquire additional accessories to the Jaws of Life purchased several years ago to enhance and better equip the equipment itself and be able to extract injured individuals at a crash using its additional tools; to use funds for freight and handling of rescue extrication equipment additional tools; to send two (2) EMT's to the World EMS Expo to stay current on updated EMS trends for improved patient care outcome; to also send three (3) EMT's to Rota and three (3) EMT's to Tinian for the purpose of distributing equipment as well as inventory on equipment status; funds will also be used to purchase operational supplies to better equip emergency vehicles (ambulance) for patient care upon arrival at a crash scene (a list below is NHTSA's 25% share).</p> <p>Rescue Extrication Equipment (Task 1): \$31,000.00</p> <ul style="list-style-type: none"> • Hydraulic pump = \$12,000.00 • Hydraulic spreader = \$6,000.00 • Hydraulic cutter = \$6,000.00 • Hydraulic ramp = \$5,000.00 • Hydraulic spreader tips = \$1,000.00 • Hydraulic hose = \$1,000.00 <p>Freight and Handling (Task 2): = \$3,000.00</p> <p>Travel and Training (Task 3): \$16,000.00</p> <ul style="list-style-type: none"> • Send two (2) EMT's to the World EMS Expo @\$5,000.00 each = \$10,000.00 • Send three (3) EMT's to Rota @\$1,000.00 each = \$3,000.00 • Send three (3) EMT's to Tinian @\$1,000.00 each = \$3,000.00 <p style="text-align: right;"><i>Subtotal: \$16,000.00</i></p> <p>Operational Supplies (Task 4): \$20,000.00</p> <ul style="list-style-type: none"> • Pouch/Holster 100 pcs. • Trauma Shears 100 pcs. • Forceps 100 pcs. • Penlights 100 pcs. • Glass Puncher 100 pcs. • Bandage Scissor 100 pcs. • Tongue Depressor 100pcs. <p>Indirect Cost @ 10.64%: \$4,149.60</p> <p style="text-align: right;"><i>Subtotal: \$74,149.60</i></p> <p>TOTAL PROJECT COST: \$75,000.00</p>
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PAID MEDIA

PAID MEDIA		
Saipan – Paid Media	(PM 17-01)	\$23,000.00
-	Estimated FY 16 Carry-Forward	\$0.00
TOTAL PROJECT COST		\$23,000.00

PAID MEDIA

1.	<p>Project Title: Paid Media Project Number: PM 17-01</p> <p>Project Description: Funds will be used to pay for advertising costs of highway safety's public and educational awareness messages on newspaper, magazines, billboards, radio and television air-time, etc. for the various campaigns throughout the year such as CLICK –IT-OR-TICKET, DRIVE SOBER OR GET PULLED OVER, Child Passenger Safety Awareness, Distracted Driving, etc.</p> <p>Advertisement (Task 1): \$20,000.00</p> <p>Indirect Cost @ 10.64%: \$2,128.00</p> <p style="text-align: right;"><i>Subtotal: \$22,128.00</i></p> <p>TOTAL PROJECT COST: \$23,000.00</p>
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TRAFFIC RECORDS

TRAFFIC RECORDS	
Saipan Traffic Section – Traffic Records (TR 17-01)	\$55,000.00
- Estimated FY16 Carry-Forward	\$23,000.00
TOTAL PROJECT COST	\$55,000.00

TRAFFIC RECORDS

<p>1.</p>	<p>Project Title: Traffic Records Project Number: TR 17-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Traffic Records Technician (100%), funds will also be used to cover communication costs such as landline & cell phone; funds will be used to send four (4) individuals that are members of the TRCC Committee consisting of Traffic Section, Highway Safety Office, Judicial personnel and Bureau of Motor Vehicle to attend the Traffic Records Forum; funds will also send one (1) Traffic personnel/statistician to Record keeping and management training course reinforce traffic record keeping; to use funds to purchase office supplies such as printer ink, copier paper, etc</p> <p>Program Management (Task 1): \$24,000.00</p> <p>(Task 1a) – Salary and Fringe (100%) for Traffic Records Technician \$20,200.00 (Task 1b) – Communication charges (land line/cellular services) 3,000.00 <i>Subtotal: \$23,200.00</i></p> <p>Travel and Training (Task 2): \$20,000.00</p> <ul style="list-style-type: none"> • To send three (3) personnel to the Traffic Records Forum @\$5,000.00 each = \$15,000.00 • To send one (1) personnel to the Record Keeping and Mgmt. Training Course @\$5,000.00 each = \$5,000.00 <p style="text-align: right;"><i>Subtotal: \$20,000.00</i></p> <p>Office / Operational Supplies (Task 3):\$5,000.00</p> <p>Indirect Cost @ 10.64%: \$5,213.60</p> <p style="text-align: right;"><i>Subtotal:\$54,213.60</i></p> <p>TOTAL PROJECT COST: \$55,000.00</p>
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MOTORCYCLE SAFETY

