



HIGHWAY SAFETY PLAN FFY 2021

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



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DEPARTMENT OF PUBLIC SAFETY

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Ralph DLG. Torres
Governor

Arnold I. Palacios
Lieutenant Governor

Robert A. Guerrero
Commissioner

July 24, 2021

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

Dear Mr. Murphy:

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

The CNMI Department of Public Safety (DPS), Highway Safety Office (HSO) is hereby submitting its Fiscal Year 2021 Highway Safety Plan. The HSP is intended to continue the efforts of addressing the traffic safety needs of the CNMI.

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

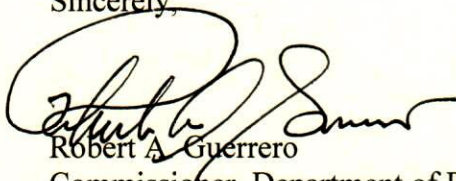
The specified goals and the performance measures identify the intention to achieve traffic safety objectives. With these objectives, we could address the strengths and weaknesses of our programs and outline project areas requiring greater emphasis for future planning and reporting.

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.

Pg 2
HSP cover letter

I hope that the CNMI Fiscal Year 2021 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 2021
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
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Commonwealth of the Northern Mariana Islands
DEPARTMENT OF PUBLIC SAFETY
Commissioner Robert A. Guerrero
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Impaired Driving
Distracted Driving
Pedestrian & Bicycle Safety
Alina Concepcion

Administrative Assistant
(Vacant)

Approved By:  Date: 07/24/2020
Robert A. Guerrero
Commissioner/Governor's Representative

MISSION STATEMENT

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

EXECUTIVE SUMMARY

The Commonwealth of the Northern Mariana Islands (CNMI) Highway Safety Plan (HSP) for Federal Fiscal Year 2021 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds available under Section 402 and Section 405 of – Fixing America's Surface Transportation (FAST) Act. Programs implemented under the FAST Act include countermeasures to encourage behavioral changes toward traffic safety making roadways safer for all citizens and visitors/tourists alike.

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

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

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

Highway Safety Planning Process

Data Sources and Processes

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

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

The CNMI uses the following data sources:

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

Processes Participants

Partnerships and Collaboration:

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

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

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

Description of Highway Safety Problems

Based on the data shown below, it is clear that the CNMI's problem areas are speed, impaired driving, and occupant protection. Top priorities should be given to those program areas in FFY 2021. Projects have been identified to address those areas, which we believe aligns with each performance measure to achieve our goals of reducing the number of fatalities and serious injuries caused by traffic crashes in the CNMI. The CNMI Dept. of Public Safety Highway Patrol Sections in Saipan, Tinian, and Rota also follow the evidence-based traffic safety enforcement plan to determine what locations enforcement efforts should be targeted at.

With the CNMI being a tropical group of islands with temperature reaching high 90s to low 100s, and with average humidity of 60-70%, about 90% of vehicles have dark window tints for obvious reasons. However, to this date, there is still no vehicle window tinting law in the CNMI regulating the degree of darkness applied on vehicle windows. It is noted that on crashes involving pedestrians, darkly tinted windows were observed on the vehicles involved. In the day, pedestrians are visible even through darkly tinted windows, however at night especially on roads with poor lighting, pedestrian visibility is low.

Also, some roadways around the island have poor lighting. There is also a lack of pedestrian crosswalks in some areas, and most of the identified crosswalks are in dire need of repair as they are almost non-visible. DPS Highway Safety Office has been requesting assistance from the Dept. of Public Works (DPW), but due to budgetary constraints, our requests have not been addressed.

Update: A bill regulating Vehicle Window Tints is currently being reviewed by the Senate Committee in its final version. DPS Highway Safety Office has met a couple of times with the author of the bill for clarifications and inputs.

The islands of Saipan, Tinian, and Rota

CRASH DATA	2015	2016	2017	2018	2019
Total traffic crashes	1,718	2,068	2,315	2,139	2,021
Total serious injuries	13	13	11	9	2
Total fatalities	0	5	5	4	2
Total traffic citations issued (traffic violation)	2,540	3,095	5,829	3,844	4,729

SPEED DATA	2015	2016	2017	2018	2019
Speed related traffic crashes	296	413	462	428	404
Total speed related serious injuries	13	13	11	9	2
Total speed related fatalities	0	4	2	4	1
Total speed citations issued	791	904	917	765	929

PEDESTRAIN DATA	2015	2016	2017	2018	2019
Total auto/pedestrian related traffic crashes	27	16	37	25	16

Total auto/pedestrian related serious injuries	2	1	6	1	1
Total auto/pedestrian related fatalities	0	0	3	3	1

BICYCLE DATA	2015	2016	2017	2018	2019
Total auto/bicycle related traffic crashes	6	11	8	12	14
Total auto/bicycle related serious injuries	2	1	6	1	1
Total auto/bicycle related fatalities	0	0	3	3	1

Occupant Protection/Child Restraint DATA	2015	2016	2017	2018	2019
Occupant Protection usage rate	95.58%	92.30%	92.23%	89.28%	93.97%
Child Restraint usage rate	64.52%	57.17%	64.53%	72.32%	80.42%
Total seat belt citations issued	220	697	1,090	840	1,447
Total child restraint citations issued	52	46	73	33	159
Total serious injuries seat belt use	0	0	0	0	0
Total serious injuries non-seat belt use	13	11	10	8	1
Total serious injuries child restraint use	0	0	0	0	0
Total serious injuries non-child restraint use	0	0	0	0	0
Total fatalities: seat belt	0	4	2	0	0
Total fatalities: child restraint	0	0	0	0	0

IMPAIRED DATA	2015	2016	2017	2018	2019
Total DUI Arrests (Alcohol and .08 B.A.C. or more)	80	161	250	216	179
Total DUI Arrests (Alcohol less than .08 B.A.C.)	22	27	65	62	43
Total alcohol crashes	46	57	88	87	86
Total alcohol serious injuries	6	10	7	8	1
Total alcohol fatalities	0	3	3	4	0

Methods for Project Selection

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

Project Agreement Contents:

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

CNMI HSO sub-grantees:

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

List of Information and Data Sources

1. Data and Other Information Sources

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

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

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

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

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

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

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

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

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

Survey Results:

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

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

- ❖ NOTE: The survey planned for 2020 was postponed pursuant to NHTSA's April 09, 2020 waiver notice as a result of the COVID-19 public health emergency.

- **Attitudinal Survey**

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

Description of Outcomes

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

- No VMT

- No FARS

PERFORMANCE REPORT

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

Performance Measure: C-1) Traffic Fatalities

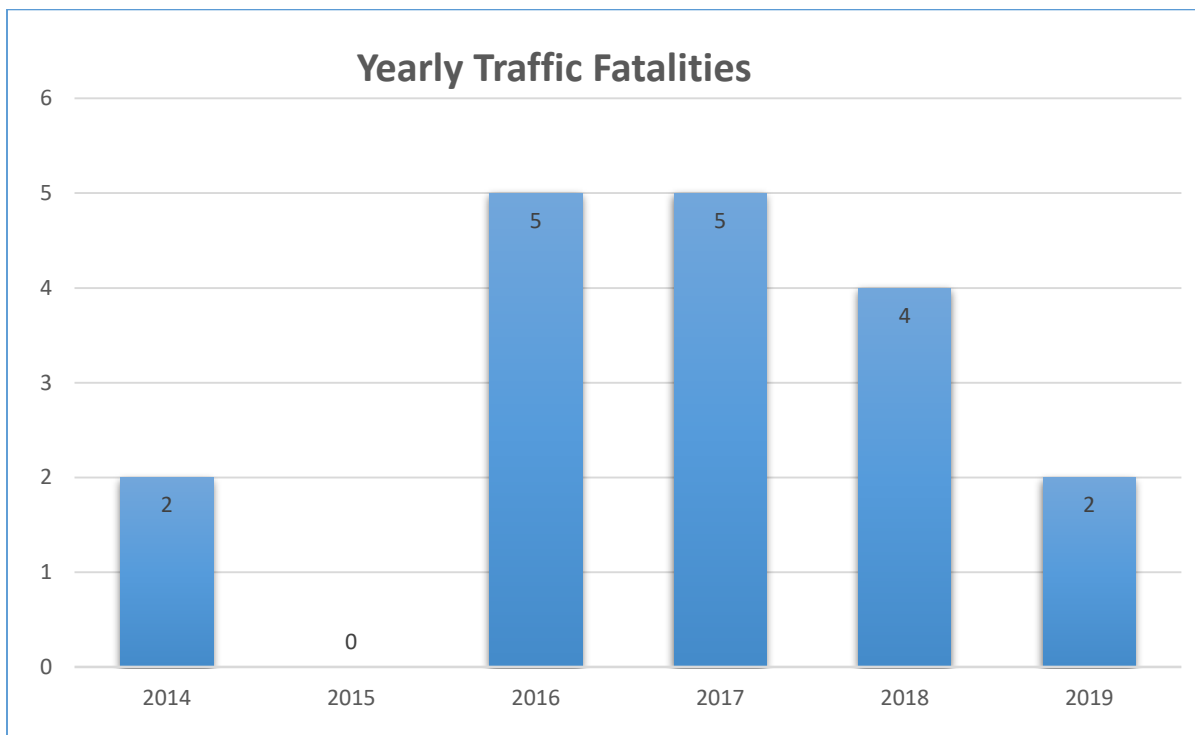
Progress: In Progress

Program-Area-Level Report

The CNMI’s goal was to reduce traffic fatalities from 4 (2014-2018 average) to 2 by December 31, 2020.

The CNMI had 2 traffic fatalities in 2019. The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Years:	2014	2015	2016	2017	2018	2019
Actual Numbers:	2	0	5	5	4	2



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

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

Progress: In Progress

Program-Area Level Report

The CNMI’s goal was to reduce serious traffic injuries from 12 (2014-2018 average) to 9 by December 31, 2020.

The CNMI had 2 serious injuries in 2019. The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Years:	2014	2015	2016	2017	2018	2019
Actual Numbers:	15	13	13	11	9	2



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

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

Not Applicable to the Territories.

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

Progress: In Progress

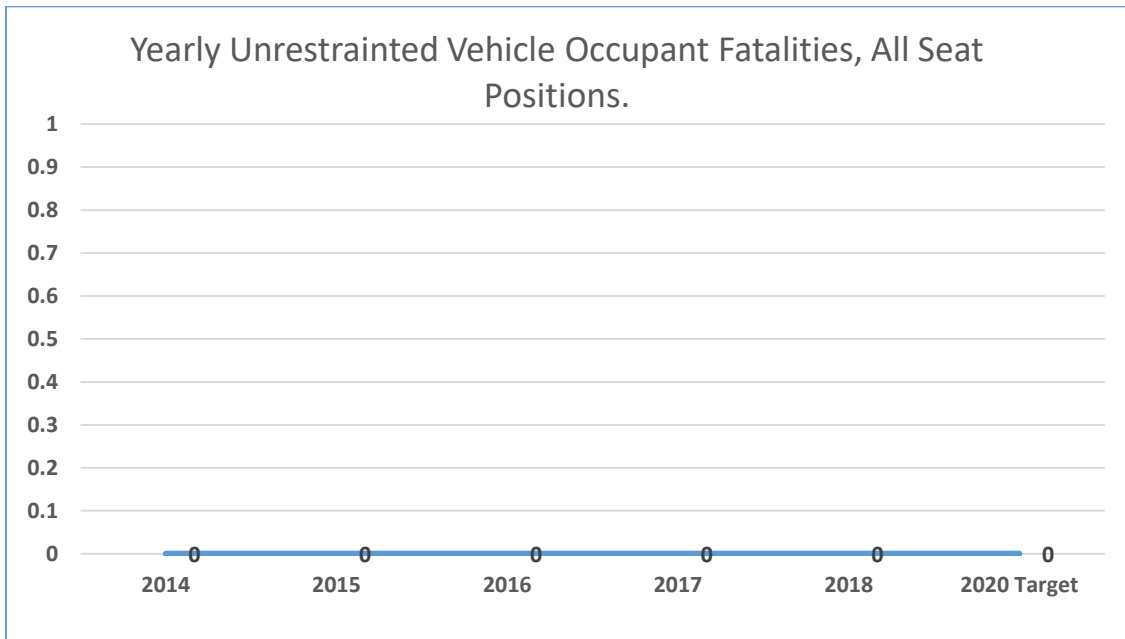
Program-Area Level Report

The CNMI's goal was to maintain unrestrained passenger vehicle occupant fatalities in all seating position at 0 (2014 to 2018 average) by December 31, 2020.

