



Commonwealth of the Northern Mariana Islands (CNMI)



Department of Public Safety - Highway Safety Office



Fiscal Year 2018 Highway Safety Plan

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Acronym Guide

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

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



DEPARTMENT OF PUBLIC SAFETY
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS
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June 15, 2017

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

Dear Mr. Murphy:

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

The CNMI Department of Public Safety (DPS), Highway Safety Office (HSO) is hereby submitting its Fiscal Year 2018 Highway Safety Plan (HSP). The HSP is intended to continue the efforts of addressing the traffic safety needs of the CNMI.

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

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

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

I hope that the CNMI Fiscal Year 2018 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 2018
Highway Safety Plan**

prepared for

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

prepared by

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

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

Commonwealth of the Northern Mariana Islands
DEPARTMENT OF PUBLIC SAFETY
Commissioner Robert A. Guerrero
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Approved By:  Date: 6/27/17
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 2018 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

1. Data and Other Information Sources

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

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

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

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

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

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

Citation /Adjudication – The DPS holds records of citations in the CNMI. Most of the citations submitted are paper tickets. The E-Citation project is pending legislation for clarity of signature legality. DPS' goal is to have all sections of the department have E-Citation capability. The E-Citation project will allow citation data to be accessible between DPS, the Attorney General's Office, and the Court.

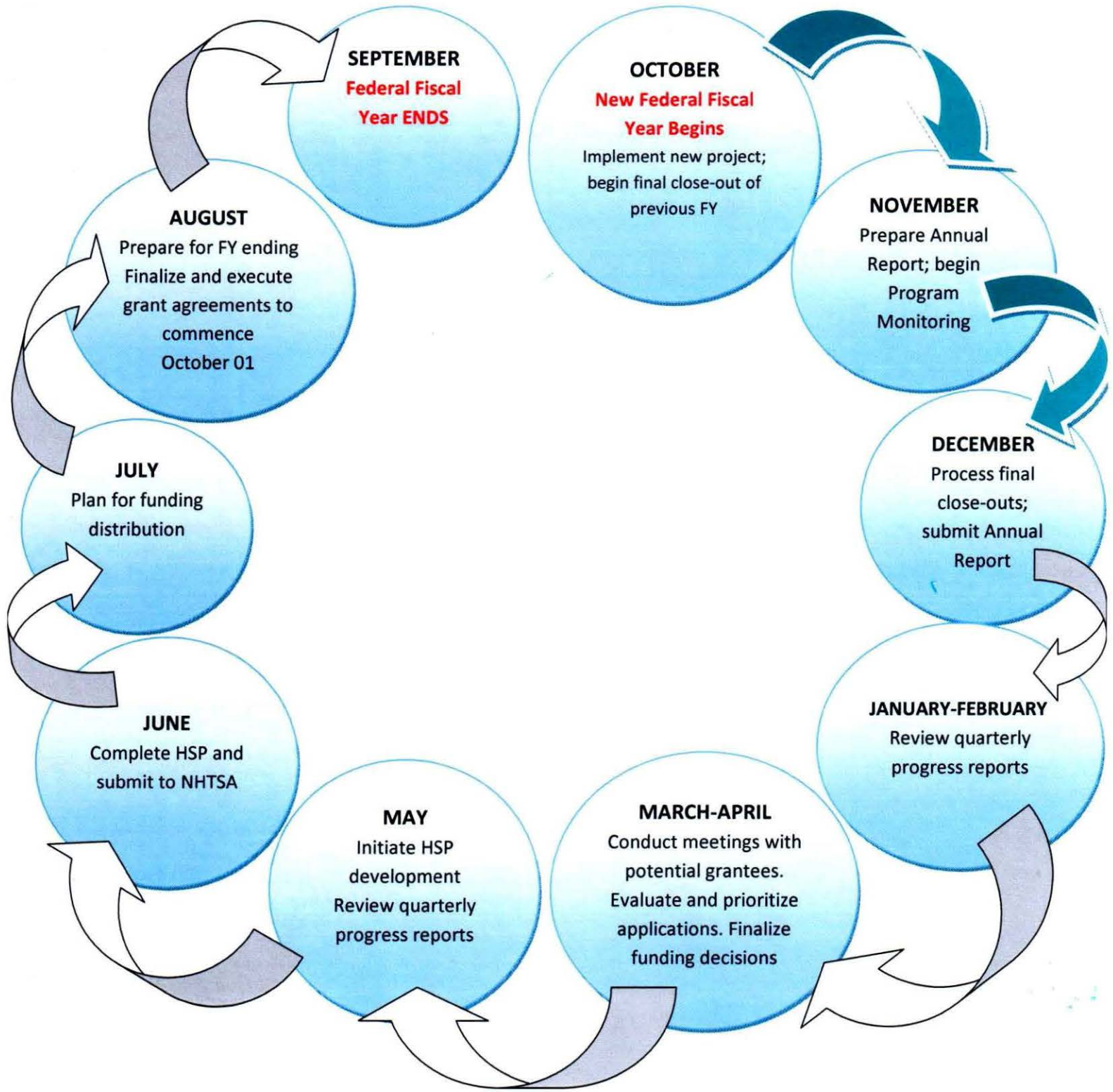
Vehicle – The DPS BMV maintains the vehicle data system. This includes Vehicle registration and title transactions.

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

Survey Results

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

CNMI Highway Safety Office Annual Planning Calendar



2. Partnerships and Collaboration

The CNMI Traffic safety officials (Saipan, Tinian and Rota Highway Patrol Divisions) recognize that for a 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 has maintained strong partnership with other government agencies such as the Department of Fire & EMS, Commonwealth Health Care Corporation, Commonwealth Ports Authority, and numerous business establishments. These partners share the common interests to reduce traffic crashes, injuries and fatalities in the CNMI highways.

PLANNING AND ADMINISTRATION

Program Overview:

The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the Department of Public Safety, Highway Safety Office. These activities include:

- Identifying the CNMI's most significant traffic safety problems;
- Prioritizing problems and developing methods for the distribution of funds;
- Developing the Annual Highway Safety Plan;
- Evaluating accomplishments;
- Increasing public awareness and community support;
- Participating on various traffic safety committees;
- Organizing traffic safety groups, advocate and non-profit organizations;
- Coordinating public information and education programs;
- Generally promoting and coordinating traffic safety in the CNMI.

Goals and Performances Measures:

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

- Develop a coordinated Highway Safety Plan/Performance Plan by July 1, 2018.
- Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan.
- To conduct an active public awareness and community support programs during fiscal year 2018.
- To support and to amend current highway safety traffic laws and legislation.
- To develop the Highway Safety Annual Report for FY 2017 by December 31, 2017.
- To seek full support with the Commissioner of Public Safety/Governor's Representative (GR) to utilize all available means for improving and promoting the CNMI's traffic safety program.

Child Passenger Safety Trainings, Public Awareness and Inspections



**Department of Public Safety
Saipan Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (OP 18-01)

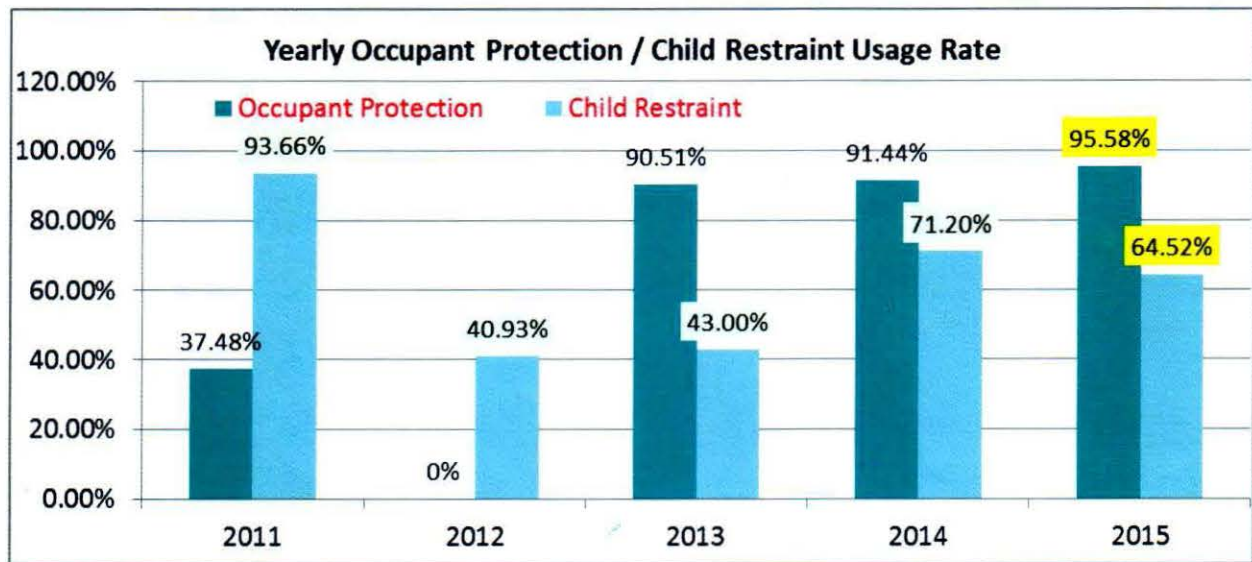
Problem Identification

Through a survey conducted by DPS Highway Patrol Section in June of 2016 and September 2016, it was concluded that seat belt usage for vehicle occupants: 92.30% and child restraints: 57.17% respectively. The seat belt usage has decreased 3.28% from 95.58% in 2015 and child restraint usage has decreased 7.37% from 64.52% in 2015. With the usage percentage dropping with the same amount of efforts of proactive and enforcement measure, it continues to be a challenge for authorities.

There are few contributing factors for unrestrained child occupant violations. First major factor is the low minimum wages for the CNMI, which is \$6.05 an hour compared to high cost of living in the CNMI. For example, the common necessities of living such as fuel for vehicle costs \$3.95 a gallon for regular unleaded fuel and no availability of public transportation system, a vehicle is a must have in every household . Another problem the public faces is the utility rates of \$0.47 per kilowatts and certain number of utility surcharge which average household of (5) spends about \$200 to \$400 per month just for power and water bill alone. With the high cost of living and low minimum wage, the price of car seats in Saipan ranges of \$160 to \$300 and are unaffordable to many households. Even with the availability of Car seat vouchers of \$125, not all people can afford the difference for a child restraint.

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

To Maximize rate of occupant restraint use; to increase safety belt usage for occupants and child restraint by calendar year 2017; to decrease unrestrained passenger vehicle occupant fatalities by 50% from 1 in Fiscal Year 2014 to 0 by December 31, 2017; to decrease unrestrained passenger vehicle occupant injuries by 10% from 99 in Fiscal Year 2015 to 90 by December 31, 2017; to increase the number of seat belt citations by 10% from 220 during Fiscal Year 2015 to 242 by December 31, 2017.



Strategies and Activities

Strategy(1): Enforcement

Activity :(1.1)

- Increase the number of random OPCR checkpoints during day and night, inspections and conduct low visibility/covert enforcement.
- Maximize enforcement visibility by encouraging multi-agency campaigns and coordinating campaigns with the timing of news release, PSA posting safety belt/child seat inspections, and nationwide events such as “Click it or Ticket” and “National Child Passenger Safety Week”.
- Promote correct use of child restraint systems among the general public parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.

Performance measures:

- Salary of police officers at approved OPCR mobilizations and CPS inspections.
- Conduct a minimum of six (6) OPCR checkpoints and CPS check-up events every quarterly.
- Funding vehicle rentals for low visibility/covert enforcement operations.

Strategy (2): Education

Activity (2.1):

Conduct public education activities on gains vs. losses and importance of using vehicle restraints, instructions on properly usage/installation and requirements of the CNMI law.

Performance measures:

- Conduct minimum of three (3) OPCR presentations per quarter at schools and public functions.
- Acquisition of banners, signs, brochures, pamphlets, and exposure and to educate the public about OPCR on media advertisements.
- Conduct minimum of three (3) OPCR courtesy Child Restraint inspection/checkup events at public functions.
- Salary for police officers who performs the educational contacts during national campaigns.

Strategy(3): Infrastructure**Activity (3.1):**

Increase the number of certified and trained professionals within the island. Improve the effectiveness of education of child and passenger safety training, technician certification, recertification, child seat fitting station, and seat distribution programs. Maintain CNMI wide pool of certified child passenger safety technicians (CPST) who can routinely provide child safety seat check-ups to meet demand within their local communities.

Performance measures:

Increase the number of CPS technician instructors to have on-island instructors to maximize the number of CPS technicians in the island of Saipan to certify additional Police Officers, Fire/EMS personnel, Nurses and other highway safety advocates and increase the number of availability of CPS Technicians.