MOTORCYCLE SAFETY	
Saipan Traffic Section – Motorcycle Safety (MC 17-01)	\$64,000.00
- Estimated FY 16 Carry-Forward	\$8,000.00
TOTAL PROJECT COST	\$64,000.00

MOTORCYCLE SAFETY

<p>1.</p>	<p>Project Title: Saipan Traffic Section – Motorcycle Safety Project Number : MC 17-01</p> <p>Project Description: to use funds to pay for 384 overtime hours to enforce Motorcycle Safety on our roadways; to send two (2) officers for training on Motorcycle Crash Investigation Course to enhance their knowledge in this field; to send two (2) individuals to attend the National Symposium on Motorcycle Safety Countermeasures; to purchase educational materials such as brochures/pamphlets to be issued during checkpoint and public education events; to do public awareness and production through local media such as radio, television, newspaper, magazines, etc.; to purchase office/operational supplies.</p> <p>Overtime (Task 1): \$7,500.00</p> <p>384 hrs. of Motorcycle Safety Enforcement</p> <ul style="list-style-type: none"> 48hrs X 2 – Police Sergeant (\$25.25) = \$2,424.00 • 48hrs X 1 – Police Officer III (\$21.81) = \$1,046.88 • 48hrs X 3 – Police Officer II (\$19.79) = \$2,849.76 48hrs X 2 – Police Officer I (\$12.09) = \$1,160.64 <p style="text-align: right;"><i>Subtotal: \$7,481.28</i></p> <p>Travel and Training (Task 2): \$20,000.00</p> <p>To send two (2) officers to the Motorcycle Crash Investigation of Course @ \$5,000 each = \$10,000.00</p> <p>To send two (2) personnel to the National Symposium on Motorcycle Safety Countermeasures @ \$5,000 each = \$10,000.00</p> <p style="text-align: right;"><i>Subtotal: \$20,000.00</i></p> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Advertising (Task 4): \$20,000.00</p> <p>Office / Operational Supplies (Task 5): \$5,000.00</p> <p>Indirect Cost @ 10.64%: \$6,118.00</p> <p style="text-align: right;"><i>Subtotal: \$63,618.00</i></p> <p>TOTAL PROJECT COST: \$64,000.00</p>
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ROADWAY SAFETY

ROADWAY SAFETY	
Saipan Traffic Section – Roadway Safety (RS 17-01)	\$27,000.00
Estimated FY 16 Carry-forward	\$5,000.00
TOTAL PROJECT COST	\$27,000.00

ROADWAY SAFETY

<p>1.</p>	<p>Project Title: Roadway Safety Project Number: RS 17-01</p> <p>Project Description: The Saipan Police Traffic Section will use funds to pay for 32 hours of overtime for roadway safety educational awareness at schools and public functions; will also use funds to send one (1) traffic officer to attend Defensive Driving Instructor training course; to purchase educational materials such as defensive driving training materials, brochures, pamphlets, flyers, etc. for use during checkpoints as well as training materials; to use funds to purchase office supplies such as printer ink, copier paper, etc. as well as operational supplies such as chalks, spray paint, etc.; to acquire one (1) laptop and one (1) projector for the use of the Defensive Driving/Drivers Education Course.</p> <p>Overtime (Task 1): \$700.00</p> <p>To conduct roadway safety educational awareness</p> <ul style="list-style-type: none"> • 16hrs X 2– Police Officer II (\$19.79) = \$633.28 <p style="text-align: right;"><i>Subtotal: \$633.28</i></p> <p>Travel and Training (Task 2): \$5,000.00</p> <ul style="list-style-type: none"> • To send one (1) traffic personnel to Defensive Driving Instructor training course @ \$5,000.00 <p style="text-align: right;"><i>Subtotal: \$5,000.00</i></p> <p>Educational Materials: (Task 3): \$5,000.00</p> <p>Office / Operational Supplies: (Task 4): \$5,000.00</p> <p>Equipment (Task 5): \$3,500.00</p> <ul style="list-style-type: none"> • One (1) laptop = \$1,500.00 • One (1) overhead projector = 2,000.00 <p style="text-align: right;"><i>Subtotal: \$3,500.00</i></p> <p>Rental Vehicle (Task 6): \$4,000.00</p> <p>Indirect Cost @ 10.64%: \$2,096.08</p> <p style="text-align: right;"><i>Subtotal: \$25,296.08</i></p> <p>TOTAL PROJECT COST \$27,000.00</p>
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SPEED ENFORCEMENT