The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Years: 2014 2015 2016 2017 2018 2019

Actual Numbers: 0 0 0 0 0 0



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

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

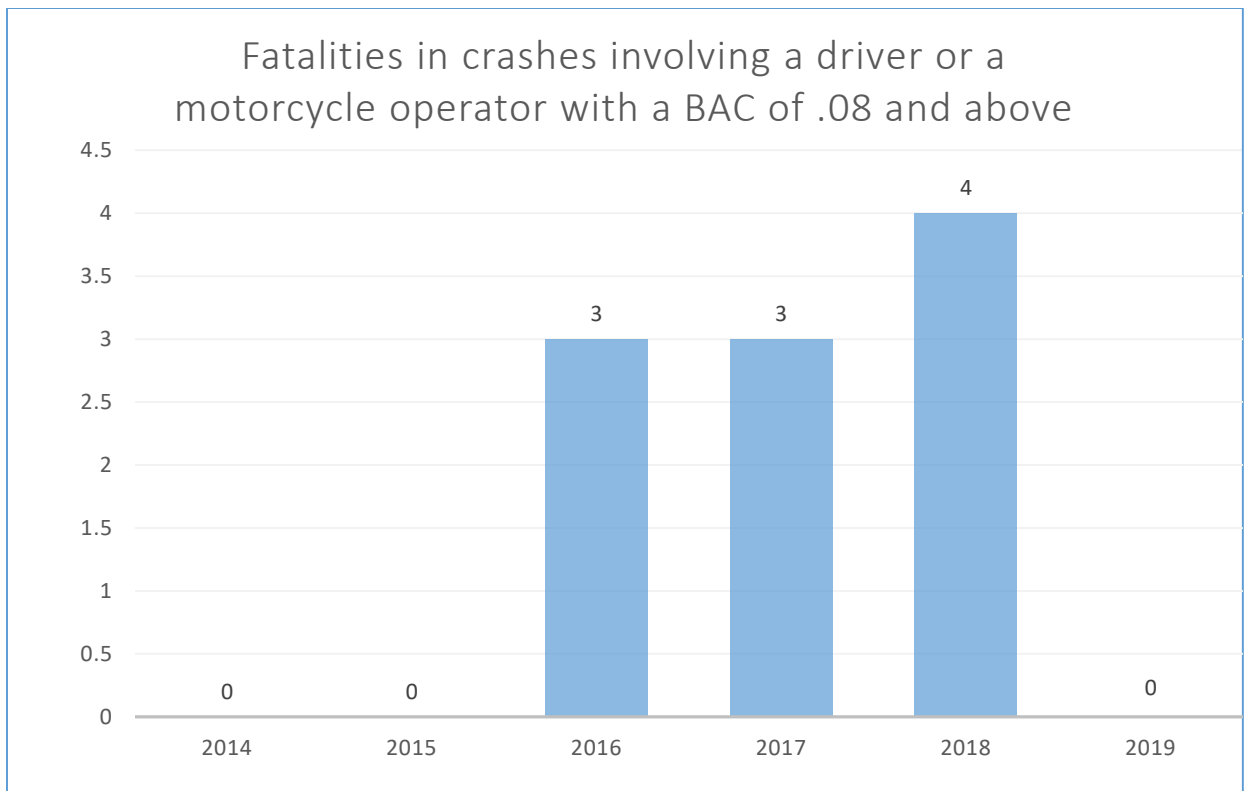
Progress: In Progress

Program- Area Level Report

The CNMI's goal was to decrease the number of alcohol-impaired driving fatalities from 2 (2014-2018 average) to 1 December 31, 2020.

In 2019, the CNMI had 0 alcohol- impaired driving fatalities. The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Years:	2014	2015	2016	2017	2018	2019
Actual Numbers:	0	0	3	3	4	0



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

Performance Measure: C-6) Speeding- related fatalities

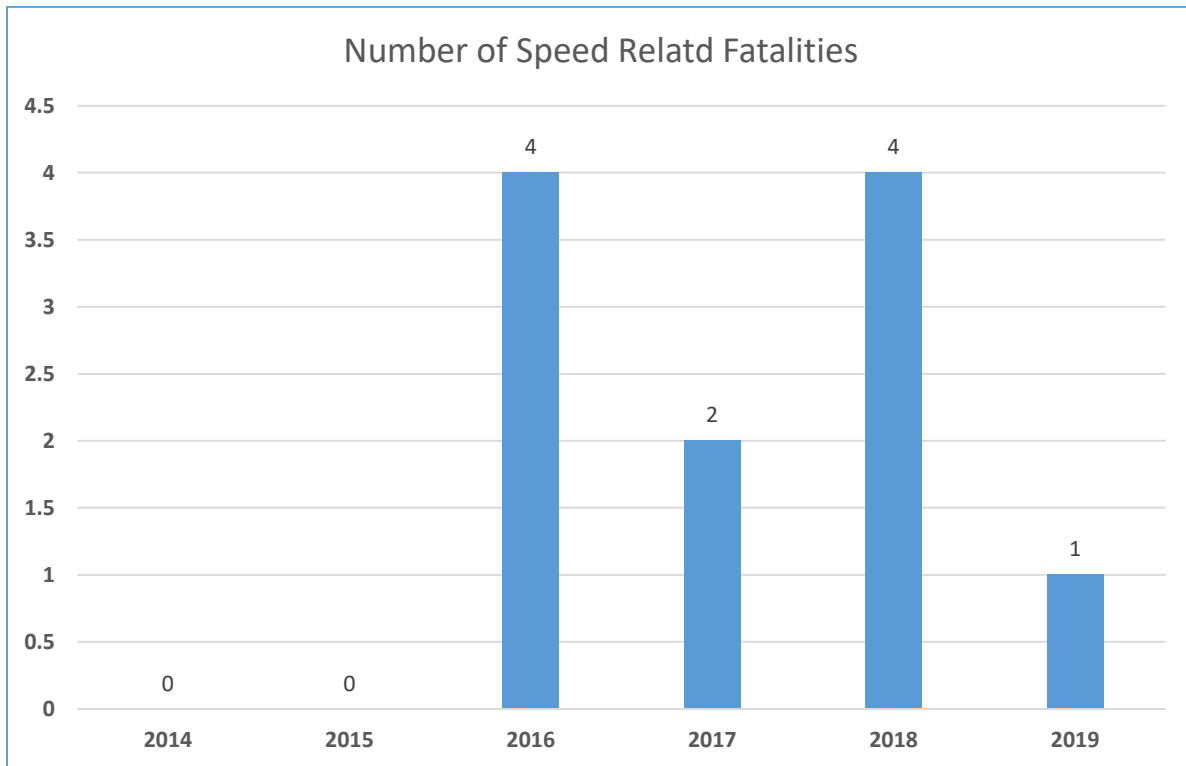
Progress: Not Met

Program-Area Level Report

The CNMI’s goal was to decrease the number of speeding- related fatalities from 1 (2014-2018 average) to 0 by December 31, 2020.

There was 1 speed- related fatality in 2019, therefore the performance report measure is not met.

Years:	2014	2015	2016	2017	2018	2019
Actual Numbers:	0	0	4	2	4	1



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

Performance Measure: C-7) Number of motorcycle fatalities

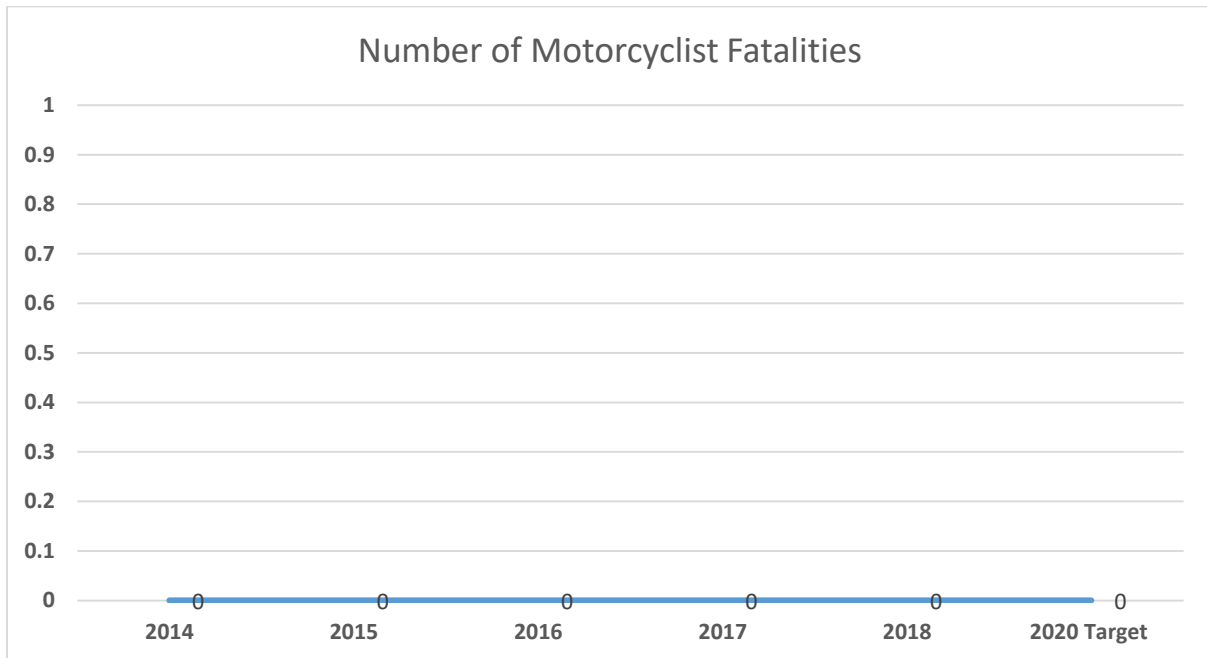
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of motorcycle related fatalities at 0 (2014-2018 average) by December 31, 2020.

There were zero (0) motorcycle related fatalities in 2019. The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Year:	2014	2015	2016	2017	2018	2019
Actual Numbers:	0	0	0	0	0	0



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

Performance Measure: C-8 Unhelmeted Motorcyclist Fatalities

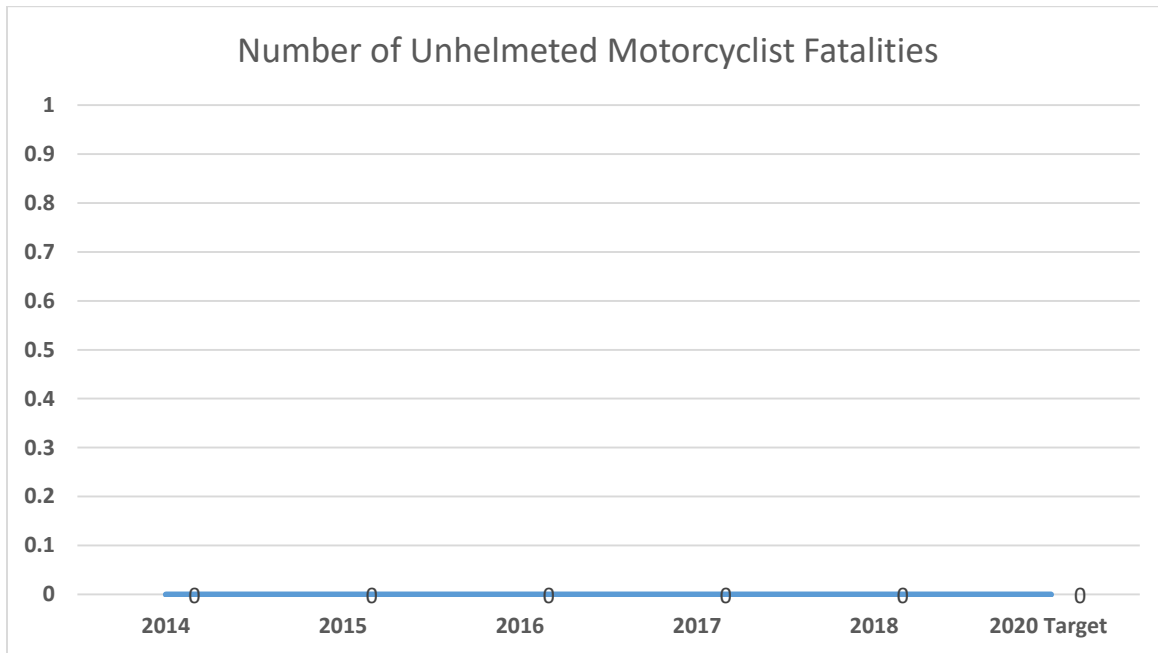
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of unhelmeted motorcyclist fatalities at 0 (2014-2018 average) by December 31, 2020.

There were zero (0) unhelmeted motorcyclist fatalities in 2019. The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Year:	2014	2015	2016	2017	2018	2019
Actual Numbers:	0	0	0	0	0	0



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

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

Progress: In Progress

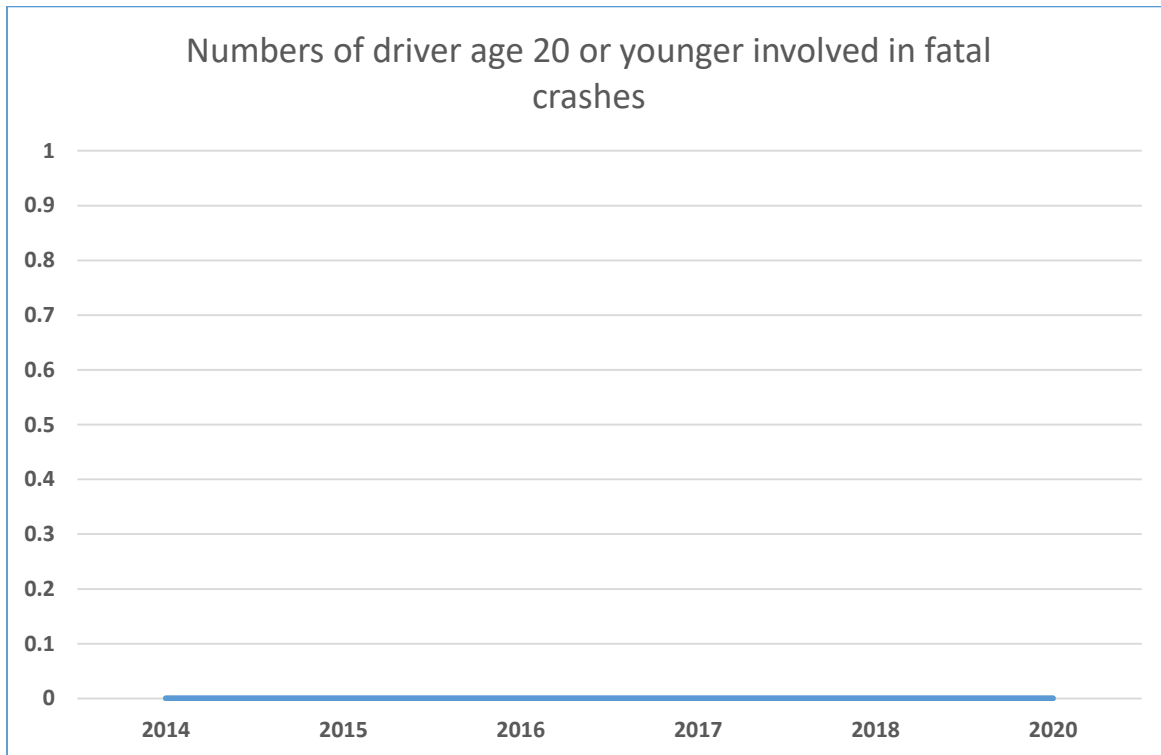
Program-Area Level Report

The CNMI's goal was to maintain the number of driver's age 20 and or younger involved in fatal crashes at 0 by December 31, 2020.