- Subsidize purchase of child restraints for no and low-income families as conditions of federal funding programs.
- Foster cooperative relationships and resources sharing with CNMI government agencies and private businesses.
- Form a Traffic Law Committee to work with local legislation on adjusting outdated fee scheduling of fines and proposing new laws to help keep the traveling community safe on local highways.
- Send two (2) certified CPS Technicians to upcoming Lifesavers conference in San Antonio, Texas to have them gain knowledge in national updates on programs.
- Send two (2) certified CPS Technicians to upcoming Kids In Motion conference to have them gain knowledge in national updates on programs.

**Department of Public Safety
Rota Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (OP 18-02)

Problem Identification

The Rota Department of Public Safety continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2012, 54 safety belts citation were issued for drivers, 25 for passengers and 0 for children. In 2013, 82 safety belts citations were issued to drivers, 54 for passengers, 14 for children. In 2014, 102 safety belts citation were issued for drivers, 45 for passengers, and 4 for children. In 2015, 74 safety belt citations were issued for drivers, 30 for passengers, and 16 for children. In 2016, 78 safety belt citations were issued for drivers, 31 for passengers, and 2 for children. The average safety belt citation for drivers per year is seen at about 73.8% and 49.16% for passengers, and 5.8% for children.

Driver safety belt violation makes up 57.3% while passenger is marked at 38.16% and children violations stands at 4.5%. Based on Rota's belts use for occupant protection in 2009 of 88% the Rota Department of Public Safety still adds emphasis in the area of educating the occupants and instilling a positive behavior with respect to seatbelt usage. Continued enforcement is seen as a step towards achieving and changing this behavior pattern of the motoring public and emphasizing as to the importance of safety belt use. It is necessary to continue our efforts to ensure users surpass the current belt usage rate.

Based on surveys conducted on 2011 the seat belt usages rate was at 89%. Surveys conducted on 2012 were found at 84%. Surveys conducted in 2013 were found at 82%. Surveys conducted in 2014 were found at 80.64%. And lastly, surveys conducted in 2015 were found at 83%. This brings a five year average of 83.72%.

Targets and Objectives

Maintain unrestrained passenger vehicle occupant fatalities at 0 in Fiscal Year 2015 to 0 by September 30, 2018.

Decrease unrestrained passenger vehicle occupant injuries 50% from 2 in Fiscal Year 2012 to 1 by September 30, 2018.

To increase the number of seat belt citations 10% from 104 during Fiscal Year 2015 to 114 by September 30, 2018.

Strategies and Activities

Strategy (1): Enforcement

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

Performance Measures:

- During the month of October 2017, officers within the agency will conduct three (3) saturation patrols to enforce seatbelt and child restraint violations during the island's main fiesta event wherein there is a large number of tourist vehicular population as well as locals (3 ops X 8hrs. X 7 officers = 168hrs.of overtime).
- For the month of May 2018 and the month of September 2018, officers within our agency will conduct 12 OP/CR checkpoints during the Click it or Ticket month. (12 CP's X 4 hrs. X 7 Officers = 420 hrs.)
- During the month of August 2018, officers within the agency will conduct three (3) saturation patrols to enforce seatbelts and child restraint violations as part of back to school safety week (3 ops X 8hrs. X 7 officers = 168hrs.of overtime).

Strategy (2): Education

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

Performance Measures:

- Beginning with start-date approval, officers within our agency will conduct educational contacts at schools, civic organization meetings and other locations twice a month to increase safety awareness on occupant protection and child restraints, and factors of traffic crash injuries while not being properly restraint. These contacts will be done twice a month until September 30, 2018.
- Throughout the month of May 2018, officers within our agency will conduct three educational contacts at schools, civic organization meetings and other locations to increase safety awareness on occupant protection during the Click it or Ticket mobilization month.
- During the months of May and September 2018, officers will acquire sign boards/banners, pamphlets, flyers, etc. for distribution during the Click-It-Or-Ticket and Child Passenger Safety Campaigns.

Strategy (3): Professional Development and Training

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

Performance Measures:

- Beginning with start-date approval, Child Passenger Safety Instructor from our agency will conduct one (1) Child passenger safety technician recertification course before September 30, 2018.

- During the month of August 2018, send (1) one child passenger safety technicians to attend Kids In Motion conference

Strategy (3.2): Equipment Purchase

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

Performance Measures:

- Acquisition of one (1) outdoor storage unit for storage of OP/CR equipment.
- Acquisition of two (2) 20'x40' tents for use during Check-up events.
- Acquisition of two (2) foldable tables with benches for Check-up events.
- Acquisition of funding to continue with Child restraint assistance voucher program.

**Department of Public Safety
Tinian Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (OP 18-03)

Problem Identification

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

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

Targets and Objectives

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

To increase the number of seat belt citations 10% from 0 during Fiscal Year 2015 to 10 by September 30, 2018.

Strategies and Activities

Strategy (1): Enforcement

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

Performance Measures:

- During the month of May 2018, officers within the agency will conduct three (3) OP/CR checkpoints as part of the Click-it-or-Ticket campaign (3checkpoints X 4hrs X 7officers =84hrs of overtime).
- During the month of September 2018, officers within the agency will conduct two (2) saturation patrols as part of the Click-it-or-Ticket campaign (2ops X 4hrs X 7officers =56hrs of overtime).
- During the month of May and September 2018, officers within the agency will conduct two (2) courtesy car seat inspections (2ops X 8hrs X 2 officers =32hrs of overtime).

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

- Conduct two (2) educational presentation at schools and at public events.
- Acquisition of educational pamphlets, brochures, banners for distribution at educational presentations, checkpoints, and check-up events.

Strategy (3): Professional Development and Training

Activity (3.1):

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

Attend the 2018 Lifesavers Conference and Kids-in-Motion Conference to stay abreast on national updates.

Performance Measures:

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

Strategy (3.2): Equipment Purchase

Activity (3.2):

Provide visual presentation of car seat usage and of its importance to parents acquiring car seat voucher.

Performance Measures:

- Acquisition of one (1) flat screen television to be utilized as educational tool for proper child restraint usage. These will be installed at the DPS Traffic Section.

**Department of Public Safety
Saipan Highway Patrol Section**

POLICE TRAFFIC SERVICES (PT 18-01)

Problem Identification

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

1. Selective Traffic Law Enforcement (STLE) Unit conducts daily traffic law enforcements, entertains traffic and non-traffic crashes, provides traffic escorts, and directs traffic at events during daytime hours on local and annual events such as Triathlon, Tagaman, Ironman, Marianas Triathlon and Hell of the Marianas. These events bring participants and visitors from other countries such as Japanese, Korean, Chinese, Filipino, Australian, and Austria, to name a few to participate.

2. Driving Under the Influence Enforcement (DUI) Unit conducts traffic law enforcement during the night and early morning hours, entertain traffic and non-traffic crashes, provides traffic escorts, and direct traffic at events.

3. Traffic Investigation Unit (TIU) and on call and standby 24 hours a day, (7) days a week to respond to traffic crashes involving serious injuries and fatalities to conduct thorough investigation. TIU investigates any automobile hit and run incidents, entertains and re-investigates Traffic Crash Reports which are completed by other Officers as they are challenged. TIU assist fellow Traffic Officers in finding out the cause of the crash using tools/equipment and special training received.

TIU works hand in hand with STLE and DUI in assisting daily traffic law enforcement activities. Highway Patrol Section provides crucial highway safety measures to the public.

In 2016, DPS Saipan issued (3,064) traffic citations and made (188) DUI arrests, recorded and entertained (2,068) traffic and non-traffic crashes and provide (101) escorts, directed traffic for highway safety measures, (171) Hit & Run cases were forwarded to TIU which (34) cases were solved and closed. Furthermore, TIU responded to (5) traffic fatality and (13) traffic crashes involving serious injuries.

In 2015, DPS Saipan issued (2,502) traffic citations and made (102) DUI arrests, recorded and entertained (1,484) traffic and non-traffic crashes and provide (101) escorts, directed traffic for highway safety measures, (76) Hit & Run cases were forwarded to TIU which (41) cases were

solved and closed. Furthermore, TIU responded to (0) traffic fatality and (13) traffic crashes involving serious injuries.

In 2014, DPS Saipan issued (4,445) traffic citations and made (157) DUI arrests, recorded and entertained (1,081) traffic and non-traffic crashes and provide (219) escorts, directed traffic for highway safety measures, (56) Hit & Run cases were forwarded to TIU which (19) cases were solved and closed. Furthermore, TIU responded to (2) traffic fatality and (29) traffic crashes involving serious injuries.

In 2013, DPS Saipan issued (2,109) traffic citations and made (150) DUI arrests, recorded and entertained (1,899) traffic and non-traffic crashes and provide (125) escorts, directed traffic for highway safety measures, (28) Hit & Run cases were forwarded to TIU which (20) cases were solved and closed. Furthermore, TIU responded to (4) traffic fatality and (13) traffic crashes involving serious injuries.

In 2012, DPS Saipan issued (1,634) traffic citations and made (144) DUI arrests, recorded and entertained (1,676) traffic and non-traffic crashes and provide (80) escorts, directed traffic for highway safety measures, (28) Hit & Run cases were forwarded to TIU which (20) cases were solved and closed. Furthermore, TIU responded to (4) traffic fatality and (16) traffic crashes involving serious injuries.

The Department of Public Safety Highway Patrol Section, Traffic Investigator along with the U.S Department of Homeland Security-ICE jointly investigated and CNMI Public Auditor's Investigators have successfully prosecuted four (4) of five (5) individuals, including a Bureau of Motor Vehicle's Driver's License Examiner Supervisor, charged for fraudulently producing and issuing CNMI Driver's License at NMI U.S District Court in 2011. The Traffic Investigators has encountered and confiscated over (48) valid CNMI Driver's Licenses produced fraudulently from motorists. The investigation is still ongoing and Traffic Investigators continues to confiscate and investigate fraudulently issued CNMI Driver's License possessed by the motorist on the highways during traffic violator stops, crashes and Checkpoints.

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

Targets and Objectives

The CNMI Department of Public Safety Highway Patrol Section will continued to provide undisrupted highway safety measures to the public and to work effectively to keep our highways/roadways safe. Remove all unqualified driver's off our highways and conduct accurate and thorough investigations on crashes involving minor, serious injuries or fatality and any matter dealing with the highway safety in a timely manner and to continue providing undisrupted services.

Performance Measures

Decreased traffic crashes involved rate from (1,484) in year 2015 to (1,181) or by 20% by December 31, 2018.

To conduct a minimum of (5) public awareness activities per year on the proper and importance of safe driving to the general public, government agencies and private sectors.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1)

To conduct Day and Night Zero Tolerance Traffic Enforcement on the highways/roadways using two (2) types of enforcement strategies: (1) High Visibility Enforcement using Police marked vehicles and (2) Low Visibility Enforcement-slightly marked/or rented vehicle for Covert Traffic Law Enforcement.

Performance Measures:

To conduct Day and Night zero tolerance enforcement on Traffic violations.

To purchase (2) Police Vehicles for Department of Public Safety Highway Patrol Section to be utilize for traffic enforcement activities.

Strategy (2): Education

Activity (2.1):

To conduct public education activities at schools and to the general public functions to explain why safe driving on the highway in important, needed and to meet requirement of the CNMI law.

Performance Measures:

To conduct a minimum of (4) public awareness and education per quarter by year 2018 about safe and defensive driving compared to none currently.

Strategy (3): Infrastructure

Activity (3.1)

Provide necessary trainings to Police Officers to increase their knowledge and expertise in traffic related such as traffic and DUI enforcement and apprehension or detection.

Performance Measures:

Bring off island Instructor to certify and provide refresher course on “Quick Mapping to those Police Officers who attended the training back in 2011 or at least to include new or recently graduated Police Officer’s from the Police Academy.

To bring off-island Instructor to conduct “Digital Photography” and “Interviewing Techniques” for Traffic Crash Investigators on Saipan, Tinian and Rota. The Instructor will certify and provide refresher course to at least (30) Police Officers.

Activity (3.2):

To continue to work with our elected officials to revisited our local law to revise/amend the CNMI traffic laws to update and to provide better traffic laws on our highways/roadways.

Performance Measures:

As we mentioned on our 2017 Highway Safety Plan, to create Traffic Law Revision Committee to revise the current traffic laws in which was created back in 1968 and last revised in 2001.

Activity (3.3):

To better equip our Police Officers with the necessary tools and equipment in addressing traffic investigation follow up.