SPEED ENFORCEMENT	
Saipan Traffic Section – Speed Enforcement (SE 17-01)	\$60,000.00
- Estimated FY 16 – Carry Forward	\$15,000.00
TOTAL PROJECT COST	\$60,000.00

SPEED ENFORCEMENT

1.	<p>Project Title: Saipan Traffic Section – Speed Enforcement Project Number: SE 17-01</p> <p>Project Description: The Saipan Traffic Section will use funds to pay for 2080 overtime hours for speed enforcement such as covert operations. To send one (1) officer to attend any speed related training; to print brochures/pamphlets and educational materials to promote safety on our roadways; to rent vehicles to be used during covert operations to crack down on illegal drag racers and imprudent drivers on our roadways.</p> <p>Overtime: (Task 1): \$35,000.00</p> <p>Speed Enforcement (160 hours)</p> <ul style="list-style-type: none"> • 160hrs. X 2 Police Sergeant (\$25.25) = \$8,080.00 • 160hrs. X 1 Police Officer III (\$21.81) = \$3,489.60 • 160hrs. X 3 Police Officer II (\$19.79) = \$9,499.20 • 160hrs. X 7 Police Officer I (\$12.09) = \$13,540.80 <p style="text-align: right;"><i>Subtotal: \$34,609.60</i></p> <p>Travel and Travel (Task 2): \$10,000.00</p> <ul style="list-style-type: none"> • To send one (1) officer to attend any speed related training @\$5,000.00 <p>Educational Materials (Task 3): \$5,000.00</p> <p>Rental Vehicle (Task 4): \$4,000.00</p> <ul style="list-style-type: none"> • For vehicle rental to be utilized during covert operation <p>Indirect Cost @ 10.64%: \$5,745.60</p> <p style="text-align: right;"><i>Subtotal: \$59,745.60</i></p> <p>TOTAL PROJECT COST: \$60,000.00</p>
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PEDESTRIAN / BICYCLE SAFETY

PEDESTRIAN / BICYCLE SAFETY	
Saipan Traffic Section – Pedestrian / Bicycle Safety (PS 17-01)	\$54,000.00
- Estimated FY 16 Carry-forward	\$10,000.00
TOTAL PROJECT COST	\$54,000.00

PEDESTRIAN / BICYCLE SAFETY

1.	<p>Project Title: Saipan Traffic Section – Pedestrian / Bicycle Safety Project Number: PS 17-01</p> <p>Project Description: to use funds to pay for 480 overtime hours for community awareness and enforcement on the use of pedestrian walk and bicycle safety; to send two officers to attend Pedestrian / Bicycle conference/symposium to become more aware and knowledgeable as to what is out there that has improved or has been found to be more effective in protecting our pedestrians / bicyclists on our roadways; to purchase educational materials such as brochures/pamphlets; to do public awareness/production through local media such as radio, television, newspaper, magazines, etc.; to purchase office and operational supplies; to rent vehicles for low visibility covert operation.</p> <p>Overtime (Task 1): \$9,400.00</p> <p>480 hours of Pedestrian/Bicycle Safety enforcement</p> <ul style="list-style-type: none"> • 60hrs. X 2 Police Sergeant (\$25.25) = \$3,030.00 • 60hrs. X 1 Police Officer III (\$21.81) = \$1,308.60 • 60hrs. X 3 Police Officer II (\$19.79) = \$3,562.20 • 60hrs. X 2 Police Officer I (\$12.09) = \$1,450.80 <p style="text-align: right;"><i>Subtotal: \$9,351.60</i></p> <p>Travel and Training (Task 2): \$10,000.00</p> <ul style="list-style-type: none"> • To send two (2) officers to attend the Pedestrian / Bicycle conference/symposium @ \$5,000.00 each = \$10,000.00 <p style="text-align: right;"><i>Subtotal: \$10,000.00</i></p> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Advertising (Task 4): \$15,000.00</p> <p>Office and Operational Supplies (Task 5): \$5,000.00</p> <p>Rental Vehicle (Task 6): \$4,000.00</p> <ul style="list-style-type: none"> • For vehicle rental to be utilized during covert operation <p>Indirect Cost @ 10.64%: \$5,149.76</p> <p style="text-align: right;"><i>Subtotal: \$53,549.76</i></p> <p>TOTAL PROJECT COST: \$54,000.00</p>
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Appendix A to Part 1200—Certification and Assurances for Highway Safety Grants (23 U.S.C. Chapter 4)