There were 0 driver age 20 or younger fatalities in 2019. The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Year: 2014 2015 2016 2017 2018 2019

Actual Numbers: 0 0 0 0 0 0



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

Performance Measure: C-10) Number of Pedestrian Fatalities

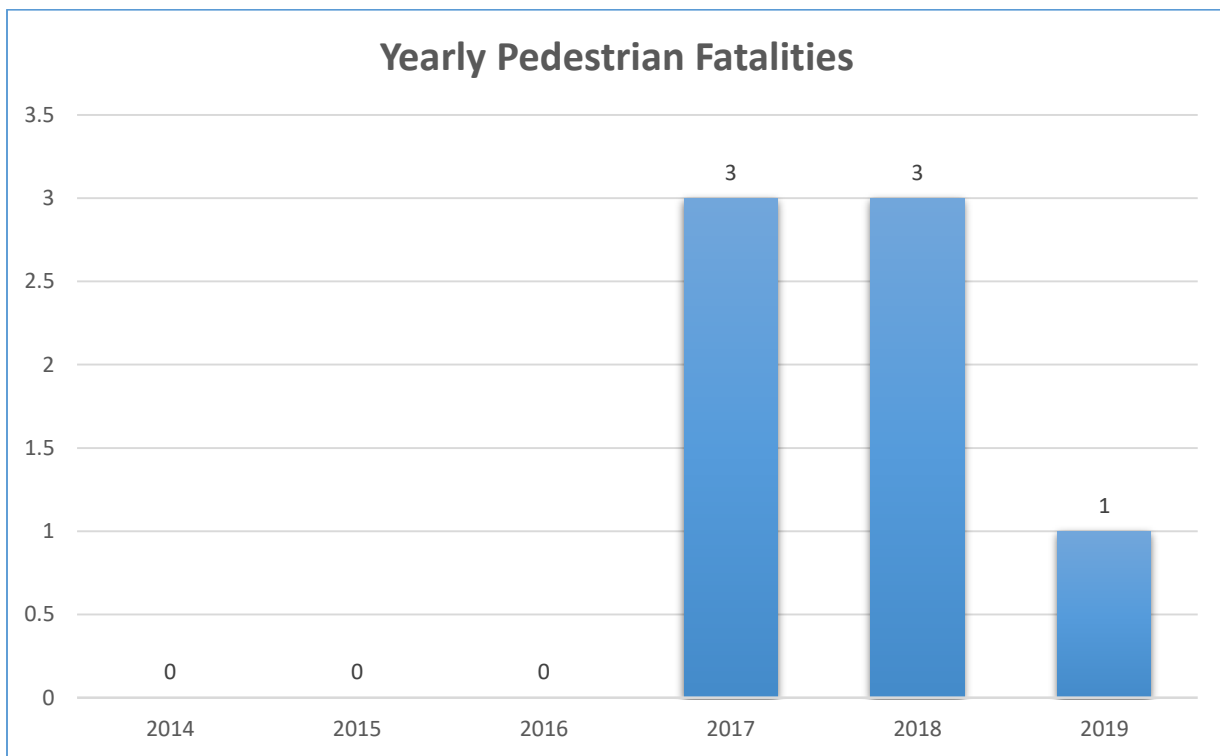
Progress: Not Met

Program-Area Level Report

The CNMI’s goal was to reduce the number of pedestrian fatalities from 1 (2014-2018 average) to 0 by December 31, 2020.

The CNMI had 1 pedestrian fatality in 2019, therefore the performance report measure is not met.

Year:	2014	2015	2016	2017	2018	2019
Actual Numbers:	0	0	0	3	3	1



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

Performance Measure: C-11) Number of bicyclist fatalities

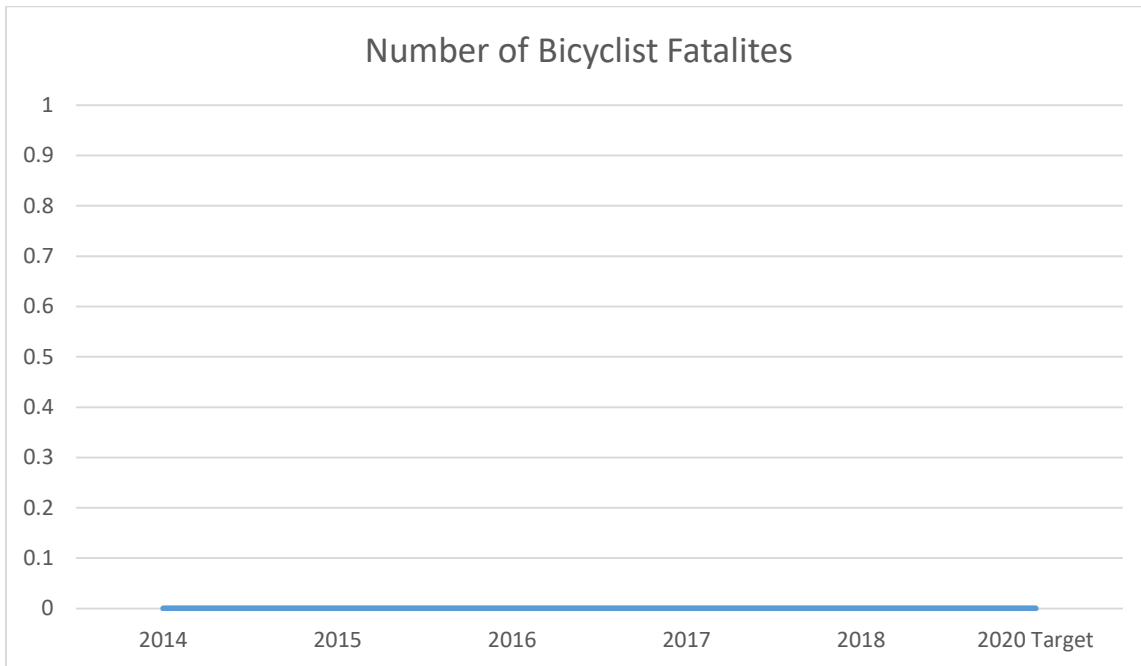
Progress: In Progress

Program-Area Level Report

The CNMI’s goal was to maintain the number of bicycle fatalities at 0 (2014-2018 average) by December 2020.

The CNMI had 0 bicyclist fatalities in 2019. The performance report measure is still in progress as the 2020 calendar year is not yet complete.

Year:	2014	2015	2016	2017	2018	2019
Actual Numbers:	0	0	0	0	0	0



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

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

Progress: Not Met

Program-Area Level Report

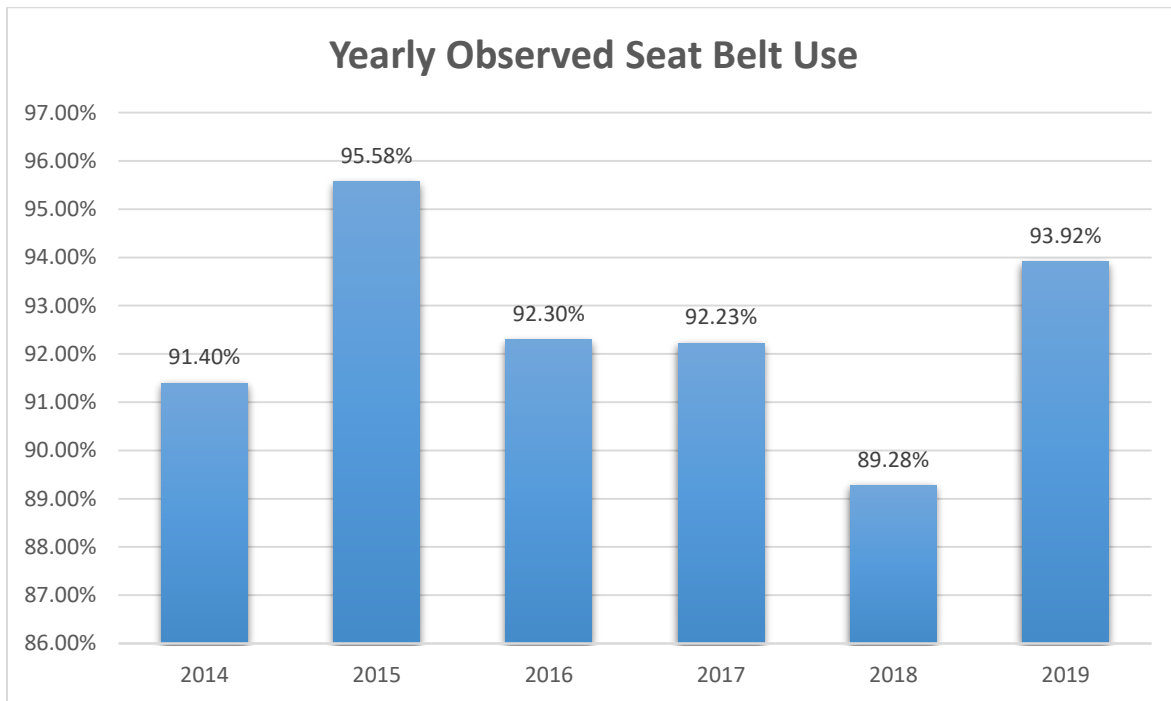
The CNMI's goal was to increase Occupant Protection restraint usage rate by 7% from 89.28% in 2018 to 95% by December 31, 2020.

In 2019, occupant protection restraint usage rate was at 93.97%.

*** The survey planned for 2020 was postponed pursuant to NHTSA's April 9, 2020 waiver notice as a result of the COVID-19 public health emergency, therefore the CNMI continues to utilize the 2019 OP usage rate.**

Observed seat belt use for passenger vehicles, front seat outboard occupants (survey results)

Year:	2014	2015	2016	2017	2018	2019
Actual:	91.40%	95.58%	92.30%	92.23%	89.28%	93.92%



PERFORMANCE PLAN

Sort Order		Target Period	Target Start Year	Target End Year	Target Value
C-1)	Number of traffic fatalities	5 Year	2017	2021	2
C-2)	Number of serious injuries in traffic crashes (State crash data files)	5 Year	2017	2021	8
C-3)	Fatalities/VMT (FARS, FHWA)	5 Year	2017	2021	n/a
C-4)	Number of unrestraint passenger vehicle occupant fatalities, all seat positions	5 Year	2017	2021	0
C-5)	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	5 Year	2017	2021	0
C-6)	Number of Speeding-related fatalities	5 Year	2017	2021	1
C-7)	Number of motorcyclist fatalities	5 Year	2017	2021	0
C-8)	Number of unhelmeted motorcyclist fatalities	5 Year	2017	2021	0
C-9)	Number of drivers age 20 or younger involved in fatal crashes	5 Year	2017	2021	0
C-10)	Number of pedestrian fatalities	5 Year	2017	2021	0
C-11)	Number of bicyclists fatalities	5 Year	2017	2021	0
B-1)	Observed seat belt use for passenger vehicles, front seat outboard occupant (survey)	5 Year	2017	2021	95%

C-1) Number of traffic fatalities

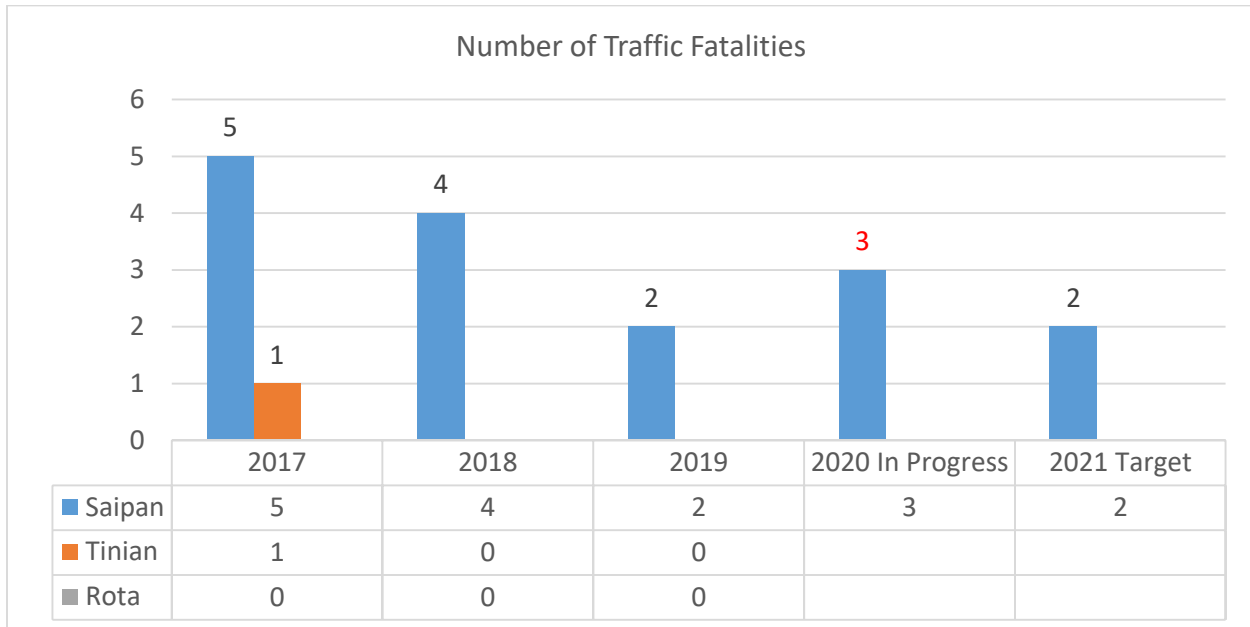
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Traffic Fatalities in the CNMI: 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	5	4	2	3*	2

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

*2020 value of (3) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) fatalities.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

The CNMI's goal is to reduce the number of traffic fatalities from (3) (2015-2019 average) to (2) by December 31, 2021.

Performance Target Justification

The Department of Public Safety continues to put more effort in enforcing traffic related violations through enforcement and education. The above data shows the 5 years rolling average target for 2021 total traffic fatalities. The DPS Highway Safety Office will continue to fund priority programs identified in the HSP to reduce the number of traffic fatalities on the CNMI highways.