Performance Measures:

To continued provide Cellular Phones and Internet Services for DPS, Highway Patrol Police Officers

To acquire (2) sets of Crash Investigation Equipment to replace and replenish old and deteriorated set of equipment, to include Quick Mapping Equipment and have two (2) Traffic Investigation Unit vehicle equipped with all necessary investigative tools at all time in case more than one incident occur at the same time.

**Department of Public Safety
Rota Traffic Section**

POLICE TRAFFIC SERVICES (PT 18-02)

Problem Identification

Traffic injuries are a major challenge that requires concerted efforts for effective and sustainable prevention. In 2012, 2 traffic-related injuries were reported. In 2013, no injuries were reported. In 2014 there were a total of 3 traffic-related injuries. In 2015, there was 1 reported traffic-related injury. Finally, in 2016 there were no traffic-related injuries reported.

Rota also noticed that the traffic crashes have fluctuated in the past few years. In 2012, a total of 17 traffic crashes were reported. In 2013, a total of 13 traffic crashes were reported. In 2014, a total of 16 traffic crashes were reported. In 2015, a total of 11 traffic crashes were reported. And in 2016, a total of 23 traffic crashes were reported. Despite the fluctuation of crash incidences focused attention is still required to bring the number to a minimum.

However, based on population and roadway size this becomes a large number. Rota has also seen an increase in motorcycle activity on the island. With the global rising of fuel cost, many residents and tourists access this mode of transportation due to fuel and maneuverability. Though we have only captured a minimal number of motorcycle incidents in the past three years, authorities continue to focus its efforts on educating and enforcing motorcycle laws on our highways and roadways.

Targets and Objectives

To maintain fatalities in speeding-related crashes at 0 during Fiscal Year 2016 to 0 by September 30, 2018.

To decrease injuries in speeding-related crashes 65% from 3 during Fiscal Year 2014 to 1 by September 30, 2018.

To increase the number of speeding citations 20% from 28 during Fiscal Year 2015 to 34 by September 30, 2018.

Other Traffic Safety Problem Areas:

To maintain fatalities at 0 during Fiscal Year 2016 to 0 by September 30, 2018.

To decrease traffic injuries 65% from 3 during Fiscal Year 2014 to 1 by September 30, 2018.

Strategies and Activities

Strategy (1): Enforcement

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

Performance Measures:

- Beginning with start-date approval, officers within our agency will conduct 2 speed trap enforcement operations every month until September 2018. (2 operations X 3 hours per op. X 6 officers X 8 months = 288 hours)
- Beginning with start-date approval, officers within our agency will conduct educational contacts at schools, civic organization meetings and other locations once a month to increase safety awareness on motorcycle safety and speed, factors of traffic crash injuries. These contacts will be done once a month until September 30, 2018.
- During the month of October 2017, officers within our agency will conduct 4 saturation patrols and laser speed mobilizations to enforce speed violations during the island's main fiesta event wherein there is a large amount of tourist vehicular population as well as local. (4 operations X 8 hrs. per op. X 6 officers = 192 hrs. overtime)
- During the month of November 2017, officers within our agency will conduct 3 saturation patrols and laser speed mobilizations to enforce speed violations. (3 operations X 8 hrs. per op. X 6 officers = 192 hrs. overtime)

Strategy (2): Education

Activity (2.1): To increase the number of educational contacts at school, civic organization meeting and other locations to increase safety awareness.

Performance Measures:

- Throughout the month of April 2018, officers within our agency will conduct three educational contacts at schools, civic organization meetings and other locations to increase safety awareness on distracted driving during National Distracted Driving Awareness Month.
- Throughout the month of May 2018, officers within our agency will conduct three educational contacts at schools, civic organization meetings and other locations to increase safety awareness on motorcycle safety during Motorcycle Safety Awareness Month.

Strategy (3): Professional Development and Training/Equipment

Activity (3.1): To enhance the skills and increase the number of trained safety personnel within the Rota, Department of Public Safety.

Performance Measures:

- During the month of July 2018, officers within our agency will attend an “Digital Photography” course provided by the Institute of Police Technology and Management
- During the month of July 2018, one officer within our section will attend the “Quick Mapping” course provided by the Institute of Police Technology and Management (IPTM).
- Beginning of start date approval, purchase of educational materials and banners to be use and distributed during presentations at various campaign activities.
- Beginning at start-date approval, acquisition of two (2) Radar Speed Measuring Device equipment for Traffic Enforcement vehicle.

**Department of Public Safety
Tinian Traffic Section**

POLICE TRAFFIC SERVICES (PT 18-03)

Problem Identification

Our goal is to serve the community by enforcing the motor vehicle traffic laws of the Commonwealth as well as reducing the number and severity of accidents in the community. Most of the current enforcement programs are a direct respond to community complaints regarding speeding and other violations. The ultimate goal is to foster greater traffic safety for motorist, bicyclist and pedestrians. By boosting laser speed enforcement at random locations twice a week, increase saturation patrols and High Visibility Enforcement (HVE) on seat belt usage.

Our mission is to do deterrence, STLE enforcement and High Visibility Enforcement (HVE) on all the intersection due to the absence traffic lights only stop signs. This section and the Department of Public Works along with the Tinian Mayors Office will address the problems that we have encountered about the intersections on Tinian. This section will continue to monitor and ensure smooth and safe traffic flow.

This section will increase the seat belt usage from 50% to 60% by conducting HVE.

Targets and Objectives:

Increase the number of speeding citations by 100% from 1 during Fiscal Year 2012 to 2 by September 30, 2018.

Strategies and Activities:

Strategy (1): Enforcement

Activity (1.1)

Increase the number of speed enforcement activities conducted at certain locations by conducting saturation patrol and HVE at local events such as the annual San Jose and Pika Fiesta.

Performance Measures:

To conduct High Visibility Enforcement twice a week and Selective Traffic Law Enforcement (STLE). To increase and enforce all traffic violations on the highways/roadways.

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

- Beginning October 2017 through September 2018, officers within the agency will conduct one (1) educational contact at high schools quarterly to increase awareness on speed, motorcycle safety, distracted driving, and traffic crash injuries.
- Acquisition of educational brochures, pamphlets, flyers, etc. for distribution at public education events.

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

Activity (3.1): To enhance the skills and increase the number of trained safety personnel within the Tinian, Department of Public Safety.

Performance Measures:

- Send two (2) officers to Saipan to attend the Digital Photography Course
- Send two (2) officers for Quick Mapping Course
- Send two (2) officers to Saipan to attend pre and post HSP Meetings

Strategy (3.2): Supplies Purchase

Activity (3.2):

To purchase supplies for Tinian Traffic Section on office/operations such as copier paper, printer ink, pens, notepads trash bags, and other cleaning supplies.

Activity: (3.3): Equipment

To request funding to purchase new Checkpoint Trailer.

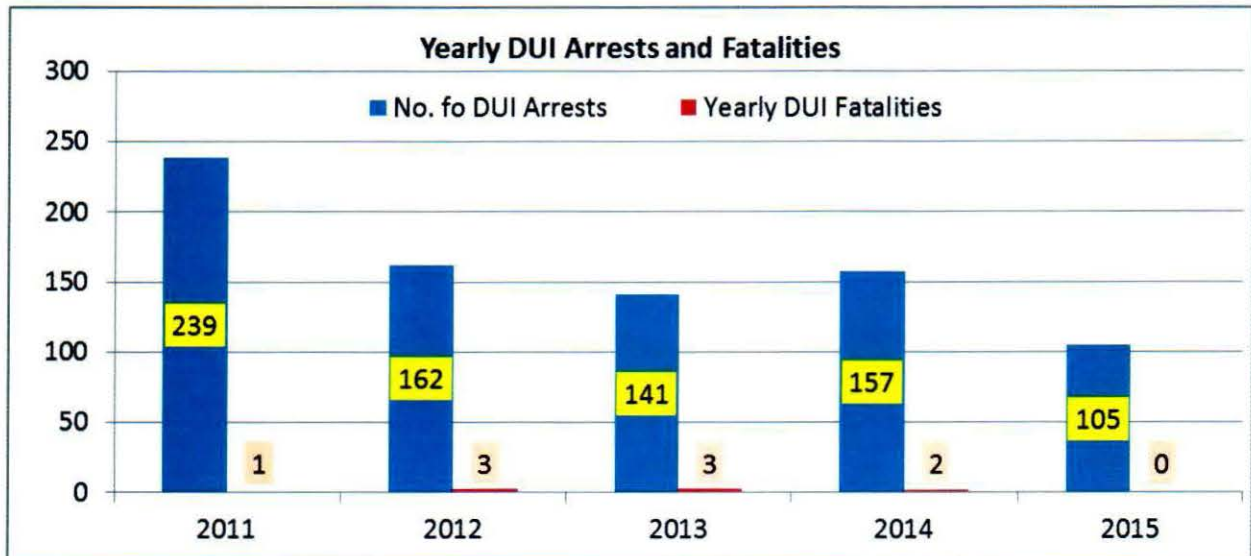
ALCOHOL AND OTHER DRUGS COUNTERMEASURES

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

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

Impaired Driving statistics for the years 2011—2015

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



**Department of Public Safety
Saipan Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (AL 18-01)

Problem Identification

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

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

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

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

Targets and Objectives

To decrease the number of impaired driving-related crashes 10% from 46 in Fiscal Year 2015 to 42 by September 30, 2018.

To decrease fatalities in impaired driving-related crashes 33.33% from 3 in Fiscal Year 2013 to 2 by September 30, 2018.

To decrease injuries in impaired driving-related crashes 10% from 46 in Fiscal Year 2015 to 41 by September 30, 2018.

To increase the number of DUI arrests 5% from 102 during Fiscal Year 2015 to 107 by September 30, 2018.

To increase the number of DUID arrests 100% from 3 during Fiscal Year 2015 to 6 by September 30, 2018.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measures:

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

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

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

Strategy (3): Professional Development and Training

Activity (3.1):

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

Performance Measures:

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

Activity (3.2):

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

Performance Measure:

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

**Department of Public Safety
Rota Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (AL 18-02)

Problem Identification

In the past 5 years the island of Rota, CNMI continues to see patterns of impaired driving or drivers who are under the influence of alcohol. Starting from the year 2012 through the year of 2016 a total of twenty (20) impaired driving arrests was reported. In 2012, three (3) impaired driving arrests were reported. In 2013, the amount of six (6) impaired driving arrests was reported. In 2014, there were two (2) impaired driving arrests reported, two (2) more impaired driving arrests was reported in 2015 and in the year of 2016 a total of seven (7) reported impaired driving arrests. To be legally declared impaired, these violators must have met or exceeded a BAC of 0.08 which lead to their arrests under the violation of the CNMI traffic laws. Many times these impaired driving situations have led to fatal crashes or increased traffic-related injuries on the highways and roadways. Because of the possibilities of fatal crashes or traffic-related injuries caused by impaired drivers, it has become a necessity that we continue our efforts in removing these impaired drivers off the highways and roadways which will increase the safety of the community traveling on them. Another factor that contributed in the increase of impaired driving arrests can be attributed to the increase in the numbers of officers on staff, Saturation Patrols, High Visibility Enforcement and other anti-impaired driving mobilizations and initiatives that are being implemented to assist authorities in their efforts. As the data shows, from the year 2012 through the year 2016 we have kept the numbers of alcohol-related crashes at zero (0) and our goal is to continue to keep it at zero (0). By increasing the numbers of enforcement operations and public education and awareness activities we can achieve that goal.

Targets and Objectives

To decrease the number of impaired driving-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2018.

To decrease fatalities in impaired driving-related crashes 100% from 1 in Fiscal Year 2012 to 0 by September 30, 2018.

To decrease injuries in impaired driving-related crashes 65% from 4 in Fiscal Year 2012 to 1 by September 30, 2018.

To increase the number of DUI arrests 50% from 2 during Fiscal Year 2015 to 4 by September 30, 2018.

Strategies and Activities

Strategy (1): Enforcement

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

Performance Measures:

- During October 31, 2017. Officers within our agency will conduct one (1) saturation patrol during Halloween. (1 ops. X 5 hrs. X 4 officers = 20 hrs. overtime)
- Beginning November 2017 thru January 2018, officers within the agency will conduct a total of twelve (12) sobriety checkpoints as part of the Impaired Driving holiday season. (12 checkpoints X 3hrs. per site X 7 officers = 252hrs. of overtime).
- Beginning November 2017, officers within our agency will conduct a total of six (6) saturation patrols until January 2018 as part of the Impaired Driving holiday season. (6 ops X 7 hrs. per ops X 4 officers = 168 hrs. overtime)
- During May 2018, officers within our agency will conduct one (1) saturation patrol during the San Isidro Fiesta as part of Impaired Driving enforcement. (1 ops X 8 hrs. X 4 officers = 32 hrs. overtime)
- Beginning August 2018, officers within our agency will conduct a total eight (8) sobriety checkpoints until September 2018 as part of Impaired Driving enforcement. (8 CPs X 3 hrs. per CP X 7 officers = 168 hrs. overtime)
- During September 2018, officers within our agency will conduct a total of two (2) saturation patrols as part of Impaired Driving enforcement. (2 ops X 7 hrs. per ops X 4 officers = 56 hrs. overtime)

Strategy (2): Education

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

Performance Measures:

- Beginning December 2017 and ending in January 2018, officers within our agency will conduct 2 educational contacts per month.
- Beginning in October 2017 and ending in January 2018, officers within our agency will conduct public awareness campaigns and events on the island as part of the Impaired Driving holiday season.
- At the beginning of the fiscal year, officers will acquire educational items for distribution during the various Impaired Driving activities.