State: **Commonwealth of the Northern Mariana Islands (CNMI)**

Fiscal Year: **2016**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200—Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Sub-ward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, *et seq.*), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment

and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, *et seq.*), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
 - Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted—

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT)

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in

addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

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

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's Web site at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, DC metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its Web site at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, *et seq.*) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been

approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



06/01/2016

Signature Governor's Representative for Highway Safety

Date

Robert A. Guerrero

Printed name of Governor's Representative for Highway Safety

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

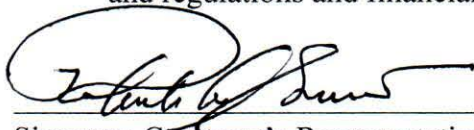
State: **Commonwealth of the Northern Mariana Islands (CNMI)**

Fiscal Year: **2016**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

06/01/2016

Date

Robert A. Guerrero

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

■ Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 16-25.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 16-25.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 128.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 16-25 & 122-125.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
- Coverage of all passenger motor vehicles:
- Minimum fine of at least \$25:
- Exemptions from restraint requirements:
- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- The State's **occupant protection program assessment:** [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in **at least one** blank for each bullet below.]*

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # “A” or submitted electronically through the TRIPRS database on _____.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # “B” submitted electronically through the TRIPRS database on _____.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # “C” or submitted electronically through the TRIPRS database on _____.
- The name and title of the State’s Traffic Records Coordinator is Leonardo T. Duenas.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # “D” or submitted electronically through the TRIPRS database on _____.
- [*Check one box below and fill in **any** blanks under that checked box.*]
 - The following pages in the State’s Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.
 - OR**
 - If not detailed in the State’s Strategic Plan, the written description is provided as HSP attachment # _____.
- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on August 30, 2013.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [Check **one box** below and fill in **any** blanks under that checked box.]
- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [Check **one box** below and fill in **any** blanks under that checked box.]
- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [Check **one box** below and fill in **any** blanks under that checked box.]
- For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [Fill in **all** blanks below.]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

□ **Part 4: Distracted Driving (23 CFR 1200.24)**

[Fill in **all** blanks below.]

Prohibition on Texting While Driving

The State’s texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

- Driver license testing of distracted driving issues:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from youth cell phone use ban:

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State’s impaired driving and impaired motorcycle operation problem areas are provided as HSP attachment or page # _____.
- Detailed description of the State’s impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.

Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.

Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State’s law appropriating funds for FY _____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # ____.

□ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[Fill in **all** applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on ____ and last amended on ____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:
- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (Check **one box** below and fill in **any** blanks under that checked box.)

□ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

- Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

- Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

Department of Public Safety

Section 405b Occupant Protection Grant – *High Seat Belt Use* Saipan Traffic (17-01)

Problem Identification

Through surveys conducted by the Traffic Section personnel in the past two years, it is apparent that the combined efforts of the traffic officers from Saipan, Tinian, Rota and the DPS Highway Safety Office through various public education methods, checkpoints, HVEs and other enforcement activities is working towards meeting our goal of maximum usage of seat belts and child restraint devices.

The 2015 seat belt survey revealed usage rate at 95.58% and the child restraint usage was at 64.52%. The seat belt usage increased 4.14%, but the child restraint usage decreased 6.68% from 2014.

The cost of child restraint devices (car seats) in the CNMI is very high, a factor that at times prevent parents or care givers from purchasing them for their children or grand children. Even with our current Child Restraint Purchase Assistance Program (CRPAP), some households cannot afford their share of the cost.