C-2) Number of serious injuries in traffic crashes

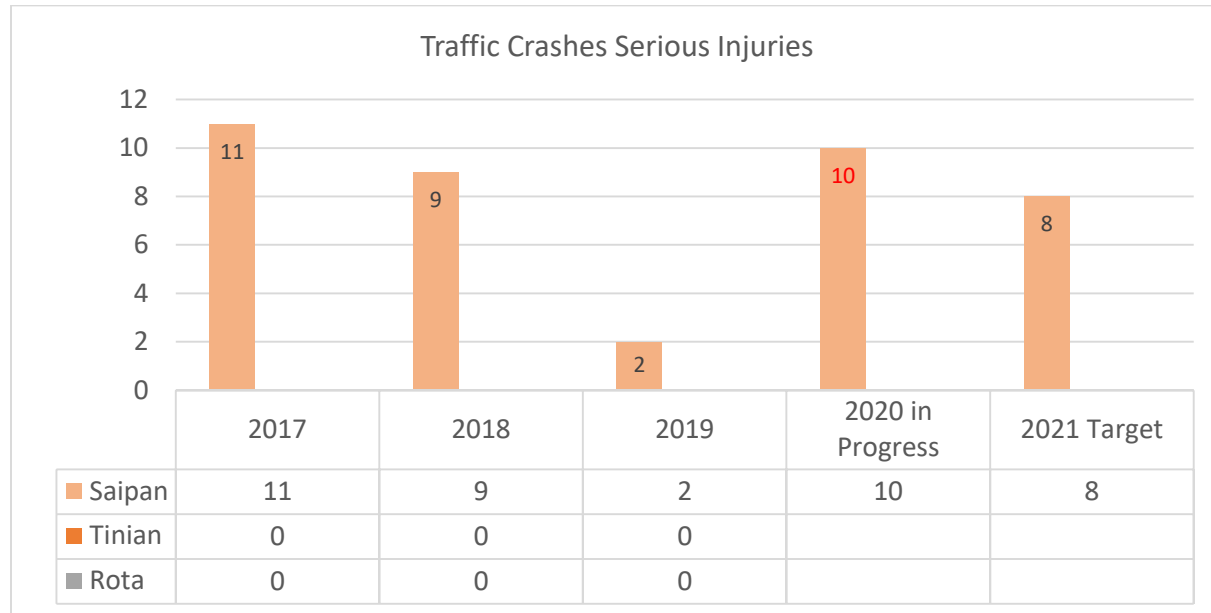
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Traffic Serious Injury Reduction (Traffic Crashes) in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	11	9	2	10*	8

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

*2020 value of (10) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (3) serious injuries.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

The CNMI's goal is to reduce the number of serious injuries in traffic related crashes from (10) (2015-2019 average) to (8) by December 31, 2021.

Performance Target Justification

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will lead to reduce the number of serious injuries on the CNMI highways.

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

Not Applicable to the Territories

C-4) Number of unrestraint passenger vehicle occupant fatalities, all seat positions

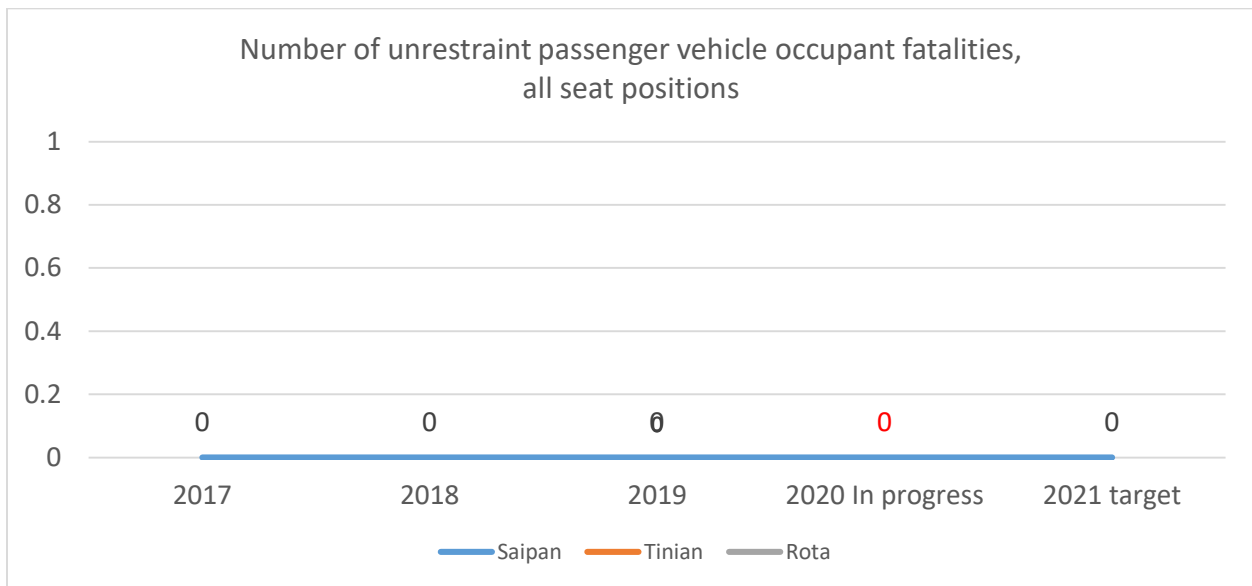
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of unrestraint passenger vehicle occupant fatalities, all seat positions in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	0	0	0	0*	0

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

*2020 value of (0) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) unrestraint passenger vehicle occupant fatalities.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

The CNMI’s goal is to maintain the number of unrestraint passenger vehicle fatalities at (0) from (2015-2019 average) by December 31, 2021.

Performance Target Justification

The DPS Highway Safety Office will continue to fund priority programs in its HSP to maintain the number of unrestraint passenger vehicle occupant fatalities all seat positions at zero (0).

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

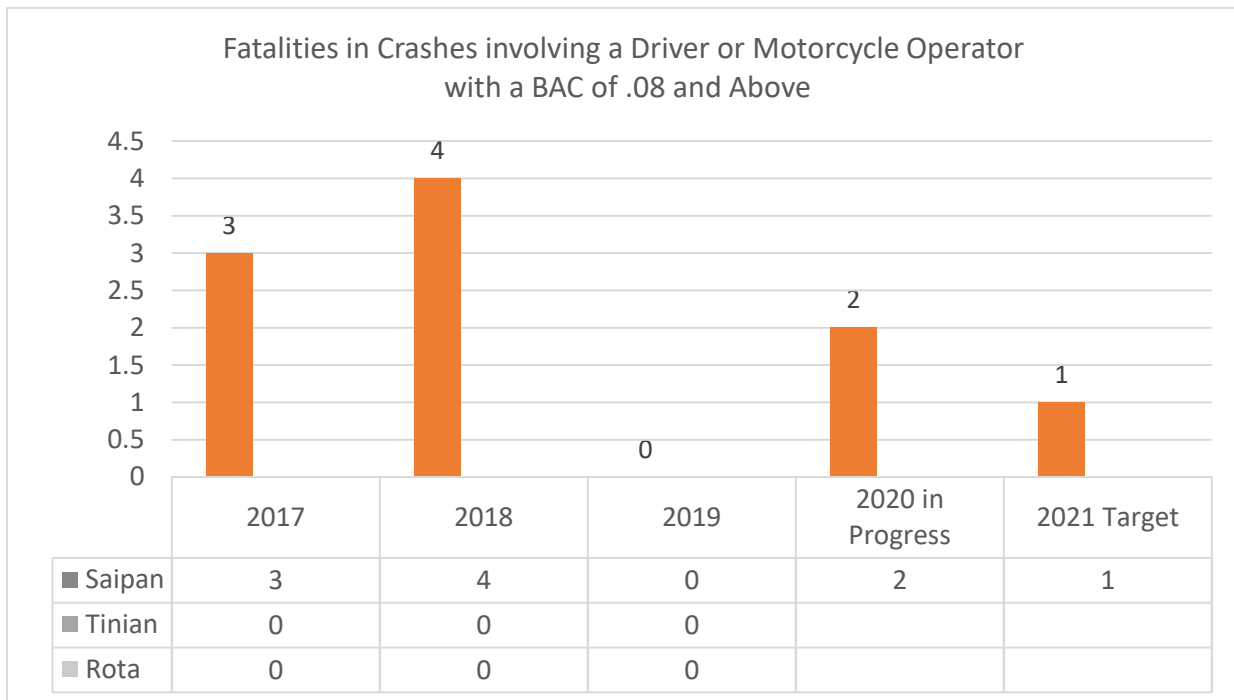
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	3	4	0	2*	1

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

*2020 value of (2) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

The CNMI Department of Public Safety and Highway Safety Office analyzed the prior year data and the trend line in the graph above.

The CNMI's goal is to reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from (2) (2015-2019 average) to (1) by December 31, 2021.

Performance Target Justification

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above on the CNMI highways.

C-6) Number of speed-related fatalities

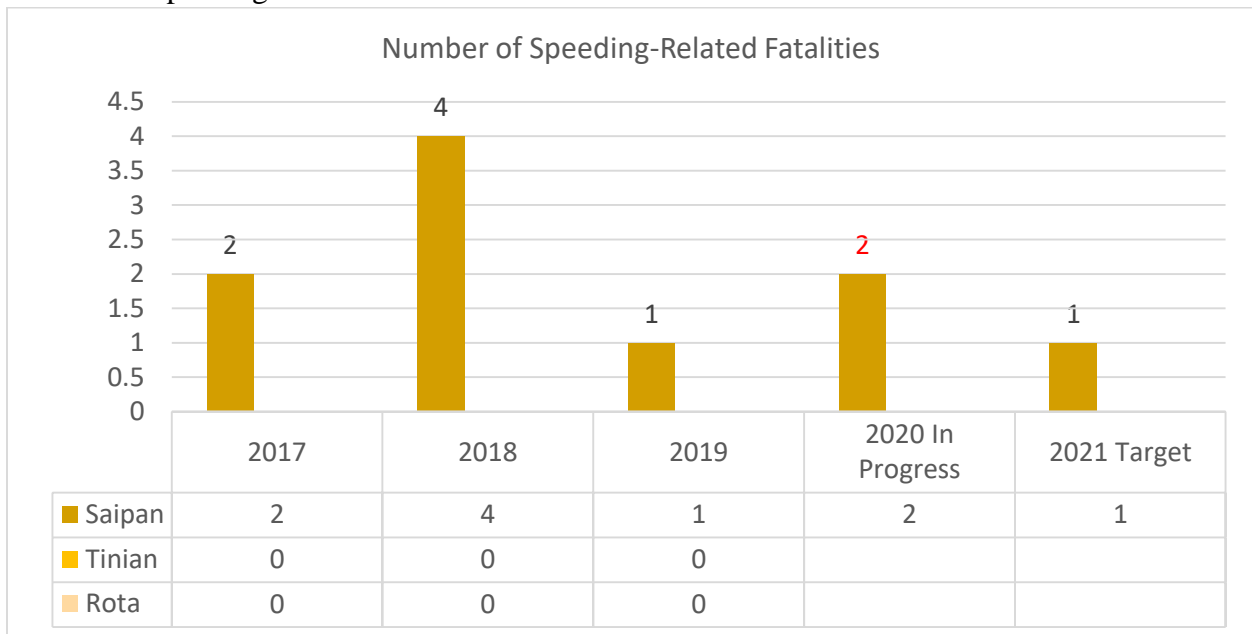
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of speeding-related fatalities in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	2	4	1	2*	1

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

*2020 value of (2) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) number of speed related fatalities.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

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

Performance Target Justification

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will reduce the number of speeding-related fatalities on the CNMI highways.

C-7) Number of motorcycle fatalities

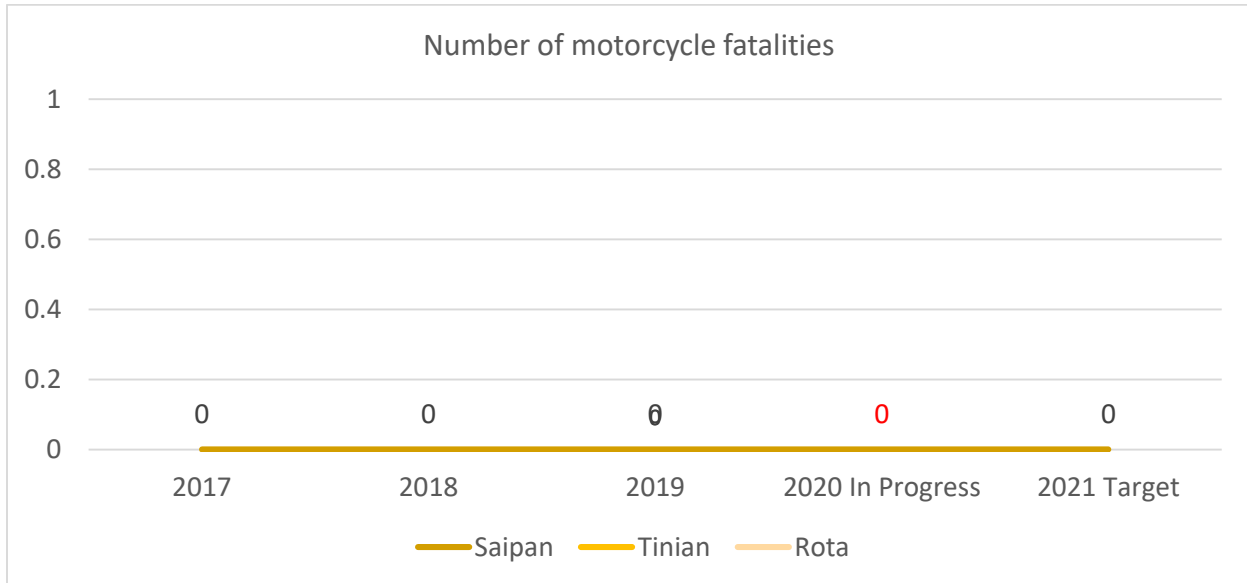
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of motorcycle fatality in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	0	0	0	0*	0

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

*2020 value of (0) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) number of motorcycle fatalities