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

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

Performance Measures:

- Send one (1) officer to attend the 2018 Lifesavers Conference in San Antonio, Texas.
- During June 2018, send 2 personnel to attend DUI/SFST certification training.
- During July 2018, send 5 personnel to attend A.R.I.D.E certification training.

**Department of Public Safety
Tinian Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (AL 18-03)

Problem Identification

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

With only one (1) traffic officer, manpower and vehicles are requested from the Patrol Section to conduct checkpoints or other enforcement activities. This increases police visibility as well.

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

Targets and Objectives

To maintain (0) number of impaired driving-related crashes, injuries and fatalities through September 30, 2018.

To decrease the number of DUI arrests 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2018.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measure:

- During the month of August 2018 to September 2018, officers within the agency will conduct four (4) sobriety checkpoints as part of the Impaired Driving National Crackdown (4checkpoints X 3hrs X 7officers =84hrs of overtime).
- During the month of August 2018 to September 2018, officers within the agency will conduct two (2) saturation patrols as part of the Impaired Driving National Crackdown (2ops X4hrs X 7officers = 56hrs of overtime).

Strategy (2): Education / Operational Supplies

Activity (2.1):

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

Performance Measures:

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

Activity (2.1):

Performance Measures:

- Acquire dry gas for breathalyzer equipment

Strategy (3): Professional Development and Training

Activity (3.1):

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

Performance Measures:

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

Department of Fire and Emergency Medical Services (DFEMS) Saipan

EMERGENCY MEDICAL SERVICE (EM 17-01)

The Fire Division separated from the Department of Public Safety on January 25, 2015 and became the Department of Fire and Emergency Medical Services (DFEMS) under the Executive Branch by Public Law 18-73. The DFEMS consists of 91 full time employees. The island of Saipan consists of 106 firefighters/EMTs, Tinian has 13, and Rota has 11.

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

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

- Rescue Extrication Equipment (Task 1)

Problem Identification

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

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

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

Targets & Objectives

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

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

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

Strategies and Activities

Strategy (1): Equipment Purchase

Activity (1.1):

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

Performance Measures:

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

- Professional Development (Task 2)

Problem Identification

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

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

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

Targets and Objectives

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

Strategies and Activities

Strategy (2): Professional Development

Activity (2.1):

Attend 2017 World EMS Expo in conjunction with the World Trauma Symposium in Las Vegas, Nevada and the JEMS National EMS Conference in Charlotte, North Carolina.

Performance Measures:

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

Activity (2.2):

- To purchase five (5) Automated External Defibrillator for training purposes only.

Activity (2.3):

- To bring to the CNMI a certified life support instructor to certify firefighters/emt's on Advance Life Support (ALS) training.

- Public Education and Injury Prevention (Task 3)

Problem Identification

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

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

Targets and Objectives:

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

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

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

Strategies and Activities:

Strategy: (3) Public Education

Activity: (3.1)

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

Performance Measures:

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

**Department of Public Safety
Saipan Highway Patrol Section**

Traffic Records (TR 18-01)

Problem Identification

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

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

In 2016, Saipan DPS hired a civilian Statistician who currently handles above mentioned duties and responsibilities, which was previously done by a sworn Police Officer. Currently, Saipan Highway Patrol Section consists of (08) sworn Police Officers. All (08) Police Officers are assigned with multiple highway safety tasks, such as public education, enforcement, investigations and more. Gathering accurate and consistent traffic statistics data requires full time personnel specifically dedicated to Traffic Records.

Targets and Objectives

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

Strategies and Activities

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

Activity (1.1):

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

Performance Measures:

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

Activity (1.2):

Continue to pay a civilian personnel that is dedicated to traffic records gathering on a daily basis and provide updates/trainings; continue to pay for communication charges.

Performance Measures:

- Continue to pay (1) civilian personnel to gather traffic statistics on a daily basis from DPS dispatch center and DFEMS section for accurate and consistent monthly, quarterly and annual traffic statistics. Continuation of civilian personnel employment as a Traffic Statistician will allow additional Police Officer manpower to conduct traffic education, deterrence and enforcement activity to the public.
- Send one (1) TRCC members to attend Traffic Records Forum.

**Department of Public Safety
Saipan Traffic Section**

MOTORCYCLE SAFETY (MC 18-01)

Problem Identification

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

2016: total of 71
2015: total of 78
2014: total of 65
2013: total of 125
2012: total of 132
2011: total of 62

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

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

Targets and Objectives

To reduce the number of Motorcycle/Scooter crashes by 20% or from (10) in 2015 to (8) by September 2018; and maintain zero (0) helmet law violation.

Maintain zero (0) fatality and serious injury rate.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measures:

- Starting October 2017 through September 2018, officers will conduct 4 hours of high visibility and low visibility enforcement quarterly (4opsX12hrsX8officers =384hrs. of overtime).

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

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

Performance Measures:

- Starting October 2017 through September 2018, officers will conduct four (4) Motorcycle/Scooter safety presentations annually during public events and on weekend motorcycle club gatherings (4opsX1hrX4 officers = 16hrs. of overtime).
- Acquisition of banners, brochures, pamphlets, and posters to be distributed to motorcycle clubs and motorcycle/scooter rental companies to promote and expose program and to educate the public about motorcycle/scooter safety.
- Advertisement costs for Motorcycle Awareness campaigns on radio, television, movie theater, etc..

**Strategy (3): Professional Development and Training/
Coalition****Activity (3.1):**

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

Performance Measures:

- Starting October 2017 through September 2018, officers will meet with BMV staff, motorcycle club members, and rental companies on a quarterly basis to exchange information of current issues & concerns and address them (4opsX2hrX2officers = 16hrs. of overtime).

Activity (3.2):

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

Performance Measures:

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

Roadway Safety Improvement



**Department of Public Safety
Saipan Highway Patrol Section**

ROADWAY SAFETY (RS 18-01)

Problem Identification

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

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

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

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

- 2016: 3,064 traffic citations
 - 188 DUI arrests
 - 2,068 traffic and non-traffic crashes
 - 221 escorts
 - 171 hit & run – 34 cases were forwarded to TIU were solved and closed
 - 5 traffic fatalities
 - 13 traffic crashes involving serious injuries
- 2015: 2,502 traffic citations
 - 102 DUI arrests
 - 1,484 traffic and non-traffic crashes
 - 101 escorts
 - 76 hit & run – 41 of those cases were forwarded to TIU were solved and closed
 - 13 crashes involving serious injuries
- 2014: 4,445 traffic citations
 - 154 DUI arrests
 - 1,331 traffic and non-traffic crashes
 - 219 escorts
 - 56 hit & run – 19 of those cases forwarded to TIU were solved and closed
 - 29 crashes involving serious injuries

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

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

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

The reason to stating 90% of the crashes are “Driver Error” is due to the fact that from the year 2011 through current, DPS Highway Patrol Sections’ Traffic Investigator along with U.S. Department of Homeland Security-ICE jointly investigated and CNMI Public Auditor’s investigators have successfully prosecuted four (4) of the five (5) individuals, including a Bureau of Motor Vehicle’s Driver’s License Examiner Supervisor, charged for fraudulently producing and issuing CNMI driver’s license at NMI-U.S. District Court in 2011. And Traffic Investigators has encountered and confiscated over (48) valid CNMI driver’s licenses produced fraudulently from motorists. The investigation is still ongoing and Traffic Investigators continues to confiscate and investigate fraudulently issued CNMI driver’s license possessed by the motorist on the highways during traffic violator stops, crashes and checkpoints.

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

Targets and Objectives

To provide Drivers Education and Defensive Driving classes to public and/or make implementation as a requirement to acquire a CNMI Driver’s License for highway safety.

To decrease traffic crashes by at least 20% from 1,484 in 2015 to 1,187 by September 30, 2018.

Performance Measures:

Confiscate all fraudulently produced CNMI driver's licenses to remove all unqualified drivers off our Highways and provide Driver's Education/Defensive Driving courses to public to keep our Highways safe.

Strategies and Activities**Strategy (1): Education****Activity (1.1):**

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

Performance measures:

- Conduct minimum of two (2) Defensive Driving, consequences of DUI, Seatbelt/Child Restraint use and Speeding presentations at high schools to target young drivers, other government agencies and public functions quarterly.

Activity (1.2):

Train and alert fellow officers in detecting fraudulently produced CNMI driver's license upon violator stops.

Performance measures:

- Conduct training to fellow officers in detecting fraudulently produced CNMI driver's license

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

To make Defensive Driving and Driver's Education a requirement for all new driver's license applicants.

Performance measures:

- Send two (2) personnel to Defensive Driving/Driver's Education Instructor training to teach new and young drivers how to be a defensive driver to keep our highways and roadways safe.

Activity (2.2):

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

Performance measures:

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

2017 Covert Speed Enforcement



**Department of Public Safety
Saipan Highway Patrol Section**

SPEED ENFORCEMENT (SE 18-01)

Problem Identification

Speed is one of the daily major problem and factor to crashes with serious injuries and traffic fatalities on the island of Saipan. The Saipan Department of Public Safety (DPS) has stepped up its enforcement efforts and increased Speed Enforcements on the highways with their speed measuring devices and continues to see speed violations and crashes involving speed with injuries and fatality. Speed citation data are as follows:

2016 Citations:

Speeding citations- 862
Reckless Driving- 187
Racing- 10 (Age group 17-35)
TOTAL- 1,059

2015 Citations:

Speeding citations- 791
Reckless Driving- 146
Racing-05 (Age group 17-35)
TOTAL- 942

2014 Citations:

Speeding citations- 1,255
Reckless Driving- 174
Racing-02 (Age group 17-35)
TOTAL- 1,429

2013 Citations:

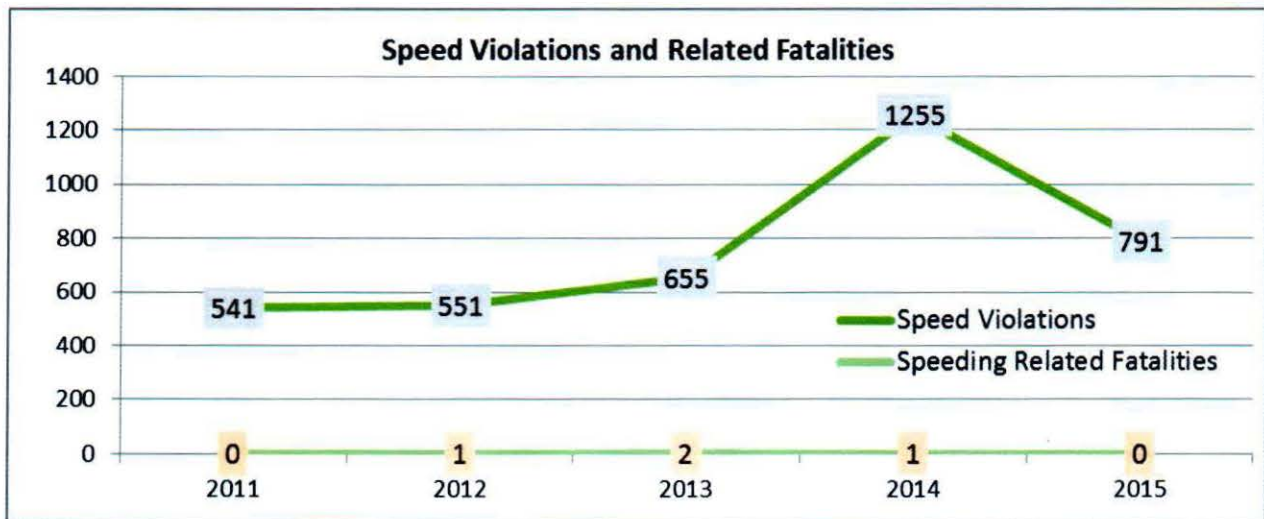
Speeding citations- 655
Reckless Driving- 141
Racing- 03 (Age group 17-35)
TOTAL- 799

2012 Citations:

Speeding citations- 551
Reckless Driving- 104
Racing- 10 (Age group 17-35)
TOTAL- 665

2011 Citations:

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



Drag racing and high speed competitions have been on the rise in the northern part of the island of Saipan which mostly involves young drivers (age group 17-35). Traffic officers have responded in several instances where these young drivers have been involved in car crashes as a result of the high speed races. That particular stretch of roadway is about a mile long straight paved road with unimproved shoulders in the Marpi area (northern most part of the island) where the races take place.