Furthermore, the low traffic fine of \$25.00 for seat belt violations on adult occupants does not serve as a helpful deterrence. The Department of Public Safety and the Highway Safety Office have been requesting assistance from the legislators to increase the penalty fines especially for repeated offenders.

Targets and Objectives

To increase the child restraint usage by 10% from 64.52% in 2015 to 71% by September 2017 by increasing the number of OP/CR enforcement activities to get the general public's attention to ensure increased compliance.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of OP/CR checkpoints, HVEs, and conduct low visibility covert enforcements.

Maximize enforcement visibility by working with various partners to coordinate participation during campaigns such as the Click-It-Or-Ticket and National Child Passenger Safety Week.

Performance Measures:

- During the months of May and September 2017, officers will conduct a total of six (6) OP/CR checkpoints (6opsX6hrsX10officers = 360hrs. of overtime).
- During the months of May and September 2017, officers will conduct a total of six (6) OP/CR high visibility enforcements.
- Beginning October 2016 through September 2017, officer will conduct low visibility covert and high visibility enforcements monthly (12opsX4hrsX10officers = 480hrs. of overtime).

**Strategy (2): Professional Development & Training/
Coalition****Activity (2.1):**

Enhance the expertise of Child Passenger Safety Technicians (CPSTs) by attending national conferences such as Lifesavers and/or Kids-in-Motion.

Continue on the efforts to have the penalty fine for seat belt violations increased from \$25.00.

Performance Measures:

- Send two (2) CPSTs to 2017 Lifesavers Conference in Charlotte, North Carolina OR to the Kids-in-Motion Conference to gain knowledge on national updates of programs.
- To have the CNMI legislators raise the penalty fee from \$25.00 to a stiffer penalty of at least \$150.00 to demand compliance of the law.

Department of Fire and Emergency Medical Services

Section 405b Occupant Protection Grant – *High Seat Belt Use* DFEMS (17-02)

Problem Identification

The Fire Division separated from the Department of Public Safety on January 25, 2015 and became the Department of Fire and Emergency Medical Services (DFEMS) under the Executive Branch by Public Law 18-73. DFEMS consists of 90 full time employees. Saipan has 77 firefighters/EMTs while Tinian has 77 and Rota has 5. Saipan has six (6) fire stations that are strategically located to cover the entire island from east to west and north to south while both the islands of Tinian and Rota have one each.

The department operates on a 24 hour shift schedule. All firefighters are crossed trained as firefighters and Emergency Medical Technicians (EMTs) and are either assigned on an ambulance, pumper truck or rescue apparatus on any regular shift schedule.

All the fire stations are staffed 24/7 and are fitting stations as well. Since the stations are strategically located on island, it can provide more of the community's needs on public education on child passenger safety. Funds received from this program will be geared towards education and child restraints distribution.

The Traffic Section officers can prioritize their efforts and focus on OP/CR enforcements while the educational presentations will be conducted by the EMTs. DFEMS will commit one (1) personnel to coordinate all program activities for outreach programs such as public education presentations at various schools and the community at large. This coordinator will collaboratively work with the DPS Highway Safety Office.

Each station has a room dedicated for distribution of child restraints, inspections, and for purposes of conducting public education. These rooms need to be provided with tables, chairs, television, multi-media projector and a laptop. Similar equipment will be needed during mobilization for public outreach and educational presentations at other locations with high volume of audience such as street markets, festival events, etc.

Additional DFEMS personnel need to be certified as CPSTs and two (2) Instructors to expand the number already on hand at the department and to maintain continuity for re-certification purposes.

Targets and Objectives

To maximize OP/CR outreach and education, and provide child restraint inspections throughout the island by outfitting each fitting station with dedicated equipment and dedicated DFEMS personnel.

Strategies and Activities

Strategy (1): Education

Activity (1.1):

Conduct public education activities at each fire station, at schools, and at public organization activities on the importance of child restraint devices, selection and proper installation, as well as the importance of seat belts.

Performance Measures:

- Beginning October 2016 through September 2017, DFEMS personnel will conduct monthly public education presentations at schools and public organization activities.
- Beginning October 2016 through September 2017, DFEMS personnel will conduct car inspection & education at the fitting stations as needed by community members either through appointments or walk-ins.
- During the month of May 2017, DFEMS personnel will conduct four (4) educational presentations at schools and community events as part of the Click-It-Or-Ticket campaign.
- During the month of September 2017, DFEMS personnel will conduct four (4) educational presentations at schools and community events as part of the Child Passenger Safety Week campaign.