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

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

Performance Target Justification

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

C-8) Number of Unhelmeted Motorcycle Fatalities

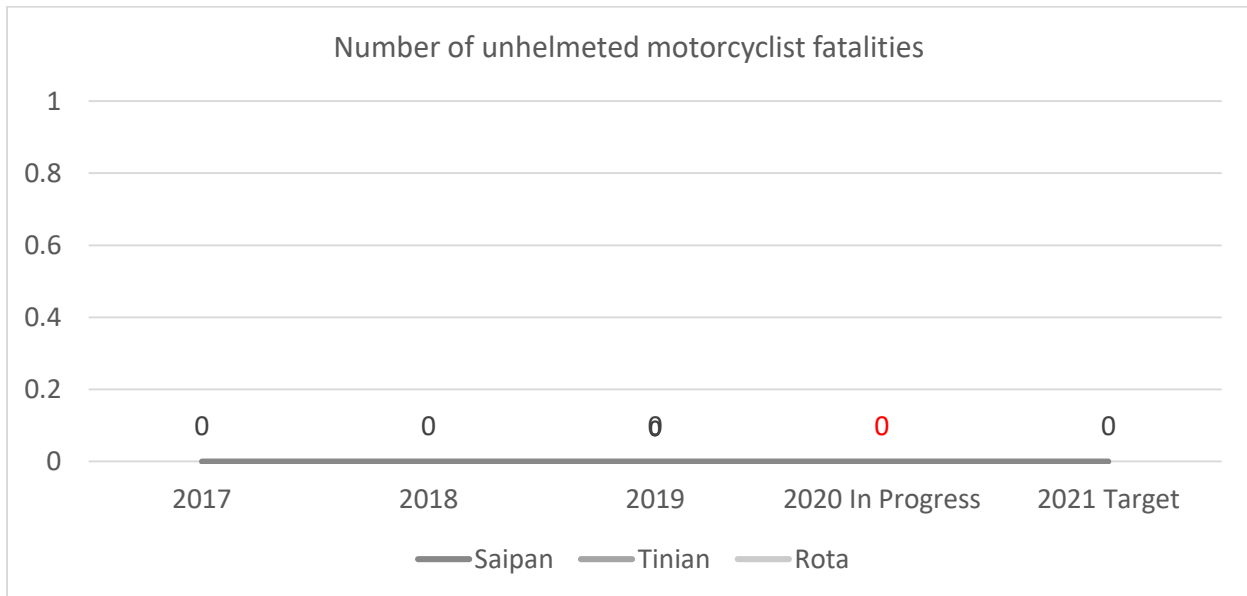
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of unhelmeted Motorcycle Fatalities in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	0	0	0	0*	0

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

*2020 value of (0) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) unhelmeted motorcycle fatalities.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

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

Performance Target Justification

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

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

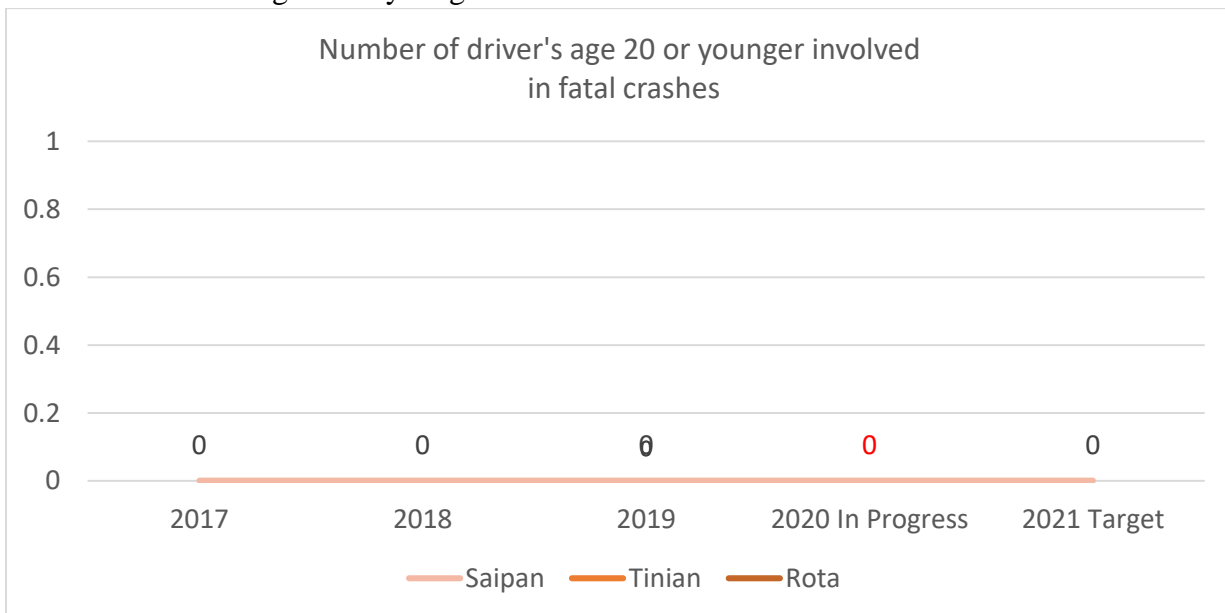
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of drivers age 20 or younger in fatal crashes in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	0	0	0	0*	0

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

*2020 value of (0) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) number of driver's age 20 or younger involved in fatal crashes.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

The CNMI's goal is to maintain the number of drivers age 20 or younger involved in fatal crashes at (0) (2015-2019 average) by December 31, 2021.

Performance Target Justification

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

C-10) Number of pedestrian fatalities

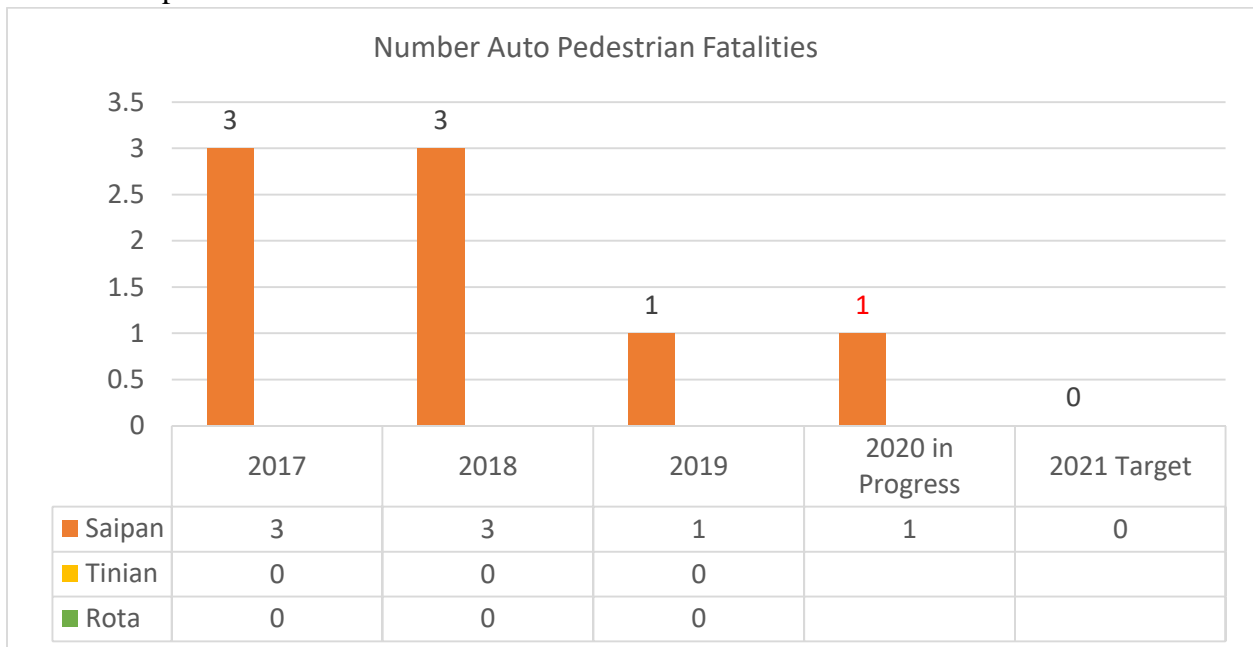
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of pedestrian fatalities in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	3	3	1	1*	0

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

*2020 value of (1) is a projected value calculated by taking the five-year moving average from (2015-2019)

As of June 2020, the CNMI has (0) number of pedestrian fatalities.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

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

Performance Target Justification

The DPS Highway Safety office will continue to fund priority programs in its HSP that will reduce the number of pedestrian fatalities in the CNMI by working with other government agencies such as the Department of Public Works to upgrade all the pedestrian crosswalks to include markings on Saipan, Tinian and Rota especially at the school zone locations. Also to continue our outreach pedestrian program at community events and at school presentations.

C-11) Number of bicyclists fatalities

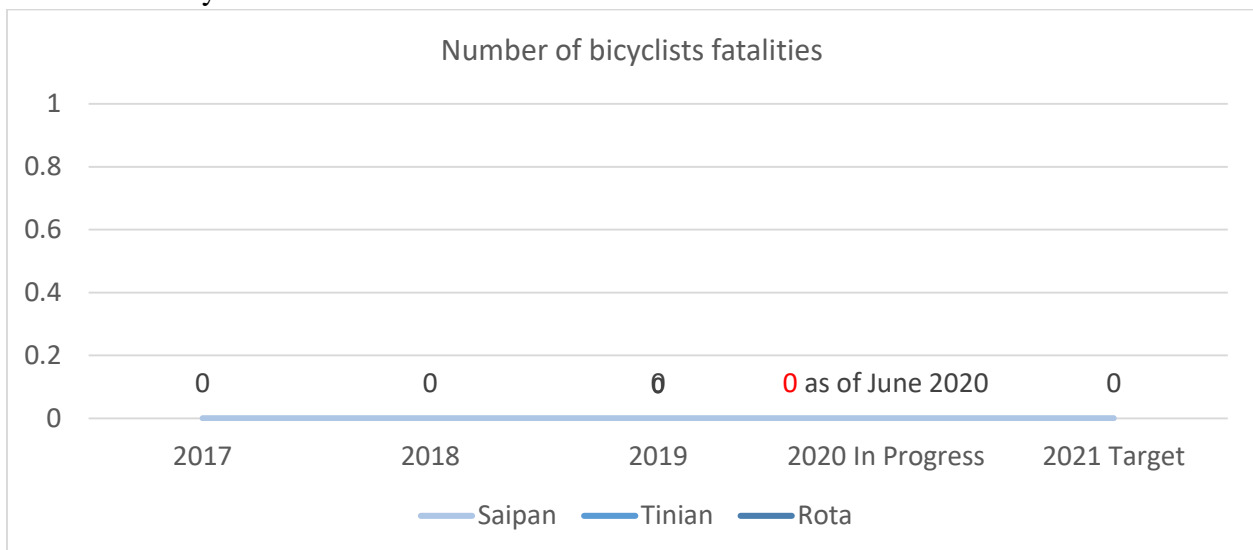
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Number of bicyclists fatalities in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	0	0	0	0*	0

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

*2020 value of (0) is a projected value calculated by taking the five-year moving average from (2015-2019).

As of June 2020, the CNMI has (0) number of bicycle fatalities.

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

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

Performance Target Justification

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

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

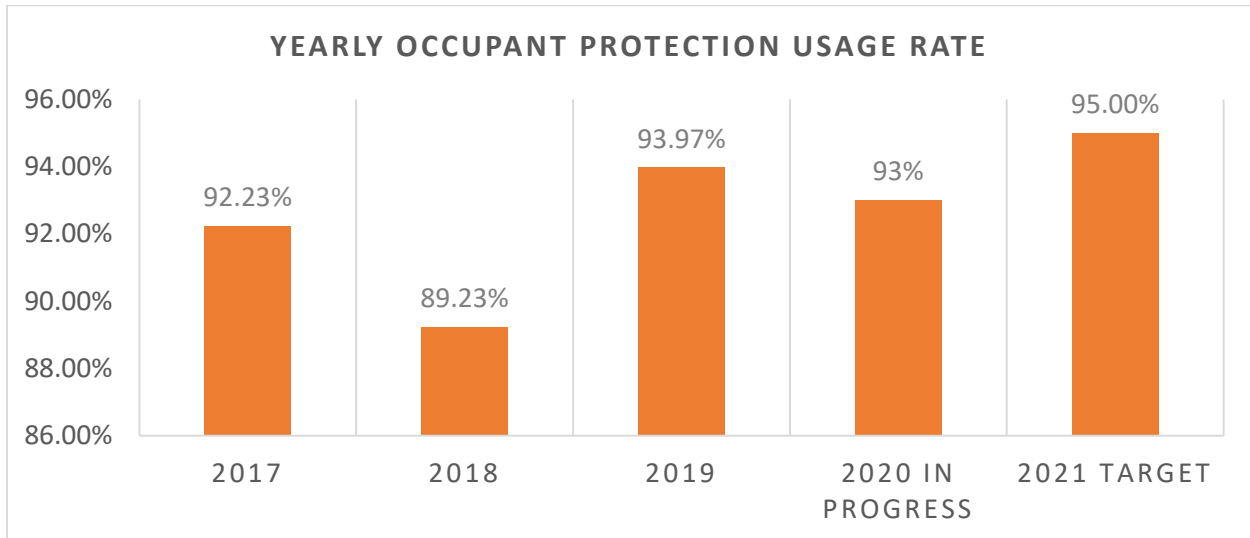
Target Metric Type: Numeric

Target Value: 5

Target Period: 5 Years

Target Start Year: 2017

Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) in the CNMI 2017-2021



Year:	2017	2018	2019	2020	2021 Target
Actual	92.23%	89.23%	93.97%	93.97%*	95%

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

*As of June 2020, the CNMI is still at 93.97% observed seat belt use for passenger vehicles, front seat outboard occupants (2019 survey).

*** The survey planned for 2020 was postponed pursuant to NHTSA’s April 9, 2020 waiver notice as a result of the COVID-19 public health emergency, therefore the CNMI continues to utilize the 2019 OP usage rate.**

The CNMI DPS HP officers and the Highway Safety Office analyzed the prior year data and the trend line in the graph above.

The CNMI’s goal is to increase occupant protection restraint usage rate by 1.03% from 93.97% in 2019 to 95% by December 31, 2021.

Performance Target Justification

In order to meet this goal, the CNMI will continue to put more efforts in public education and awareness, and enforcement activities to stress the importance of seat belt and child restraint usage.

Grant Program Activity Reporting

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

Fiscal year: 2019
Seat Belt Citations: 269

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

Fiscal year: 2019
Impaired driving arrests: 12

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

Fiscal year: 2019
Speeding citations: 929

(All Speed enforcement activities were conducted during regular work hours – no overtime costs were paid. Please see number of Speed citations issued on first table).