There are secondary gravel intersections on this road with overgrown vegetation that create blind-spots making the location a high risk area for potential crashes. This area is also a popular tourist site where visitors commute to daily.

There have been three (3) fatalities resulting from illegal drag racing in the past ten (10) years at this area. In 2013, a fifteen year old male driver was arrested and charged with reckless driving and racing on the highway at this location after he lost control of his vehicle and struck five (5) other illegal racer's parked vehicles.

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

To combat these strategies, traffic officers need to continue conducting covert operations using unmarked or rented vehicles to gain entry into the race area without being detected. Once in the vicinity, radio communications and coordination by the covert operations and marked police vehicles will take place to apprehend all participants in the race.

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

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

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

Targets and Objectives

Increase speed violation citations from 791 of the year 2015 to 870 or by 10% by December 31, 2018.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of speed violation citation and decrease the number of speed related crashes with high and low visibility enforcements.

Performance measures:

- Increase the number of random speed enforcement activities and saturation patrols.
- Conduct zero tolerance speed enforcement by using LTI 20/20 and radar instrument during rush and late night hours.
- Conduct covert operations utilizing unmarked vehicles to combat illegal drag racing and high speed competitions.
- Purchase and replace old LTI 20/20 Speed Measuring Instrument.

Strategy (2): Education

Activity (2.1):

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

Performance measures:

- Funding for acquisition of educational and awareness pamphlets, sign boards, flyers and media advertisement monthly.

Strategy (3): Infrastructure

Activity (3.1):

Improve the effectiveness of educational programs by actively seeking new partners and utilizing new technology and create Traffic Law Revision Committee and revise our current outdated CNMI Traffic Law.

Performance measures:

- Influence CNMI law makers to increase speed fines up to 200% or from \$30 to \$90 to serve as a deterrence tool to all motorists.

Bicycle and Pedestrian Safety



**Department of Public Safety
Saipan Traffic Section**

PEDESTRIAN/BICYCLE SAFETY (PS 18-01)

Problem Identification

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

Furthermore, other than the tri-athletes, the general public is not aware and educated on properly crossing highways/roadways safely. People carelessly cross the highways/roadways and expect vehicles to stop for them right away. People also do not understand that either driving or even crossing the highway under the influence of alcohol or drugs will impair their perception and reaction time which they under estimate the vehicle approaching them.

Saipan continues to record Auto-Pedestrian and Auto-Bicycle crashes on our roadways and highways. As the auto-pedestrians and/or auto-bicycle crashes occur, follow-up investigations are conducted by Traffic Investigations Unit (TIU) to gather accurate cause of the crashes.

2016: 100 Auto-Pedestrian crashes

11 Auto-Bicycle crashes

2015: 26 Auto-Pedestrian crashes

6 Auto-Bicycle crashes

2014: 17 Auto-Pedestrian crashes

19 Auto-Bicycle crashes

2013: 20 Auto-Pedestrian crashes

14 Auto-Bicycle crashes

2012: 17 Auto-Pedestrian crashes

10 Auto-Bicycle crashes

2011: 14 Auto-Pedestrian crashes

1 Auto-Bicycle crash

Targets and Objectives

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

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

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

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

Performance Measures:

- Beginning October 2017 through September 2018, officers will conduct fifteen (15) high and/or low visibility covert operation pedestrian/bicycles safety law enforcements quarterly (4opsX15hrsX8 officers = 480 hrs. of overtime).
- Beginning October 2017 through September 2018, rental vehicles will be utilized to conduct low visibility covert operation pedestrian/bicycle safety enforcements quarterly (2vehiclesX4daysX4 officers).

Strategy (2): Education

Activity (2.1):

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

Support and promote nationally recognized “best practices” recommendations.

Performance Measures:

- Beginning October 2017 through September 2018, officer will conduct four (4) Pedestrian/Bicycle Safety presentations at schools and civic organization activities quarterly (4opsX2hrsX2 officers).
- Acquisition of banners, signs, brochures, pamphlets, and educational materials to expose the program and to educate the public about Pedestrian/Bicycle Safety.
- Advertisement costs of pedestrian/bicycle safety ads on radio, television, movie theater, magazines, and newspapers.

Strategy (3): Professional Development & Training /Coalition

Activity (3.1):

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

Provide trainings and updates to police officers.

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

Performance Measures:

- Bring in instructors from off-island to certify thirty (30) officer for Bicycle/Pedestrian Crash Investigation course.
- Meet with CNMI law makers to push through the bill already drafted and currently being reviewed at the legislature.
- Meet with the DPW highway staff to follow-through on the requests to install flashing crosswalks and lightings at designated areas at least weekly.

**CNMI Office of the Attorney General
Criminal Division**

TRAFFIC/DUI PROSECUTOR (TDP 18-01)

Problem Identification:

The prevalence of Driving Under the Influence (DUI) and reckless driving is of concern in the Commonwealth of the Northern Mariana Islands (CNMI). From January 2017 to May 2017, the Office of the Attorney General (OAG) has received 101 DUI cases; and 93 cases of reckless driving from the Department of Public Safety (DPS). In 2016, a total of 122 DUI cases; and 119 cases of reckless driving were forwarded to the OAG from DPS. While we are nearing mid-year, our office anticipates the number of DUI and reckless driving cases to increase by the end of 2017.

Depending on the severity of the DUI charge, the conditions of the offense and the arrestees driving history, arrestees are confronted with varying fines, jail time, and suspension or revocation of their driver's license. Regardless of the consequences, CNMI DUI laws are less stiff and often allow for an arrestee to plea bargain down to reckless driving charges, and sometimes down to a lesser charge.

Drunk driving creates for unsafe highways and roadways. Once drunk drivers enter roadways, they put themselves and others in a very dangerous situation. In 2017, there has been three (3) reported DUI fatalities.

Most people drink and drive because they think they will not be caught. At the very least, the traffic prosecutor can help ensure that those who are caught are punished accordingly. Still, general deterrence will not be effective unless enforcement is more consistent.

Targets and Objectives

The OAG's traffic section hopes to accomplish the following: decrease in traffic accidents, particularly alcohol related; increase rate of DUI convictions; increase accuracy of reckless driving citations and reports; decrease DUIs; decrease reckless driving; reduce recidivism. In general, the traffic prosecutor's role is to effectuate deterrence by ensuring that DUI citations result in DUI convictions.

Additional training will certainly support the OAG's traffic section goals. Training is essential to support the delivery of successful traffic law prosecution. To effectively serve the needs of law enforcement, victims, and the community, it is important prosecutors and staff receive regular training.

Additionally, effective prosecutions will reduce recidivism, which will aid in keeping recent DUI defendants from continuing to participate in a dangerous and unlawful course of conduct.

Strategies and Activities

Strategy (1): Infrastructure / Professional Development and Training

Performance Measure: By present time, the OAG Traffic Prosecutor will work in the best interest of the community by protecting the innocent and convicting individuals accountable for the crime. To ensure DUI citations result in DUI convictions the Traffic Prosecutor will work closely and coordinate with police officers from the Department of Public Safety’s Highway Patrol Section in collecting, documenting, and presenting evidence for trial purposes. This communication effort will ensure that prosecution on traffic matters will carry on effectively and efficiently in order reduce recidivism with effective prosecutions. By present time, the OAG Traffic Prosecutor will argue for harsher sentencing such as longer jail time and stiffer fines, for individuals who are in and out of the criminal justice system.

Activity (1.1): To pay for 50% of an OAG Traffic Prosecutor salary and fringe benefits.

Activity (1.2): To attend the 2018 IACP Training Conference in National Harbor, Maryland covering DUI related that aids our prosecutor in obtaining successful convictions. By end of year, the OAG Traffic Prosecutor will have attended training. Upon training completion, the Traffic Prosecutor will apply the skills and knowledge obtained through training, in addition to training staff and other prosecutors within the OAG.

Project Deliverables Timeline:

ACTIVITIES	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sept 2018
Purchase Office Supplies	X											
Attend Training											X	
Close Out Grant												X

Reporting:

Monthly progress reports of all activities will be submitted to the Highway Safety Office every 5th of each month. All supporting documents will be attached to the progress reports.

Summary of the CNMI's Commonly Reported Statistics

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

Yearly DUI Arrests and Fatalities Involved

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

Yearly Seat Belt Survey Percentage Usage Rate

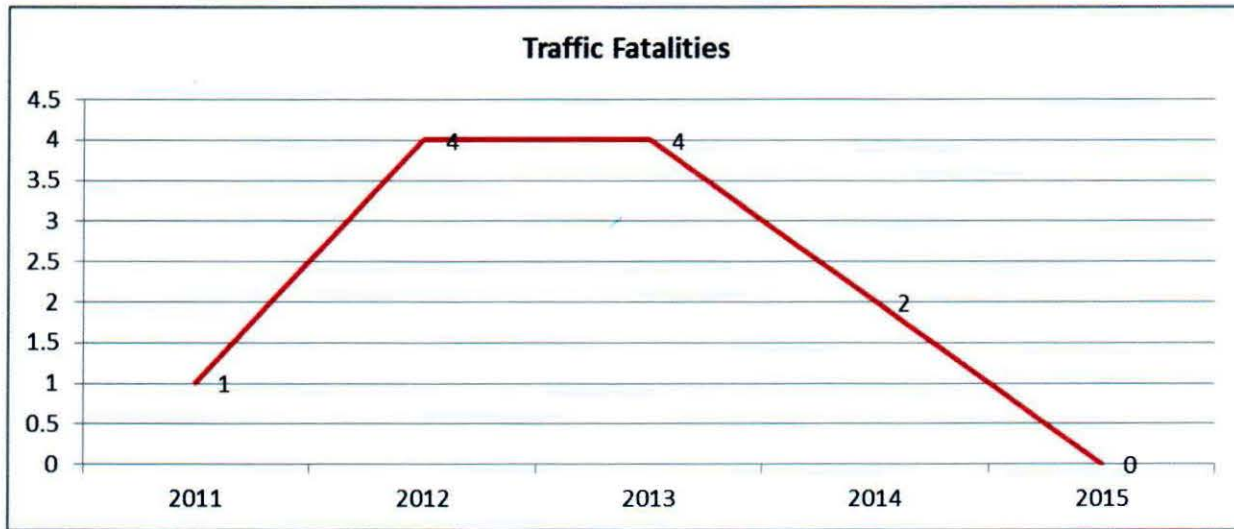
Data Element	2011	2012	2013	2014	2015
Child Restraint % Usage Rate	37.48%	40.93%	43%	71.20%	63.51%
Occupant Protection % Usage rate	93.66%	n/c	90.51%	91.44%	95.58%

*n/c = not collected

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

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

The CNMI'S goal is to reduce traffic fatalities from (2) in 2011 to 2014 average to (0) by September 30, 2018.

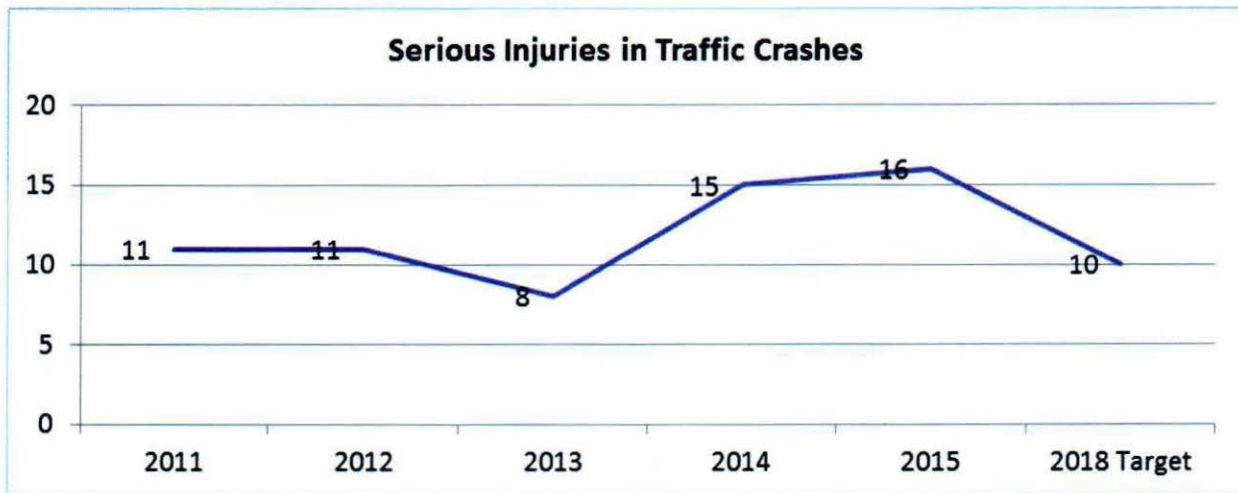


C-2: TRAFFIC SERIOUS INJURY REDUCTION (TRAFFIC CRASHES)

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

The CNMI's goal is to maintain serious traffic injuries from (12) (2011-2015 average) to (10) by September 30, 2018.