Strategy (2): Professional Development & Training

Activity (2.1):

Increase the number of trained personnel as Child Passenger Safety Technicians within the DFEMS; and for personnel to gain knowledge on national updates on programs.

- Thirty (30) DFEMS personnel to attend Child Passenger Safety Technician training to become certified CPSTs throughout the year. Training schedules will be coordinated by the DPS Highway Safety Office.
- Identify two (2) current CPST as Instructor Candidates and have them attend trainings to earn their Instructor Certification.
- Send one (1) CPST instructor candidate to attend the 2017 Kids-in-Motion Conference.
- Send one (1) CPST instructor candidate to attend the 2017 Lifesavers Conference.

Strategy (3): Equipment

Activity (3.1):

Improve the fire stations identified as child restraint fitting stations by providing necessary equipment to facilitate inspections, child restraint distributions, and for the purpose of conducting educational presentations.

Performance Measures:

- Beginning October 2017, acquisition of 6 tables, 24 folding chairs, 6 televisions with CD player, 1 multi-media projector and 1 laptop.

405b Occupant Protection Grant – High Seat Belt Use

405b Occupant Protection Grant – High Seat Belt Use	\$80,000.00
Saipan – 405b Occupant Protection Grant – High Seat Belt Use (405b – 17-01)	
- TOTAL PROJECT COST	\$80,000.00

405b Occupant Protection Grant – High Seat Belt Use

1.	<p>Project Title: 405b Occupant Protection Grant – High Seat Belt Use Project Number: 405b – 17-01</p> <p>Project Description: Funds will be used to pay for 1080 overtime hours for checkpoints, HVE / Inspections, and covert operations; funds will be used on travel to send two (2) to both Lifesavers Conference and Kids-in-Motion Conference in order to gain knowledgeable information that can relate to the safety of our community on our roadways; to produce and air advertisements for community awareness.</p> <p>Overtime (Task 1): \$22,000.00</p> <p>6 OP/CR Checkpoints (360 hours)</p> <ul style="list-style-type: none"> • 36hrs X 2 – Police Sergeant (\$25.25) = \$1,818.00 • 36hrs X 1 – Police Officer III (\$21.81) = \$785.16 • 36hrs X 3 – Police Officer II (\$19.79) = \$2,137.32 • 36hrs X 4 – Police Officer I (\$12.09) = \$1,740.96 <p style="text-align: right;"><i>Subtotal: \$6,481.44</i></p> <p>6 OP/CR HVE / Inspections (240 hours)</p> <ul style="list-style-type: none"> • 24hrs X 2 – Police Sergeant (\$25.25) = \$1,212.00 • 24hrs X 1 – Police Officer III (\$21.81) = \$523.44 • 24hrs X 3 – Police Officer II (\$19.79) = \$1,424.88 • 24hrs X 4 – Police Officer I (\$12.09) = \$1,160.64 <p style="text-align: right;"><i>Subtotal: \$4,320.96</i></p> <p>12 OP/CR Low Visibility Covert and High Visibility Enforcement (480 hours)</p> <ul style="list-style-type: none"> • 48hrs X 2 – Police Sergeant (\$25.25) = \$2,424.00 • 48hrs X 1 – Police Officer III (\$21.81) = \$1,046.88 • 48hrs X 3 – Police Officer II (\$19.79) = \$2,849.76 • 48hrs X 4 – Police Officer I (\$12.09) = \$2,321.28 <p style="text-align: right;"><i>Subtotal: \$10,963.32</i></p> <p style="text-align: right;">Subtotal: \$21,765.72</p> <p>Travel and Training (Task 2): \$20,000.00</p> <ul style="list-style-type: none"> • Send two (2) individuals to the Lifesavers Conference @\$5,000 ea.= \$10,000 • Send two (2) individuals to the Kids-in-Motion Conference @\$5,000.00 ea. = \$10,000.00 <p style="text-align: right;">Subtotal: \$20,000.00</p> <p>Advertisement (Task 3): \$30,000.00</p> <p>Indirect Cost @ 10.64%: \$ 7,660.80</p> <p>TOTAL PROJECT COST: \$79,660.80</p>
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405b Occupant Protection Grant – High Seat Belt Use