PROGRAM AREA

Planning & Administration

Description of Highway Safety Problems

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

The following activities include:

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

Planned Activity Description

PLANNING & ADMINISTRATION

Project Number: PA 21-00

\$116,650.00

Project Description:

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

Intended Sub-recipients

CNMI Dept. of Public Safety, Highway Safety Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Planning & Administration	\$116,650.00		

PROGRAM AREA

Occupant Protection/Child Restraint

Description of Highway Safety Problems

Occupant Protection/Child Restraint DATA	2015	2016	2017	2018	2019
Occupant Protection usage rate	95.58%	92.30%	92.23%	89.28%	93.97%
Child Restraint usage rate	64.52%	57.17%	64.53%	72.32%	80.42%
Total seat belt citations issued	220	697	1,090	840	1,447
Total child restraint citations issued	52	46	73	33	159
Total serious injuries seat belt use	0	0	0	0	0
Total serious injuries non-seat belt use	13	11	10	8	1
Total serious injuries child restraint use	0	0	0	0	0
Total serious injuries non-child restraint use	0	0	0	0	0
Total fatalities: seat belt	0	4	2	0	0
Total fatalities: child restraint	0	0	0	0	0

The goal of 95 percent occupant protection usage rate for 2020 has not been met. The number of seat belt citations for 2019 was 1,447 and child restraint was at 159 for the (3) islands collectively. Two major typhoons and one super typhoon hit the CNMI in 2018 causing the numbers to decrease in usage and citations issued. Super Typhoon Yuta hit the islands of Saipan and Tinian severely in October 2018 which destroyed most of the islands' vehicles and equipment, plus manpower was diverted to emergency response and community assistance. This did not allow for enforcement activities to be conducted as identified in the HSP. The island of Saipan did not go back normal work schedule until January of 2019. Without continuous efforts of education and enforcement activities by DPS, the usage rate without a doubt will decrease, which is what these number reflect.

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

There are a few drivers noticed by enforcement officers who put the belts on only when they see a police vehicle approaching. However, with aggressive enforcement efforts conducted by the newly assigned officers and commander, the island of Tinian has seen a dramatic increase of seat belt citations in 2019. Because of the small size of the island and its short stretch of roadways, some motorists still think belts are not necessary.

Associated Performance Measures

Fiscal Year	Performance Measure name	Target Year	End	Target Period	Target Value
2021	C-4) Unrestrained passenger vehicle Occupant fatalities, all seat positions (state data)	2021		5 Year	0
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2021		5 Year	95%

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Program Management

Program Area: Occupant Protection/Child Restraint

Project Safety Impact

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

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

Linkage Between Program Area

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

Rational

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

Planned Activity in Countermeasures Strategy

Planned Activity Description

OCCUPANT PROTECTION – Program Management

Project Number: OP 21-00

\$81,400.00

Project Description:

Funds will be used for Occupant Protection Program costs to include Program Manager’s salary & fringe, and operational costs. This includes supplies, communication, travel costs to attend meetings, conferences, and trainings, and inter-island travels for monitoring purposes.

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Occupant Protection	\$81,400.00		

Countermeasure Strategy: Enforcement, Education, and Training

Program Area: Occupant Protection

Project Safety Impacts

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

Goals:

- To maintain unrestrained passenger vehicle occupant fatalities at 0 (2015-2019 average) by December 31, 2021.
- To decrease unrestrained passenger vehicle occupant injuries 25% from 9 (2015-2019 average) to 7 by December 31, 2021.

Linkage Between Program Area

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

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

Rationale

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

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

Planned Activity in Countermeasure Strategy

Planned Activity Description

OCCUPANT PROTECTION – Enforcement, Education, and Training

Project Number: OP 21-01, 21-02, 21-03

\$178,600.00

Project Description:

Grant funds will be used for payment of overtime costs (302hrs) of enforcement and educational outreach activities, checkup events; for training costs for CPST classes; travel cost to attend Kids-in-Motion Conference; Child Restraint Purchase Assistance Program; printing costs of brochures, flyers, pamphlets for distribution at checkpoints and at presentations; and to pay for contractual services for the annual CNMI Seat Belt Survey statistical analysis and reporting.

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

Saipan

- Conduct minimum of (8) zero tolerance OP/CR checkpoints during the Click-It-Or-Ticket (CIOT) campaign and (4) during the Child Passenger Safety (CPS) Week.
- Conduct minimum of (12) HVE enforcement throughout the year.
- Conduct (4) low visibility/covert operation enforcement and survey operations before and after the CIOT and CPS campaigns.

Rota

- Conduct (10) OP/CR checkpoints during the CIOT campaign.
- Conduct (4) saturation patrols during the CIOT campaign.
- Conduct (2) OP/CR checkpoints during the CPS Week campaign.
- Conduct (2) saturation patrols during the CPS Week campaign.

Tinian

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

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

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

Saipan

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

Rota

- Conduct (3) educational presentations at schools during the CIOT campaign.
- Conduct (3) educational presentations at schools during the CPS Week campaign.

Tinian

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

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

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

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

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

Saipan

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

Rota

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

Tinian

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

Intended Sub-recipient

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

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Occupant Protection	\$178,600.00		

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection

Project Safety Impacts

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

The CNMI currently has the following:

- (5) instructors (2-Saipan, 1-Tinian, 2-Rota)
- (61) technicians (56-Saipan, 2-tinian, 3-Rota)

Linkage Between Program Area

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

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

Rationale

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

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

Planned activities in countermeasure strategy

Planned Activity Name
Inspection Stations

Planned Activity: Inspection Stations

Planned activity number: OP 21-01A, 21-02A, 21-03A

\$10,000.00

Project Description:

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

Intended Sub-recipient

CNMI Dept. of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Occupant Protection	\$10,000.00		

PROGRAM AREA

Communications (Media)

Description of Highway Safety Problems

CRASH DATA	2015	2016	2017	2018	2019
Total traffic crashes	1,718	2,068	2,315	2,139	2,021
Total serious injuries	13	13	11	9	2
Total fatalities	0	5	5	4	2
Total traffic citations issued (traffic violation)	2,540	3,095	5,829	3,844	4,729

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

Even with year round public education on the different programs, there are still motorists that violate roadway safety laws as indicated on above data; therefore, various media methods combined with enforcement activities such as HVEs: checkpoints, saturation patrols, speed laser, and check-up events aid in our effort to reduce traffic crash injuries and fatalities.

Associated Performance Measures

Source Fiscal Year	Funding Source ID	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (State data files)	2021	5 Year	2
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Motorists complying with all the highway safety rules as a result of mass media campaigns and enforcement activities; therefore, resulting in reduced number of traffic crashes.

Planned Activities in Countermeasure Strategy

Planned Activity Description

COMMUNICATION CAMPAIGN – Media

Project Number: PM 21-01

Project Cost: \$49,000.00

Project Description:

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

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Paid Advertising	\$49,000.00		

PROGRAM AREA

Impaired Driving (Alcohol and Drugs)

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

IMPAIRED DATA	2015	2016	2017	2018	2019
Total DUI Arrests (Alcohol and .08 B.A.C. or more)	80	161	250	216	179
Total DUI Arrests (Alcohol less than .08 B.A.C.)	22	27	65	62	43
Total alcohol related crashes	46	57	88	87	86
Total alcohol related serious injuries	6	10	7	8	1
Total alcohol related fatalities	0	3	3	4	0

Although the numbers have decreased in 2019, based on the five-year's DUI statistics, impaired driving continues to be one of the top highway safety problems. Law enforcement are combating impaired driving on the highways on a daily basis. It is known that alcohol consumption is usually involved in most social events from birthday parties, weekend family picnics or gatherings, after sporting events, etc., but law enforcement and the HSO work hard to educate the public on the danger of driving under the influence and how important it is to plan ahead and designate a sober driver. Because the islands of Rota and Tinian are small, motorists think that because of the close proximity between party sites/bar establishments and residences, there is no danger of driving after drinking due to the short distance involved.

During the shutdown caused by the COVID-19 pandemic, an increase in alcohol related crashes and arrests were reported. We have also seen an increase in use of methamphetamine (aka ICE). With the economy drastically affected by COVID-19, crime rates have increased – particularly burglary and theft which law enforcement attributes to supporting drug habits.

Update: there have been (11) arrests made for possession and distribution of controlled substances (ICE) in a 2week timeframe (period of June 08-June 15, 2020).

Since the passage of the Marijuana law in 2018, highway safety authorities anticipate great negative impact and are greatly concerned about marijuana impaired driving on the highways. We realize the need to increase the number of trained officers in ARIDE, provide enforcement tools such as oral drug test kits, and pay overtime to increase HVE enforcement efforts such as checkpoints and saturation patrols on all three islands. Instructors will be brought in to conduct ARIDE training and also recertify the 2 current DREs as they were unable to be recertified earlier this year due to various reasons.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	2021	5 Year	0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Impaired Driving – Program Management
Impaired Driving – Enforcement & Education

Countermeasure Strategy: Program Management

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

- Participates in the development of annual highway safety plans and annual reports.

Linkage Between Program Area

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

Rational

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

Planned Activity in Countermeasures Strategy

Planned Activity Description

IMPAIRED DRIVING – Program Management

Project Number: ID 21-00

\$81,900.00

Project Description:

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

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Impaired Driving	\$81,900.00		

Countermeasure Strategy: Enforcement, Education and Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

To reduce impaired driving related crashes causing serious injuries and fatalities, and increase the deterrence, detection, and apprehension of all impaired drivers on the highways by conducting aggressive enforcement activities such as checkpoints and saturation patrols; and by conducting educational presentations at schools and community events.

Activities:

Checkpoints

- Saturation Patrols
- Educational Outreach

Goals:

- To decrease alcohol related fatalities by 50% from 2 (2015-2019 average) to 1 by December 31, 2021.
- To decrease alcohol related crashes by 10% from 73 (2015-2019 average) to 66 by December 31, 2021.

Linkage Between Program Area

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

Rationale

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

Planned Activity in Countermeasures Strategy

Planned Activity Description

IMPAIRED DRIVING – Enforcement, Education, and Training

Project Number: ID 21-01,02,03

\$160,100.00

Project Description:

Funds will be used to pay for training costs of instructors for ARIDE, DRE recertification and SFST; printing of banners and brochures for distribution during checkpoints and at community events; operational supplies; Holiday Season designated driver program; and for overtime costs (415hrs) of officers to conduct HVE activities such as checkpoints and saturation patrols. Also included in the purchase of field breath drug test instrument and accessories. This portable instrument (WipeAlyser) is to be used along with the oral drug test kit for Driving Under the Influence of Drugs enforcement activities on the highways. It analyzes and stores drug test kit results, which then allows the officers to document, store and print out the results indicating date, time, name of individual being tested. This ensures accountability of the tests administered.

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

Saipan

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

Rota

- 5 checkpoints during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in July and August.
- 2 saturation patrols between November 30 – January 02, 2021

Tinian

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

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

Saipan

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

Rota

- 22 per year (2 monthly) from Nov 2020 thru September 2021.

Tinian

- 6 per year (2 during island’s main fiestas/ 1 quarterly at schools and summer camp.

The DPS HP Sections on all (3) islands have personnel that need to be ARIDE certified. Contractual services for ARIDE class as well as to certify the (2) DREs. Total contractual cost will be split in half between Guam and the CNMI.

Saipan – 27 to be ARIDE certified.
 - 2 DREs to be recertified.

Rota – 3 to be ARIDE certified.

Tinian – 2 to attend SFST training in Saipan.

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

- SFST - 103
- ARIDE - 61
- DRE - 02

Intended Sub-recipient

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

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Impaired Driving	\$170,100.00		

Equipment Purchase

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

PROGRAM AREA
Police Traffic Services

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

CRASH DATA	2015	2016	2017	2018	2019
Total traffic crashes	1,718	2,068	2,315	2,139	2,021
Total serious injuries	13	13	11	9	2
Total fatalities	0	5	5	4	2
Total traffic citations issued (traffic violation)	2,540	3,095	5,829	3,844	4,729

Based on the data above, the number of traffic crashes and issued traffic citations continue to rise throughout the years (2015-2019) with the exception of 2018. The decrease in 2018 was due to the effects of a super typhoon that hit our islands destroying infrastructures, vehicles, equipment, etc. It also required manpower to be diverted to other critical areas to assist the community, therefore enforcement activities for a few months following the typhoon were not fully executed. In 2019 the number of traffic violations started rising again as the community started getting back to normal activities.

The COVID-19 pandemic affected the whole world, and the CNMI was not spared. With all flights being suspended, the CNMI economy hit rock bottom, since tourism is the only source of revenue. However, even during the COVID-19 pandemic shutdown, the number of violations on the roadways continue in Saipan. Shortage of enforcement manpower has been addressed on the local level, however due to the economic hardship, hiring of additional manpower is not feasible at this time, or even for next year.

Lack of enforcement manpower and crash investigation equipment has contributed to challenges faced by HP personnel in their effort to provide undisrupted services on the highways. Additional training is also necessary for HP personnel to expand their expertise in traffic crash investigations.

Saipan - the total number of traffic crashes:

- (1,718) in 2015
- (2,068) in 2016
- (2,315) in 2017
- (2,139) in 2018
- (2,010) in 2019

- total number of serious injuries:

- (13) in 2015
- (13) in 2016
- (11) in 2017
- (9) in 2018
- (2) in 2019

- total traffic fatalities

- (0) in 2015
- (5) in 2016
- (5) in 2017
- (4) in 2018
- (2) in 2019

On the island of Rota, there were (11) in 2015, (23) in 2016, (18) in 2017, (11) in 2018 and (5) in 2019 total traffic crashes, with (1) serious injury in 2015, and (1) fatality in 2017. Although these numbers seem low, the number of population and roadway size in comparison still reflects the need to increase enforcement efforts on the highways. The San Francisco Highway (the main highway) linking the two residential villages is where most vehicle crashes occur. This highway is in dire need of repair, and drivers’ negligence to exercise caution as they approach the area are the two factors that account for these crashes. It is also noted that majority of the crashes occur at night between 12am to 2am and during peak hours of 6am to 8am.