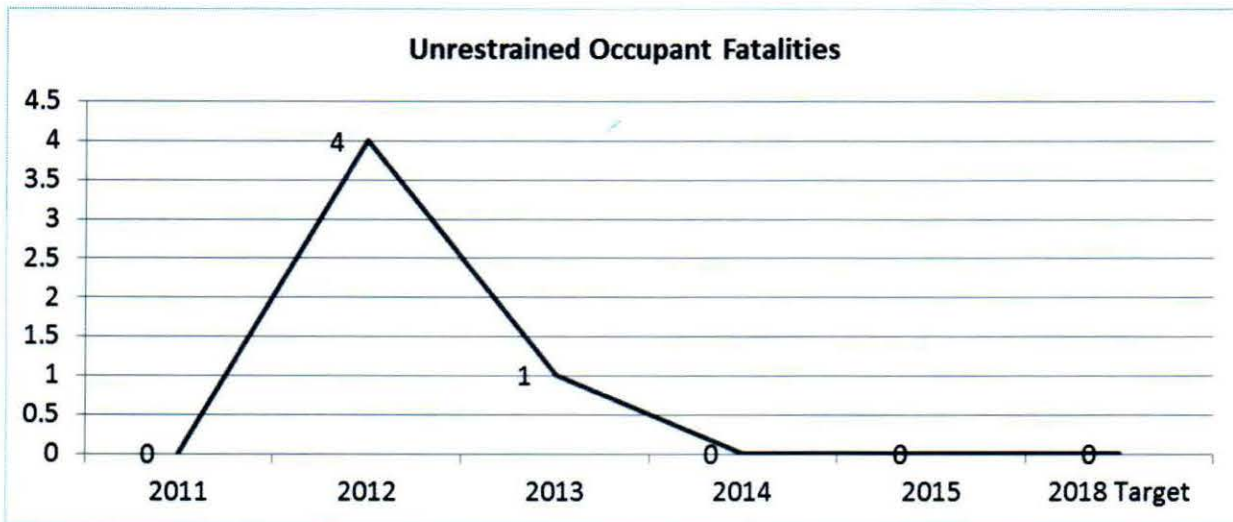
C-3: Fatalities / Vehicle Miles Travel (VMT)

The CNMI VMT is – 0 –

C-4: Number of Unrestrained Occupant Fatalities

YEAR:	2011	2012	2013	2014	2015
Actual numbers:	0	4	1	0	0

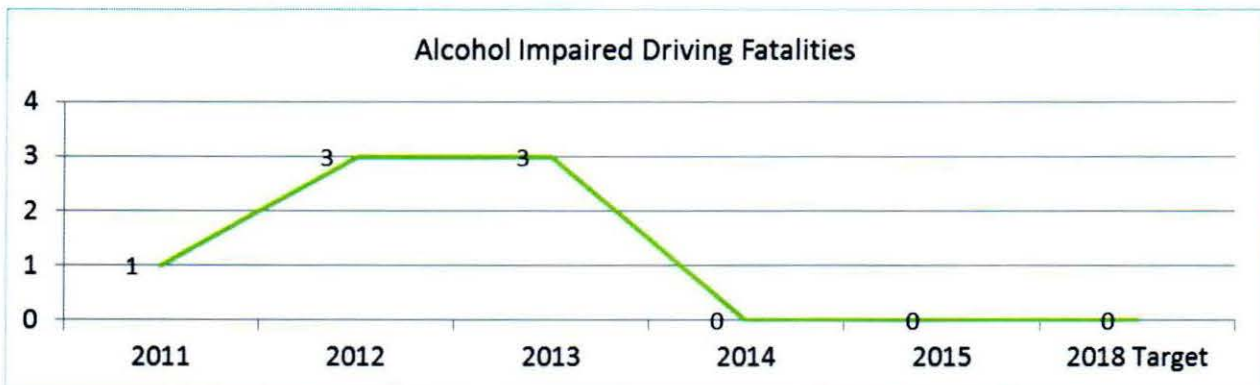
The CNMI’s goal maintain unrestrained passengers vehicle occupant fatalities in all seat positions by 100% from (1) (2011-2015) to (0) by September 30, 2018.



C-5: Number of Alcohol Impaired Driving Fatalities:

YEAR:	2011	2012	2013	2014	2015
Actual numbers:	1	3	3	0	0

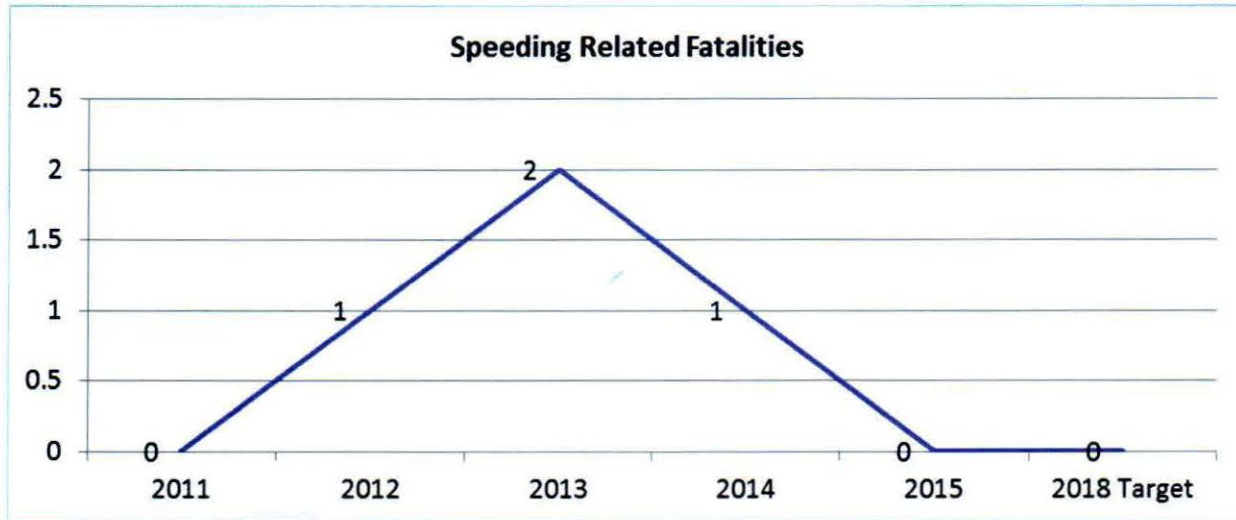
The CNMI’s goal is to maintain the number of alcohol-impaired driving fatalities from (1) (2011-2015 average) to (1) September 30, 2018.



C-6: Number of Speeding Related Fatalities

YEAR:	2011	2012	2013	2014	2015
Actual numbers:	0	1	2	1	0

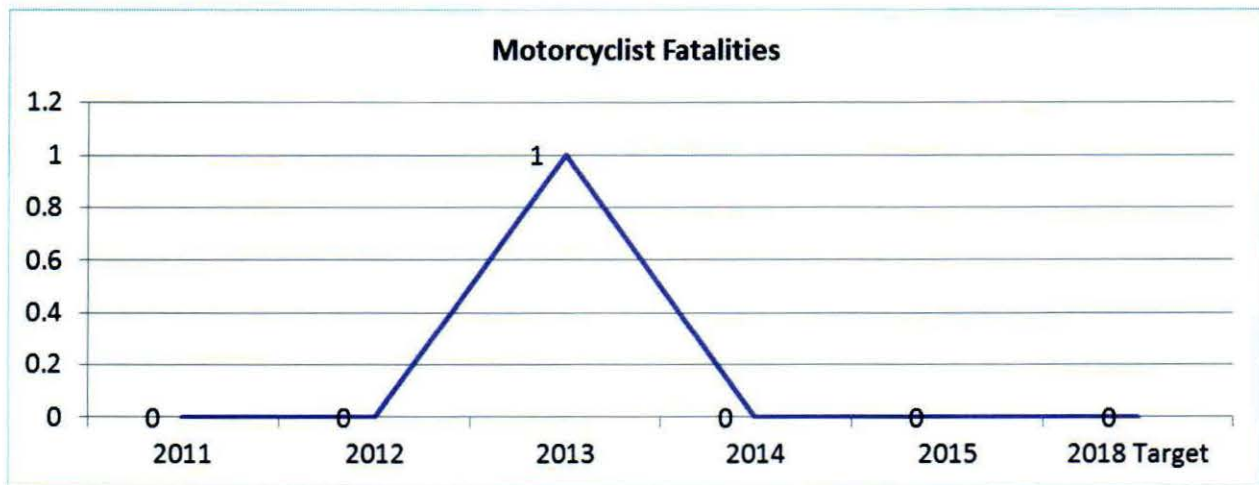
The CNMI's goal is to maintain the number of speeding related fatalities by 100 % from (0) (2011-2015 average) to (0) by September 30, 2018.



C-7: Number of Motorcycle Fatalities

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

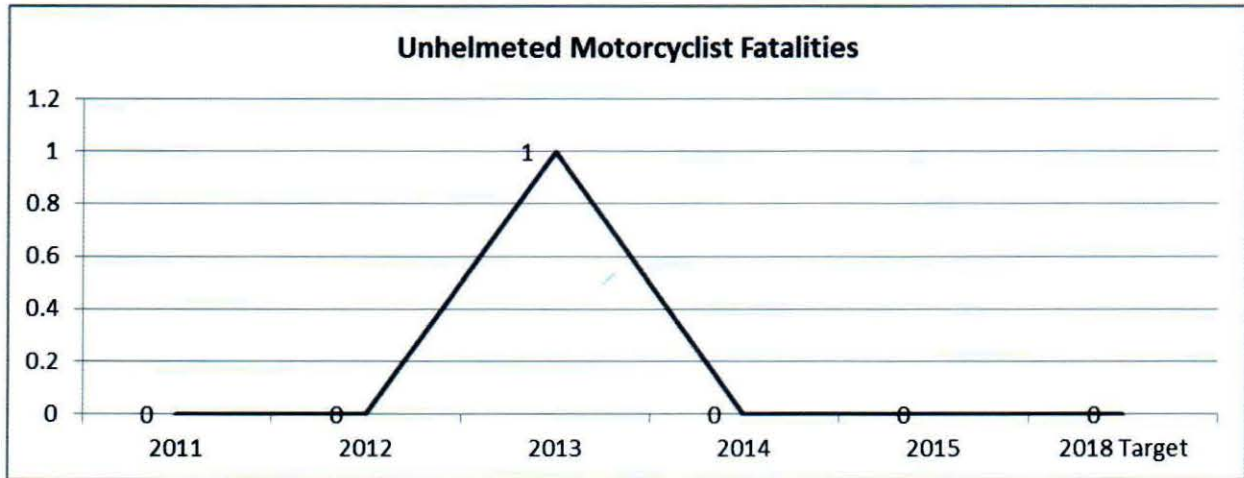
The CNMI's goal is to maintain the number of motorcycle related fatalities from (0) (2011-2015 average) to (0) by September 30, 2018.



C-8: Unhelmeted Motorcyclist Fatalities

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

The CNMI's goal is to maintain the number of unhelmeted motorcyclist fatalities from (0) (2011-2015 average) to (0) September 30, 2018.