405b Occupant Protection Grant – High Seat Belt Use	\$25,000.00
Saipan – 405b Occupant Protection Grant – High Seat Belt Use (405b – 17-02)	
- TOTAL PROJECT COST	\$25,000.00

405b Occupant Protection Grant – High Seat Belt Use

1.	<p>Project Title: 405b Occupant Protection Grant – High Seat Belt Use Project Number: 405b – 17-02</p> <p>Project Description: Funds will be used on travel to send one (1) to both Lifesavers Conference and Kids-in-Motion Conference in order to gain knowledgeable information that can relate to the safety of our community on our roadways; to purchase office and operational supplies such as tables and chairs for each fitting station; to acquire six (6) television set with built in DVD player and a multimedia projector to be used during presentations; to also acquire one lap top;</p> <p>Travel and Training (Task 1): \$10,000.00</p> <ul style="list-style-type: none"> • Send one (1) individual to the Lifesavers Conference @\$5,000 each • Send one (1) individual to the Kids-in-Motion Conference @\$5,000.00 <p style="text-align: right;"><i>Subtotal: \$10,000.00</i></p> <p>Office and Operational Supplies (Task 2): \$3,000.00</p> <p>Equipment (Task 3): \$10,000.00</p> <ul style="list-style-type: none"> • Six (6) television set with DVD player built in @\$1,000.00 each • One (1) Multimedia projector @ \$2,000.00 • One (1) Lap top @ \$2,000.00 <p style="text-align: right;"><i>Subtotal:\$10,000.00</i></p> <p>Indirect Cost @ 10.64%: \$ 1,383.20</p> <p>TOTAL PROJECT COST: \$24,383.20</p>
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Child Car Seat Inspection Locator

Saipan

1.) Department of Public Safety-Highway Safety Office

Jose M. Sablan Bldg., Susupe
Saipan MP 96950
Technician: Conrad Castro (I689783)
Hours: 9am-11am & 1pm-3pm
Tel: (670) 664-9122/25 or 483-5817
Open: Monday-Friday / Closed: Weekends & Holidays

2.) Department of Public Safety-Traffic Section

Jose M. Sablan Bldg., Susupe
Saipan MP 96950
Technician: Adrian Mendiola (I689784)
Tel: (670) 664-9001/9085 or 483-5810
Open: Monday-Friday 7:30 a.m.- 4:30 p.m. / Closed: Weekends & Holidays

Fire Station

Open: Monday-Friday 7:30 a.m.- 4:30 p.m. / Closed: Weekends & Holidays

3.) Station 2 – Garapan Fire Station

Tel: (670) 664-9076
Technician: Gary S. Cruz (T676965)

4.) Station 4-Koblerville Fire Station

Tel: (670) 664-9083
Technician: Marvin Rabauliman (T711501)

5.) Station 5-Kagman Fire Station

Tel: (670) 664-9025
Technician: Allan Lizama (T733672)

Tinian

6.) Department of Public Safety-Traffic Section

San Jose Village
Tinian MP 96952
Technician: Peter Palacios (T689775)
Tel: (670) 433-9222 / 2041
Open: Monday-Friday 7:30 a.m. - 4:30 p.m. / Closed: Weekends & Holidays

Rota

7.) Department of Public Safety – Traffic Section

Sonsong Village
Rota MP 96951
Technician: Nathan Barcinas (T706441)
Tel: (670) 532-9433 /9530

Open: Monday-Friday 7:30 a.m. - 4:30 p.m. / Closed: Weekends & Holidays

The Commonwealth of the Northern Mariana Islands (CNMI) consists of three (3) main islands which are Saipan, Tinian, and Rota. The population breakdown (per the latest-2010 census report) is as follows:

Islands	Population	No. of CPS Technicians	No. of Stations
Saipan	48220	39	04
Tinian	3136	05	01
Rota	2527	18	01

Currently on Saipan, there are four (4) Child Seat Inspection Stations registered with NHTSA which are located in Susupe (central location), in Garapan (northern location), in Kagman (eastern location), and in Koblerville (southern location). All stations are staffed with CPS Technicians.

Inspection station available on Tinian is located in the central location, at the Department of Public Safety-Traffic Section.

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