On the island of Tinian, there were (12) in 2015, (8) in 2016, (4) in 2017, (8) in 2018, and (6) in 2019 total traffic crashes, with (2) serious injuries in 2015, (1) in 2016, and (1) fatality in 2016. Again although these numbers seem low in comparison with the number of population and roadway size, it still requires enforcement efforts to bring them down. Tinian desperately needs speed limit signs within residential areas as well as at school zones. Efforts have been made to address this concern to the Dept. of Public Works, but results have yet to be seen. Continuous follow-up efforts by the HP are being made. A checkpoint trailer is also desperately needed for Tinian since the last trailer which was purchased in 2010 with NHTSA funds is destroyed. For any checkpoint events, they utilize Patrol vehicles to transport equipment to identified location for set-up. It normally takes several trips to complete transport, and the same applies upon completion of operation.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	2
2021	C-2) Number of serious injuries in traffic crashes(State crash data files)	2021	5 Year	1
2021	C-6) Number of speeding-related fatalities (State crash data files)	2021	5 Year	1
2021	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2021	5 Year	0

Countermeasure Strategies in Program Areas

Countermeasure Strategy
PTS – Program Management
PTS – Enforcement & Education
PTS – Training, Conferences, Meetings

Countermeasure Strategy: Program Management

Program Area: Police Traffic Services

Project Safety Impacts

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

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

Linkage Between Program Area

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

Rationale

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

Planned Activity in Countermeasures Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Program Management

Project Number: PT 21-00

\$70,000.00

Project Description:

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

Intended Sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Police Traffic	\$70,000.00		

Countermeasure Strategy: Enforcement & Education

Program Area: Police Traffic Services

Project Safety Impacts

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

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

Goals:

- To decrease fatalities in traffic-related crashes 67% from 3 (2015-2019 average) to 2 by December 31, 2021.
- To decrease serious injuries in traffic-related crashes by 20% from 10 (2015-2019 average) to 8 by December 31, 2021.

Linkage Between Program Area

Education along with enforcement is a proven method to increase compliance of appropriate traffic laws. The DPS HP utilizes state traffic data and survey results to identify trends/ traffic crash prone locations to focus on and distribute manpower to those areas. Educational outreach at schools, at community events, and on various media sources targeting the different traffic safety laws will be conducted to reach out to all demographics.

Rationale

With the planned enforcement activities and educational awareness outreach efforts, all (3) islands will increase driver compliance to traffic laws, therefore realize a reduction in traffic crashes resulting in serious injuries and fatalities.

Planned Activity in Countermeasures Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Enforcement & Education

Project Number: PT 21-01, 21-02, 21-03

\$219,000.00

Project Description:

To provide funding for DPS HP to continue enforcement of traffic laws on the highways and to conduct public outreach to include educational activities at schools, at community events, and on various media sources on safe driving. Continue to fund overtime costs (116hrs) of HP personnel to conduct HVE traffic enforcements such as saturation patrols and laser speed.

Funds will also be for printing of educational materials to be distributed at educational presentations; investigation supplies; office and operational supplies; for purchase of cage and accessories for vehicles purchased in FY20; for the purchase of an Onboard Diagnostic (OBD) II Scanner equipment to be utilized during crash investigations to include training by the manufacturer; and for purchase of a checkpoint trailer for Tinian.

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

Saipan

- 4 (1x quarterly) traffic enforcements using (2) types of strategies: 1) High Visibility Enforcement – utilizing marked police vehicles and 2) Low Visibility Enforcement – utilizing unmarked vehicles for covert traffic law enforcement.

Rota

- 2 laser speed mobilizations during the San Francisco Fiesta in October.

Tinian

- 4 traffic enforcements (saturation patrols and speed enforcements): (2) during the Tinian Pika Festival in February, and (2) during the Tinian San Jose Fiesta in May.

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

Saipan

- 4 (1x quarterly) public awareness and education about safe and defensive driving at schools and public events to explain why safe driving on the highway is important to save lives and properties. Topics will include aggressive driving and distracted driving. Distracted driving includes using cellular phone (talking or texting), eating, smoking, reading, operating other electronic forms, attending to personal hygiene, etc.

Rota

- 12 (1x monthly) educational outreach at schools and community events/meetings to increase safety awareness on pedestrian & bicycle safety and speed.

- 3 in April during the National Distracted Driving Awareness Month.

Tinian

- 2 (1x each) during the Pika Festival in February, and San Jose Fiesta in May on safe driving.
- 4 (1x quarterly) at high school on speed and distracted driving.

Intended Sub-recipient

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

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Police Traffic	\$219,000.00		

Equipment Purchase

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Onboard Diagnostic (OBD) II Scanner	1	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00
Checkpoint Trailer	1	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00

Countermeasure Strategy: Trainings, Conferences, Meetings

Program Area: Police Traffic Services

Project Impacts

Due to changes in technologies in vehicles and crash investigation equipment, appropriate training is important so that officers are able to properly investigate crashes, identify causes, and distribute resources as necessary to prevent future crashes. Attending conferences such as Lifesavers Conference and others that focus on highway safety is also beneficial as they offer the law enforcement personnel up-to-date information, and innovative ways to improve the different program areas or implement new ones. It will assist them in improving their skills while performing their duties. Meetings with traffic safety partners also offers information from different agencies and strengthens the collaboration in the effort of finding traffic safety solutions within the CNMI.

Linkage Between Program Area

Trainings related to traffic crash investigations will benefit the newly assigned officers as well as the seasoned officers in their roles as they respond to traffic crashes, conduct investigations, and collection of data.

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

Rationale

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

Planned Activity in Countermeasures Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Trainings, Conferences, Meetings

Project Number: PT 21-01A, 21-02A, 21-03A

\$66,300.00

Project Description:

The DPS HP Sections will use funds for contractual services for the At-Scene Traffic Crash Investigation course for (30) students from Saipan, Tinian, and Rota. Also to send (2)-Saipan, (2) –Tinian, and (1)-Rota DPS HP officers to attend Lifesavers Conference.

- 30 students to attend the At-Scene Traffic Crash Investigation course to be held in Saipan.
- 5 to attend Lifesavers Conference.

Intended Sub-recipient

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

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Police Traffic	\$66,300.00		

PROGRAM AREA
Speed Enforcement

Description of Highway Safety Problems (Saipan)

Based on the last (5) year’s statistics (2015-2019), the island of Saipan recorded (16) traffic fatalities and (48) serious injuries crashes. (11) out of the (16) traffic fatalities, which is 68.75% and (47) out of (48) serious injuries, which is 97.92% were due to speed.

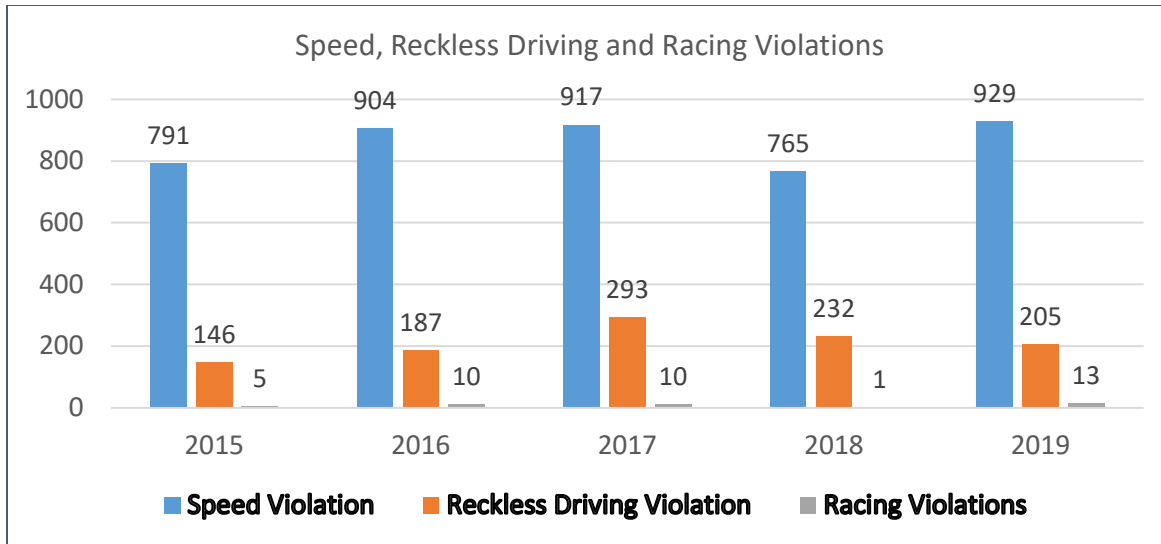
During the COVID-19 pandemic shutdown, there was an increase on speed violations on the highways. This may be due to the limited business hours, closure of schools and government agencies, which meant less vehicles traveling on the highways therefore, motorists think that speeding won’t pose as much safety threat.

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

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

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

	2015	2016	2017	2018	2019
Speed Violation	791	904	917	765	929
Reckless Driving Violation	146	187	293	232	205
Racing Violations	5	10	10	1	13



Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (State crash data files)	2021	5 Year	2
2021	C-2) Number of serious injuries in traffic crashes(State crash data files)	2021	5 Year	8
2021	C-6) Number of speeding-related fatalities (State crash data files)	2021	5 Year	1
2021	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2021	5 Year	0

Countermeasure Strategy: Speed Enforcement

Program Area: Police Traffic Services

Project Impacts

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

Goals:

- To decrease fatalities in speed-related crashes by 50% from 2 (2015-2019 average) to 1 by December 31, 221.
- To decrease serious injuries in speed-related crashes by 20% from 10 (2015-2019 average) to 8 by December 31, 2021.

Linkage Between Program Area

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

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

Rationale

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

Planned Activity in Countermeasures Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Speed Enforcement

Project Number: PT 21-01B, 21-02B, 21-03B

\$1,400.00

Project Description:

The DPS HP personnel will continue to conduct enforcement activities and educational presentations during regular shifts (day and night). Funds will be used to rent vehicles for covert operations.

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

- conduct (4) educational contacts at schools (1x quarterly) to target young drivers on the dangerous consequences of speeding.
- conduct weekly random speed enforcement activities throughout the year to include covert operations.
- conduct (4) saturation patrols (1x quarterly) as deterrence.
- conduct (24) zero tolerance speed enforcement (2x monthly) using LTI 20/20 and radar instrument at random hours.

Intended Sub-recipient

CNMI Dept. of Public Safety, Highway Patrol Section

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Speed Enforcement	\$1,400.00		

PROGRAM AREA

Traffic Records

Description of Highway Safety Problems

The Saipan Dept. of Public Safety collects and stores traffic data such as number of crashes, traffic citations issued, etc. Such data include factor or cause of crash, age, location of crash/violation, time of crash, etc. Saipan DPS continues to upgrade traffic record system to better serve highway safety programs such as crash, citation, adjudication, driver licensing, EMS, injury surveillance, roadway information and vehicle records. Traffic records play a vital role as we utilize these data collected to target problematic factors to apply preventive measures. The CNMI Traffic Records Coordinating Committee continue on its efforts to improve accuracy, completeness, timeliness, uniformity, accessibility, and integration of data.

We have also launched the e-citation system which links up with CRS and JustWare system of the courts and the Attorney General's Office for better communication and record management. However, due to limited amount of resources such as hardware (laptop, printers), some law enforcement personnel continue to cite violators with manual paper tickets. There are currently (11) total hardware for the whole department of over (60) law enforcement vehicles. The (11) units are assigned to the HP Section personnel. The current paper ticket process involves DPS, the Court, and the AGO. The implementation of the e-citations saves manpower hours, reduces deficiencies between the three agencies which sometimes cause delays to access citations, and also lead to the dismissal of traffic cases. Law enforcement personnel have 5-7 days to deliver paper citations to the court. These combined delays and issues result in inaccurate traffic citation reporting. In addition, the delays may also prevent violators from being able to make payments. Saipan has visiting tourists traffic violators, and with the average length of stay being 4-6 days only, most times the citations are unpaid when these tourists leave the island. There is no mechanism currently in place to ensure that any traffic infractions are cleared before the renters return the vehicles.

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	2
2021	C-2) Number of serious injuries in traffic crashes(State crash data files)	2021	5 Year	1
2021	C-4) Number of unrestraint passenger vehicle occupant fatalities, all seat positions (State crash data files)	2021	5 Year	0
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data files)	2021	5 Year	0
2021	C-6) Number of speeding-related fatalities (State crash data files)	2021	5 Year	1

2021	C-7) Number of motorcycle fatalities (State crash data files)	2021	5 Year	0
2021	C-8) Number of un-helmeted motorcycle fatalities	2021	5 Year	0
2021	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2021	5 Year	0
2021	C-10) Number of pedestrian fatalities (State crash data files)	2021	5 Year	1
2021	C-11) Number of bicyclist fatalities (State crash data files)	2021	5 Year	0

Countermeasure Strategy in Program Area

Countermeasure Strategy
Traffic Records Specialist
Grant Application/Strategic Highway Safety Plan Update

Countermeasure Strategy: TR Specialist

Program Area: Traffic Records

Project Impacts

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

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

Linkage Between Program Area

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

Rational

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

Planned Activity in Countermeasures Strategy

Planned Activity Description

TRAFFIC RECORDS – Traffic Records Specialist

Project Number: TR 21-00

\$49,700.00

Project Description:

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

CNMI Department of Public Safety, Saipan Highway Patrol Section

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Traffic Records	\$49,700.00		

Countermeasure Strategy: 405c Grant Application/Strategic Highway Safety Plan Update

Program Area: Traffic Records

Project Impacts

The development of the FFY2021 405c grant application and the Strategic Highway Safety Plan Update will enable the CNMI to receive funding for the 405c State Traffic Safety Information System Improvement grant. This task will be contracted to a vendor familiar with the CNMI’s system.

Linkage Between Program Area

To continue applying grants for the CNMI to improve its current system and to provide strategic highway safety update.

Rationale

Continuous improvement of the CNMI’s traffic safety system through the 405c grant.

Project Number: TR 21-01

\$27,300.00

Project Description:

Funds will be used for contractual services for vendor to develop the FFY2021 405C Grant Application; and the Strategic Highway Safety Plan Update in order for the CNMI to receive funds.