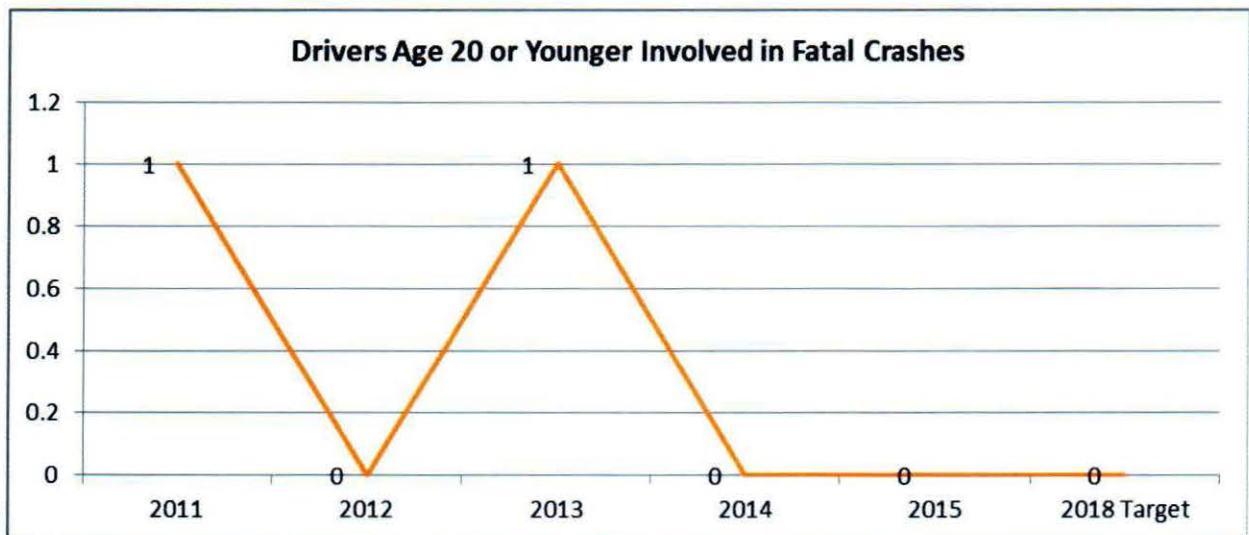


C-9: Drivers Age 20 or Younger Involved in Fatal Crashes

YEAR:	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
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Actual numbers:	1	0	1	0	0
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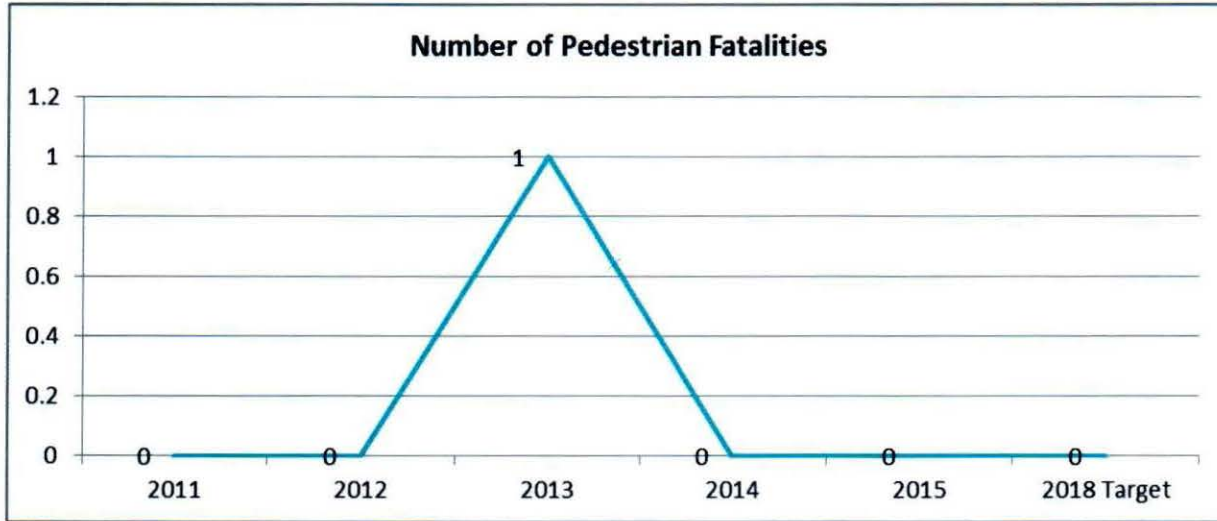
The CNMI's goal is to maintain the number of drivers age 20 or younger involved in fatal crashes from (0) (2011-2015 average) to (0) September 30, 2018.



C-10: Number of Pedestrian Fatalities

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

The CNMI's goal is to maintain the number pedestrian fatalities by 100% from (0) (2010-2015 average) to (0) by September 30, 2018.



C-11: Number of Bicyclist Fatalities

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

The CNMI's goal is to maintain the number of bicycle fatalities from zero (0) (2011-2015 average) to zero (0) by September 30, 2018.



CORE OUTCOME MEASURES			2011	2012	2013	2014	2015	2018 Target
C-1	Traffic Fatalities (CNMI DPS, Traffic Section)	Annual	1	4	4	2	0	0
		5-Year Moving Average	n/a	n/a	n/a	3	2	
Decrease total fatalities by 100% from 2 (2011-2015 average) to 0 by 2018								
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	11	11	8	15	16	10
		5-Year Moving Average	n/a	n/a	n/a	10	12	
Decrease serious traffic injuries by 17% from 12 (2011-2015 average) to 10 by 2018								
C-3	Fatalities/VMT (N/A)	Annual	n/a	n/a	n/a	n/a	n/a	n/a
		5-Year Moving Average	n/a	n/a	n/a	n/a	n/a	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (CNMI DPS, Traffic Section)	Annual	0	4	1	0	0	0
		5-Year Moving Average	n/a	n/a	n/a	1	1	
Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 100% from 1 (2011-2015) to 0 by 2018								
C-5	Alcohol-Impaired Driving Fatalities (CNMI DPS, Traffic Section)	Annual	1	3	3	0	0	0
		5-Year Moving Average	n/a	n/a	n/a	2	1	
Decrease alcohol impaired driving fatalities 100% from 1 (2011-2015 average) to 0 by 2018								
C-6	Speeding-Related Fatalities (CNMI DPS, Traffic Section)	Annual	0	1	2	1	0	0
		5-Year Moving Average	n/a	n/a	n/a	1	1	
Decrease speeding-related fatalities by 100% from 1 (2011-2015 average) to 0 by 2018								
C-7	Motorcyclist Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0	0
		5-Year Moving Average	n/a	n/a	n/a	0	0	
Decrease motorcyclist fatalities by 100% from 1 (2011-2015 average) to 0 by 2018								
C-8	Unhelmeted Motorcyclist Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0	0
		5-Year Moving Average	n/a	n/a	n/a	1	0	
Decrease unhelmeted motorcyclist fatalities 100% from 1 (2011-2015 average) to 0 by 2018								
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (CNMI DPS, Traffic Section)	Annual	1	n/a	1	0	0	0
		5-Year Moving Average	n/a	n/a	n/a	0	0	
Decrease drivers age 20 and younger involved in fatal crashes by 100% from 1 (2011-2015) to 0 by 2018								
C-10	Pedestrian Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0	0
		5-Year Moving Average	n/a	n/a	n/a	1	0	
Decrease pedestrian fatalities by 100% from 1 (2011-2015 average) to 0 by 2018								
C-11	Bicyclist Fatalities (CNMI DPS, Traffic Section)	Annual	0	0	1	0	0	0
		5-Year Moving Average	n/a	n/a	n/a	1	0	
Decrease bicyclist fatalities by 100% from 1 (2011-2015 average) to 0 by 2018								
CORE BEHAVIOR MEASURE			2011	2012	2013	2014	2015	2018
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	93.66%	n/a	90.51%	91.40%	95.58%	
								97.00%
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2 percentage points from 95.58% in 2015 to 97% in 2018								
Note: The CNMI started capturing in 2014 the following incidents for (Unrestrained passenger vehicle occupant Fatalities, speeding, motorcycles, unhelmeted motorcyclist, drivers age 20 and younger involved, to include pedestrian and bicyclist fatalities for the past (5) years.								

Core Activity Measures

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

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

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

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

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

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

FY 2018

HIGHWAY PATROL ENFORCEMENT PLAN



Evidence-Based Highway Patrol Enforcement Program

CNMI Department of Public Safety's Highway Safety Office and Highway Patrol Section's daily goal is to decrease the total number of Traffic crashes involving serious injuries and/or Traffic Fatalities on our highways. Commonwealth of the Northern Marianas Islands consists of 14 islands and total diverse population of approximately 78,000. CNMI Department of Public Safety currently strives its best to promote the traffic safety programs through education and enforcement activities to achieve our daily goal.

CNMI Department of Public Safety's priority in decreasing the total number of Traffic Crashes involving serious injuries and/or Traffic Fatalities are: 1.) Occupant Protection and Child Restraint, 2.) Impaired Driving 3.) Pedestrian/Bicyclist Safety, 4.) Motorcycle Safety and 5.) Speed. These five are the main factors to traffic crashes involving serious injuries and/or traffic fatalities according to the statistics collected in the last 5 years.

In the past, CNMI Department of Public Safety lacked vehicles, equipment's and manpower to conduct adequate traffic education and enforcement activities. However, with the assistance of National Highway Traffic Safety Association and CNMI DPS Highway Safety Office, we acquired majority of the necessities to achieve our goal.

Based on the past (5) years statistics, CNMI averages (2-5) traffic fatalities annually. Out of the (5) traffic fatalities in Year 2017, (4) were speed related; (3) were alcohol related. And Out of the (5) traffic fatalities in Year 2017, (3) were unrestrained occupants of the crashed vehicles.

Based on the past (5) years statistics. CNMI averages between (5 to 15) serious injury crashes annually and between (86 to 165) minor injury crashes.

Overall, above numbers of statistics could be drastically reduced by continuing to strive to reach our goal and plan effective strategies in promoting traffic safeties to general public.

Grant Funded Enforcement

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

Data-Driven Problem Identification

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

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

Implementation of Evidence-Based Strategies

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

Continue Monitoring

Continuous monitoring of the enforcement grants 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 or in their monthly reports submitted to Highway Safety Office. Which include data on the activities conducted, such as location and times worked and the number of traffic violations and arrests issued. Funding decisions for the subsequent years are based on the effectiveness and performance of the enforcement project.

1. OCCUPANT PROTECTION & CHILD RESTRAINT

We continue to educate and enforce seatbelt and child restraints on our roadways and highways but continue to see number of seatbelt and child restraint crashes involving serious injuries and fatalities and seatbelt and child restraint violation traffic citations.

We currently conduct public education about the consequences and importance of wearing seatbelts and child restraints by paid advertisement, at school functions, at defensive driver's course and etc. We currently conduct Occupant Protection & Child Restraint enforcement by high visibility highway patrol and scheduled checkpoint activities.

However, we continue to face challenges as CNMI currently do not have any tint law which makes enforcement difficult. Not only due to tint law, we notice motorist putting on their seatbelts only when they see a marked Police cruiser but when the police officer is off duty and with their privately owned vehicle, many violations are seen. We want the public to practice wearing them as soon as they enter their vehicle and prior to engaging their transmission in "Drive".

Therefore, we have come up with additional enforcement strategies.

- A. Conduct covert OPCR enforcement with an unmarked rent a cars.
- B. Conduct zero tolerance OPCR enforcement.
- C. Increase the number of OPCR checkpoints.
- D. Continue to conduct high visibility OPCR enforcement.
- E. Conduct minimum of six (6) OPCR checkpoints and/or saturation enforcement activities.

2. Police Traffic Services

To continued increase the number of traffic enforcement efforts such as STLE, HiCI and Radar Speed enforcement conducted during the day and night time hours.

To continue to deploy the SMART Trailer to the high speed locations.

To continue to conduct community awareness presentations on the danger of speed on the roadway/highway at schools to include high school for both private and public, community college and other local and public events.

To continue to work closely with the Department of Public Works (DPW) ato address problem highways/roadways that require more attention in addressing traffic sings, proper markings and to address poor lighted areas especially at the pedestrian cross walk.

3. IMPAIRED DRIVING

We continue to educate and enforce Impaired Driving on our roadways and highways but continue to see number of alcohol related crashes involving serious injuries and fatalities and impaired driving arrests.

We currently conduct public education about the consequences of impaired driving by paid advertisement, at school functions, at defensive driver's course and etc.

We currently conduct impaired driving enforcement by high visibility highway patrol and scheduled checkpoint activities.

However, we continue to face challenges as many motorists sees the marked Police cruisers and avoids law enforcement by pulling over to a establishments and etc. Then as the marked Police cruiser passes by, the motorists get back on the highway and impaired drivers continue to operate.

Therefore, we have come up with additional enforcement strategies.

- A. Conduct covert DUI enforcement with an unmarked rent a cars.
- B. Conduct zero tolerance DUI enforcement.
- C. Increase the number of DUI checkpoints.
- D. Continue to conduct high visibility DUI enforcement.

4. PEDESTRIAN/BICYCLE SAFETY

We continue to educate and enforce pedestrian and bicycle safety on our roadways and highways but we continue to see number of failure to yield related crashes involving serious injuries and fatalities and failure to yield to pedestrians/bicyclists traffic violation citations.