Intended sub-recipient

CNMI Department of Public Safety, Highway Safety Office

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Traffic Records	\$27,300.00		

PROGRAM AREA
Pedestrian & Bicycle Safety

Description of Highway Safety Problems

PEDESTRAIN DATA	2015	2016	2017	2018	2019
Total auto/pedestrian related traffic crashes	27	16	37	25	16
Total auto/pedestrian related serious injuries	2	1	6	1	1
Total auto/pedestrian related fatalities	0	0	3	3	1

BICYCLE DATA	2015	2016	2017	2018	2019
Total auto/bicycle related traffic crashes	6	11	8	14	14
Total auto/bicycle related serious injuries	2	1	6	1	1
Total auto/bicycle related fatalities	0	0	0	0	0

Saipan’s tourism attraction includes at least (4) yearly triathlon events. The CNMI Marianas Visitors Authority (MVA) coordinates annual events (Tagaman Triathlon and Hell of the Marianas) competition consisting of swimming, running and bicycle races which bring in participants from Guam, Japan, Korea, China and Australia.

Local bicycle clubs and runners have also increased. During these events, enforcement officers are tasked to protect the athletes from getting injured on the highways by monitoring and directing traffic to ensure clearance of vehicles on the highway/roadway being utilized by the participants. Prior to these events, participants are informed of the traffic or roadway rules, however, violations still occur.

Other than tri-athletes, there are residents in the community that are not aware and have yet to be educated on how to properly cross highways/roadways safely.

A factor of non-compliance could be the lack of crosswalks in some areas, or crosswalks that are in dire need of repair, as most of them are almost non-visible. HSO is also working with the Dept. of Public Works to identify, repair existing, and install more crosswalks throughout the island with proper lighting for better visibility.

Data shows that the CNMI recorded (16) auto/pedestrian related crashes. In addition, bicycle related traffic crashes increased from (12) in 2018 to (14) in 2019. In the past (3) years, nearly 50% of traffic fatality involved pedestrians.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-10) Number of pedestrian fatalities (state data crash file)	2021	5 Year	1
2021	C-11) Number of bicyclists fatalities (state data crash file)	2021	5 Year	0

Countermeasure Strategy in Program Area

Countermeasure Strategy
Enforcement and Education

Countermeasure Strategy: Enforcement and Education

Program Area: Pedestrian & Bicycle Safety

Project Impacts

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

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

Goals:

- To decrease fatalities in pedestrian-related crashes by 100% from 1 (2015-2019 average) to 0 by December 31, 2021.
- To decrease serious injuries related to pedestrian crashes by 50% from 2 (2015-2019 average) to 1 by December 31, 2021.
- To maintain fatalities in bicycle-related crashes by 100% at 0 (2015-2019 average).
- To maintain serious injuries related to bicycle crashes by 100% at 0 (2015-2019 average).

Linkage Between Program Area

By conducting public education activities to explain why utilizing marked pedestrian crosswalks for safety is important, as well as addressing the motorists to be vigilant for pedestrians when driving especially at night where there is little or no lighting.

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

Target highly populated areas and conduct high visibility (checkpoints) and/or low visibility (covert) pedestrian/bicycle traffic law enforcements.

Rationale

Conducting continuous outreach to educate the public through various media sources and presentations at all schools (to include PTA meetings); AND enforcement activities will reduce auto-pedestrian and auto-bicycle crashes. More emphasis will be targeted to tourists, as well as households without vehicles as they are the population that more frequently get involved in auto-pedestrian crashes.

Planned Activity in Countermeasure Strategy

Planned Activity Description

PEDESTRIAN & BICYCLE SAFETY-Enforcement & Education

Project Number: PS 21-01

\$19,300.00

Project Description:

The DPS HSO will continue to fund for overtime costs (84hrs) of enforcement activities by the DPS HP Section personnel. This will include rental vehicles to be used during covert operations. HVEs will target highly populated areas such as schools and tourist concentrated areas such as the downtown Garapan shopping area where there are many shops selling island souvenirs, the Duty Free Shops, and multiple restaurants.

Highway Patrol officers in Saipan will conduct the following activities:

- conduct a minimum of (4) Pedestrian/Bicycle Safety public education activities throughout the year on the importance of proper and safe highway/roadway crossing at schools, government agencies, and at community events to educate pedestrians/bicyclists as well as motorists.
- conduct a minimum of (12) zero tolerance enforcements throughout the year at areas that have clearly marked crosswalks. After Dept. of Public Works complete renovations of the crosswalks requiring work, the enforcement will expand to those areas as well.
- continue to work with the Dept. of Public Works on repairing crosswalks that are non-visible, identify new locations to add more crosswalks, and to have lightings replaced or installed.
- continue to work with the legislature to re-introduce J-Walking bill and the vehicle window tint regulations since most of the auto-pedestrian and auto-bicycle crashes involve vehicle with darkly tinted windows.

Intended Sub-recipient

CNMI Department of Public Safety, Saipan Highway Patrol Section

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Pedestrian & Bicycle Safety	\$19,300.00		

Traffic Safety Enforcement Program

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

Planned Activity Name
ID Enforcement Activities
OP – Enforcement Activities
PTS Enforcement Activities
Speed Enforcement Activities

Enforcement and Education

We continue to educate and enforce speed violations on our roadways and highways but we continue to see numbers of speed related crashes involving serious injuries and fatalities and speed violation traffic citations increase. We currently conduct public education about the consequences of speeding by paid advertisement, at school and community functions. We are also currently conducting speed enforcement by high visibility highway patrol and random speed enforcement activities at different locations that motorists are prone to drive at high speeds such as the As Terlaje Hill Road, Puerto Rico Middle Road, Tanapag Road and San Roque Road. These are long stretch of roads with little or no traffic lights or road bumps.

The newest traffic law enacted in March, 2020 “Mobile Electronic Device Restrictions in Vehicle Safety Act” will deter operators in the use of any electronic devices while operating and in control of a motor vehicle. We will conduct public education on consequences and fines to motor vehicle operators who are distracted while in control of the vehicle. With this, we will provide data to the Highway Safety Office on the progression and compliance.

Deployment Resources

Speed enforcement activities are conducted by the highway patrol officers at random locations. Because of the influx of new vehicles in Saipan, we will continue to be vigilant in speed enforcement. With the new fleet of police vehicles, we will be at high prone crash locations for more police visibility to deter speed violators.

Therefore, we have determined the following additional enforcement strategies:

- a. Conducted covert speed enforcement with unmarked vehicles (rental vehicles).
- b. Conduct zero tolerance speed enforcement.
- c. Increase the number of laser speed enforcement.
- d. Continue to conduct high visibility speed enforcement.
- e. Conduct minimum of ten (10) speed enforcement activities per month

Effective Monitoring

Continuous monitoring of the enforcement is another important element of the CNMI's Highway Patrol enforcement program. Enforcement agencies receiving grant funding are required to provide after action report or detail information on the program progress submission to Highway Safety Office which include data on the activities conducted, such as location, time, manpower and number of traffic violations issued and arrests made. Funding decisions for the subsequent years are based on the effectiveness and performance of the enforcement project. The Highway Patrol will submit data or after action reports on certain grant funded activities. This information will be vital to monitor and improve enforcement tactics, strategies, and assist in certain traffic laws that might need revisions or changes.

Analysis of crashes, crash fatalities, injuries in the areas of highest risk

The CNMI continues to see traffic crashes, injuries and fatalities each year in the areas of Speed, Impaired Driving, and Pedestrian. Analysis and identification of the areas of these crashes determines where enforcement efforts will be targeted at and what type of enforcement.

Based on the last (5) year's data (2015-2019), Saipan had (16) traffic fatalities and (48) serious injuries. (11) of the (16) traffic fatalities, or 68.75% and (47) of the (48) serious injuries or 97.92% were due to Speed.

In 2018, there were (216) DUI arrests, (8) serious injuries, and (4) fatalities involving alcohol. Data shows that there were (16) recorded auto/pedestrian and (14) auto/bicycle crashes in 2019. In the last 3 years, nearly 50% of traffic fatalities involved pedestrians.

Aggressive seat belt enforcement targeting motorists that are not complying with the CNMI law on child restraint and seat belt will be conducted. We will conduct selective traffic enforcement on seat belt on a monthly basis to include checkpoints at different locations. Also, we will continue to conduct outreach programs to the community to ensure awareness of the importance of seat belt use.

High Visibility Enforcement (HVE)

Planned High Visibility Enforcement strategies to support national mobilizations:

Countermeasures Strategy
Communication Campaign
Impaired - Enforcement
OP - Enforcement
PTS - Enforcement
Speed Sustained Enforcement

High Visibility Enforcement activities that demonstrate the State's Support and participation in the National High Visibility Enforcement Mobilizations to reduce alcohol-

impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Planned Activity Name
ID Enforcement Activities
OP – Enforcement Activities
PTS Enforcement Activities
Speed Enforcement Activities

405 (b) Occupant Protection Grant

Occupant Protection Plan

Description of Highway Safety Problems

Occupant Protection/Child Restraint DATA	2015	2016	2017	2018	2019
Occupant Protection usage rate	95.58%	92.30%	92.23%	89.28%	93.97%
Child Restraint usage rate	64.52%	57.17%	64.53%	72.32%	80.42%
Total seat belt citations issued	220	697	1,090	840	1,447
Total child restraint citations issued	52	46	73	33	159
Total serious injuries seat belt use	0	0	0	0	0
Total serious injuries non-seat belt use	13	11	10	8	1
Total serious injuries child restraint use	0	0	0	0	0
Total serious injuries non-child restraint use	0	0	0	0	0
Total fatalities: seat belt	0	4	2	0	0
Total fatalities: child restraint	0	0	0	0	0

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participating in Click-It-Or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Saipan DPS Highway Patrol Section
Tinian DPS Highway Patrol Section
Rota DPS Highway Patrol Section

Description of the State’s planned participation in the CIOT national mobilization:

Planned Participation in Click-It-Or-Ticket

The islands of Saipan, Tinian, and Rota will maximize enforcement efforts by encouraging multi-agency campaigns with the timing of news release, airing of OP/CR ads, educational contacts at schools and at community events; safety belt and child seat inspections during the national Click-It-Or-Ticket and Child Passenger Safety Week campaigns.

The following activities will be performed:

1. OP/CR checkpoints (day and night)

2. Covert operations
3. Public outreach activities
4. Car seat inspections

Child Restraint Inspection Stations

Countermeasure Strategy
Child Restraint System Inspection Station (s)
OP Enforcement
OP Program Management

There are (8) inspection stations in the CNMI:

- Saipan has (6): HSO office, HP Section, Susupe Fire station, Garapan Fire station, Kagman Fire station, and Koblerville Fire station
- Tinian has (1): Tinian DPS HP Section
- Rota has (1): Rota DPS HP Section

Parents and caregivers visit these inspection stations for installation of child restraints or for instructions on proper selection, installation, recall and expired seat issues.

Total number of planned inspection stations and/or events in the state serving each of the following population categories: urban, rural, and at-risk:

Populations served – urban: **10**
 Populations served – rural: **10**
 Populations served –at risk: **10**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child Passenger Safety Technicians

Countermeasure Strategy
Child Restraint System Inspection Station (s)
OP Enforcement
OP Program Management

The CNMI currently has the following:

- Instructors – 5 (2-Saipan, 1-Tinian, 2-Rota)
- Technicians – 61 (56-Saipan, 2-Tinian, 3-Rota)

Estimated total number of classes to be conducted: **3**
 Estimated total number of technicians to be certified: **50**

Maintenance of Effort

ASSURANCE: The lead state agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State’s statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

Citations

Legal Citation Requirement: The State’s statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.

Legal Citation: **CNMI 9CMC 4108 (d) (g) (e-1) and (e-2)**

Amended Date: N/A

Seat Belt Enforcement

Countermeasure Strategy
OP – Enforcement
OP – Program Management

Planned Activity Name
OP – Enforcement Activities

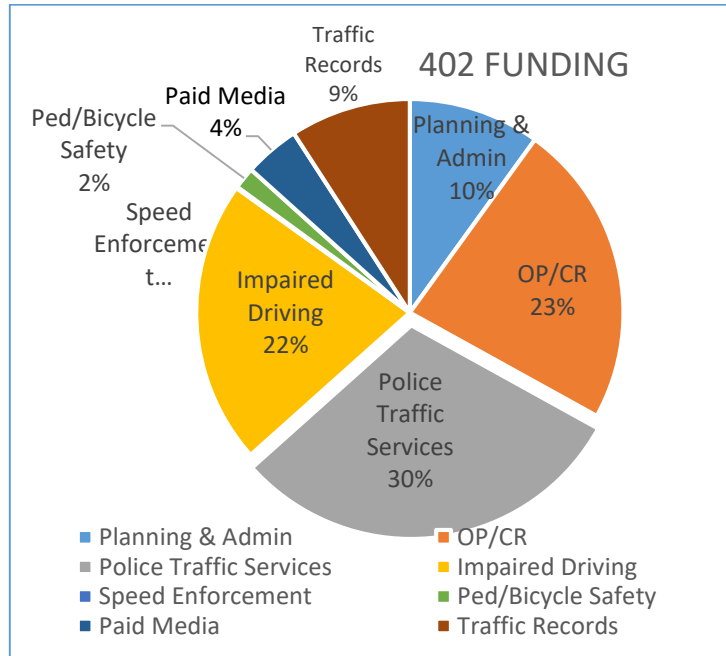
High Risk Population Countermeasure Programs

Countermeasure Strategy
Child Restraint System Inspection Station(s)
OP – Enforcement
OP – Program Management

Planned Activity Name
Inspection Stations
OP – Enforcement Activities

Program Fund Distribution by Program Area - \$1,170,450.00

Planning & Admin	11%	\$116,650.00
OP/CR	17%	\$270,000.00
Police Traffic Services	33%	\$355,300.00
Impaired Driving	23%	\$252,000.00
Speed Enforcement	0%	\$1,200.00
Ped/Bicycle Safety	2%	\$19,300.00
Paid Media	4%	\$49,000.00
Traffic Records	10%	\$107,000.00
100%		\$1,170,450.00



Planned Fund Distribution by Fund Type - \$294,600.00

405(b) Incentive	64%	\$188,600.00
405© State Data Improvement	36%	\$106,000.00
100%		\$294,600.00