We currently conduct public education about the consequences of failure to yield and right of way to pedestrians/bicyclists by paid advertisement, at school functions, at defensive driver's course and etc. And we currently conduct failure to yield to pedestrians/bicyclists violation enforcements. However, we have noticed that the many motorists are not paying attention to their surroundings.

Therefore, we have come up with additional enforcement strategies.

- A. Conduct covert pedestrian/bicycle enforcement with an unmarked rent a cars.
- B. Conduct zero tolerance pedestrian/bicycle enforcement.
- C. Increase the number of pedestrian/bicycle enforcement.
- D. Continue to conduct high visibility pedestrian/bicycle enforcement.

Above mentioned enforcement strategies will definitely increase the number of violations and deterrence in the beginning as many motorists are not aware and used to these type of enforcement. However in the long run, words will spread in the community and all motorist will abide by the traffic laws and deter any further traffic law violators from violating any traffic law, not knowing where and when will the traffic law enforcers are present.

5. SPEED/ROADWAY SAFETY

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

We currently conduct public education about the consequences of speeding by paid advertisement, at school functions, at defensive driver's course and etc. We currently conduct speed enforcement by high visibility highway patrol and random locations of laser activities.

However, we have noticed that the motorists from the opposite travel lanes of speed enforcement with laser site are signaling oncoming motorists by flashing their headlights to warn the oncoming motorist to slow down before approaching the speed enforcement sites by authorities.

Furthermore, we have observed many motorist who are speeding would slow down as soon as they see a marked police cruiser then speed up again as they pass each other.

Therefore, we have come up with a additional enforcement strategies.

- A. Conducted covert speed enforcement with unmarked rent a cars.
- B. Conduct zero tolerance speed enforcement.
- C. Increase the number of speed enforcement with laser.
- D. Continue to conduct high visibility speed enforcement.
- E. Conduct minimum of ten (10) speed enforcement activities per month.

6. PAID MEDIA

Continued to developed highway safety related ads to air on radio, television, and other locations to ensure that we reach the public attention.

7. PROFESSIONAL DEVELOPMENT AND TRAINING

Continued to send highway patrol enforcement Police Officer's on Saipan, Tinian and Rota to attend training and conference to enhance their knowledge and expertise on highway safety related fields and to stay abreast on national updates on highway safety programs.

FY 2018 TRAVEL / TRAINING REQUEST

ACTIVITY	NO. OF ATTENDEES	LOCATION	COST ESTIMATE		Project Title	Project Number
			Per Unit	Total Cost		
Region 9 Partners/Pre-HSP Meeting	3	TBD	\$5,000.00	\$15,000.00	P&A	PA 18-01
NAWHSL	1	TBD	\$5,000.00	\$5,000.00	P&A	PA 18-01
GHSA Executive Seminar	1	TBD	\$5,000.00	\$5,000.00	P&A	PA 18-01
GHSA Annual Meeting	2	TBD	\$5,000.00	\$10,000.00	P&A	PA 18-01
Lifesavers Conference	3	San Antonio, Texas	\$5,000.00	\$15,000.00	P&A	PA 18-01
Kids in Motion	1	TBD	\$5,000.00	\$5,000.00	P&A	PA 18-01
Inter-Island Monitoring	2	Tinian / Rota	\$1,500.00	\$3,000.00	P&A	PA 18-01
Other Related Conference/Training	2	TBD	\$5,000.00	\$10,000.00	P&A	PA 18-01
Region 9 Partners/Pre-HSP Meeting	1	TBD	\$5,000.00	\$5,000.00	OPCR	OP 18-01
Lifesavers Conference	1	San Antonio, Texas	\$5,000.00	\$5,000.00	OPCR	OP 18-01
Kids in Motion	3	TBD	\$5,000.00	\$15,000.00	OPCR	OP 18-01
Inter-Island Monitoring Projects	1	Tinian / Rota	\$2,500.00	\$2,500.00	OPCR	OP 18-01
Other Related Conference/Training	1	TBD	\$5,000.00	\$5,000.00	OPCR	OP 18-01
CPS Instructors Cert/Recertification	2	Saipan	\$2,500.00	\$5,000.00	OPCR	OP18-01
Kids in Motion	1	TBD	\$5,000.00	\$5,000.00	OPCR	OP 18-02
CPS Technician Training	2	Saipan	\$2,770.00	\$5,540.00	OPCR	OP 18-02
CPST Instructors	2	Saipan	\$2,770.00	\$5,540.00	OPCR	OP 18-02
CPS Technician	8	Saipan	\$50.00	\$400.00	OPCR	OP 18-02
Lifesavers Conference	1	San Antonio, Texas	\$5,000.00	\$5,000.00	OPCR	OP 18-03
Kids in Motion	1	TBD	\$5,000.00	\$5,000.00	OPCR	OP 18-03
CPST Certification	2	Saipan	\$1,235.00	\$2,470.00	OPCR	OP 18-03
CPST Instructor Candidate	1	Saipan	\$1,385.00	\$1,385.00	OPCR	OP 18-03
Region 9 Partners/Pre-HSP Meeting	1	TBD	\$5,000.00	\$5,000.00	PTS	PT 18-01
Lifesavers Conference	1	San Antonio, Texas	\$5,000.00	\$5,000.00	PTS	PT 18-01
Inter-Island Monitoring	1	Tinian / Rota	\$2,000.00	\$2,000.00	PTS	PT 18-01
Other Related		TBD	\$5,000.00	\$5,000.00	PTS	PT 18-01
Quick Mapping Course		Saipan	\$20,000.00	\$20,000.00	PTS	PT 18-01
Digital Photography Crashes		Saipan	\$5,000.00	\$5,000.00	PTS	PT 18-01
Quick Mapping Course	2	Saipan	\$2,000.00	\$4,000.00	PTS	PT 18-02
Digital Photography	2	Saipan	\$2,000.00	\$4,000.00	PTS	PT 18-02
Pre-HSP and Post HSP Meeting	2	Saipan	\$500.00	\$1,000.00	PTS	PT 18-02
Quick Mapping Course	2	Saipan	\$1,500.00	\$3,000.00	PTS	PT 18-03
Digital Photography	2	Saipan	\$1,500.00	\$3,000.00	PTS	PT 18-03
Pre-HSP and Post HSP Meeting	2	Saipan	\$400.00	\$8,000.00	PTS	PT 18-03

FY 2018 TRAVEL / TRAINING REQUEST Con't

Region 9 Partners/Pre-HSP Meeting	1	TBD	\$5,000.00	\$5,000.00	AL	AL 18-01
Lifesavers Conference	1	San Antonio, Texas	\$5,000.00	\$5,000.00	AL	AL 18-01
NAWHSL	1	TBD	\$5,000.00	\$5,000.00	AL	AL 18-01
Inter-Island Monitoring	1	Tinian / Rota	\$2,500.00	\$2,500.00	AL	AL 18-01
Other Related Conference/Training	1	TBD	\$5,000.00	\$5,000.00	AL	AL 18-01
DRE Certification	4	TBD	\$6,350.00	\$25,000.00	AL	AL 18-01
TSRP Training Course		Saipan	\$20,000.00	\$20,000.00	AL	AL 18-01
Lifesavers Conference	1	San Antonio, Texas	\$5,000.00	\$5,000.00	AL	AL 18-02
DUI/SFST Training	2	Saipan	\$1,500.00	\$3,000.00	AL	AL 18-02
ARIDE Training	3	Saipan	\$1,500.00	\$4,500.00	AL	AL 18-02
DUI/SFST Training	2	Saipan	\$1,500.00	\$3,000.00	AL	AL 18-03
ARIDE Training	2	Saipan	\$1,500.00	\$3,000.00	AL	AL 18-03
Firefighters/EMT World EMS	2	TBD	\$5,000.00	\$10,000.00	EMS	EMS 18-01
Firefighters/EMT to JEMS	2	TBD	\$5,000.00	\$10,000.00	EMS	EMS 18-01
Traffic Records Forum	1	TBD	\$5,000.00	\$5,000.00	TR	TR 18-01
Motorcycle Crash Investigation	2	TBD	\$5,000.00	\$10,000.00	MC	MC 18-01
Motorcycle National	2	TBD	\$5,000.00	\$10,000.00	MC	MC 18-01
Defensive Driving Instructor	2	TBD	\$5,000.00	\$10,000.00	RS	RS 18-01
Pedestrian Crash Investigation		Saipan	\$20,000.00	\$20,000.00	PS	PS 18-01
Traffic Prosecutor	1	TBD	\$5,000.00	\$5,000.00	TDP	TDP 18-01
Lifesavers Conference	2	San Antonio, Texas	\$5,000.00	\$10,000.00	405b	405b 18-01
Kids in Motion Conference	2	TBD	\$5,000.00	\$10,000.00	405b	405b 18-01
Certification and			\$5,000.00	\$5,000.00	405b	405b 18-01
Lifesavers Conference	1	San Antonio, Texas	\$5,000.00	\$5,000.00	405b	405b 18-02
Kids in Motion Conference	1	TBD	\$5,000.00	\$5,000.00	405b	405b 18-02
CPST Certification (DPS Rota)	2	Saipan	\$2,000.00	\$4,000.00	405b	405b 18-02
CPST Certification (DPS Tinian)	2	Saipan	\$1,500.00	\$3,000.00	405b	405b 18-02

FY 2018 EQUIPMENT / VEHICLE REQUEST

\$5,000.00 and Over Equipment / Vehicle Request

Does the equipment purchase with a useful life of more than one year (Yes/No)	Description/Item	Make/Model	Quantity	Price Per Unit	Total Cost	Funding Source	NHTSA Share (\$) if applicable (Yes/No)	Describe Equipment and how it will be used
Yes	Vehicle (SUV)		2	\$30,000.00	\$60,000.00	PTS 18-01	Yes	DPS Saipan Highway Patrol DUI Enforcement Use
Yes	Radar Speed Device		1	\$6,000.00	\$6,000.00	PTS 18-02	Yes	DPS Rota, Traffic Speed Enforcement Use
Yes	Checkpoint Trailer		1	\$30,000.00	\$30,000.00	PTS 18-03	Yes	DPS Tinian Traffic/DUI OPCR and Alcohol Use
Yes	Oral Fluid Testing		1	\$5,000.00	\$5,000.00	AL 18-01	Yes	DPS Saipan Highway Patrol DUI Enforcement Use
Yes	Hydraulic Pump		1	\$12,000.00	\$12,000.00	EMS 18-01	Yes	Department of Fire and EMS Response to Motor Vehicle Crash
Yes	Hydraulic Spreader		1	\$6,000.00	\$6,000.00	EMS 18-01	Yes	Department of Fire and EMS Response to Motor Vehicle Crash
Yes	Hydraulic Cutter		1	\$6,000.00	\$6,000.00	EMS 18-01	Yes	Department of Fire & EMS Response to Motor Vehicle Crash
Yes	Hydraulic Ramp		1	\$5,000.00	\$5,000.00	EMS 18-01	Yes	Department of Fire & EMS Response to Motor Vehicle Crash
Yes	Speed Measuring Device		4	\$5,000.00	\$20,000.00	SE 18-01	Yes	DPS Saipan Highway Patrol Traffic Enforcement Use

\$5,000.00 and Below Equipment Request

Does the equipment purchase with a useful life of more than one year (Yes/No)	Description/Item	Make/Model	Quantity	Price Per Unit	Total Cost	Funding Source	NHTSA Share (\$) if applicable (Yes/No)	Describe Equipment and how it will be used
Yes	Outdoor Storage Unit		1	\$2,500.00	\$2,500.00	OP 18-02	Yes	DPS Rota, Traffic Section (To Store Traffic/DUI Equipment)
Yes	Flat Screen T.V		1	\$1,000.00	\$1,000.00	OP 18-03	Yes	DPS Tinian Traffic Section use For Public Information Education)
Yes	Portable Breathalyzer Testing		1	\$2,500.00	\$2,500.00	AL 18-01	Yes	DPS Saipan Highway Patrol DUI Enforcement Use
Yes	Hydraulic Spreader Tips		1	\$1,000.00	\$1,000.00	EMS 18-01	Yes	Department of Fire and EMS Response to Motor Vehicle Crash
Yes	Hydraulic Hose		1	\$1,000.00	\$1,000.00	EMS 18-01	Yes	Department of Fire and EMS Response to Motor Vehicle Crash
Yes	Automated External Defibrillations		10	\$425.00	\$4,250.00	EMS 18-01	Yes	Department of Fire and EMS Response to Motor Vehicle Crash

Commonwealth of the Northern Mariana Islands (CNMI) Progress in Meeting NHTSA Core Performance Measures Identified in FY 2018 HSP

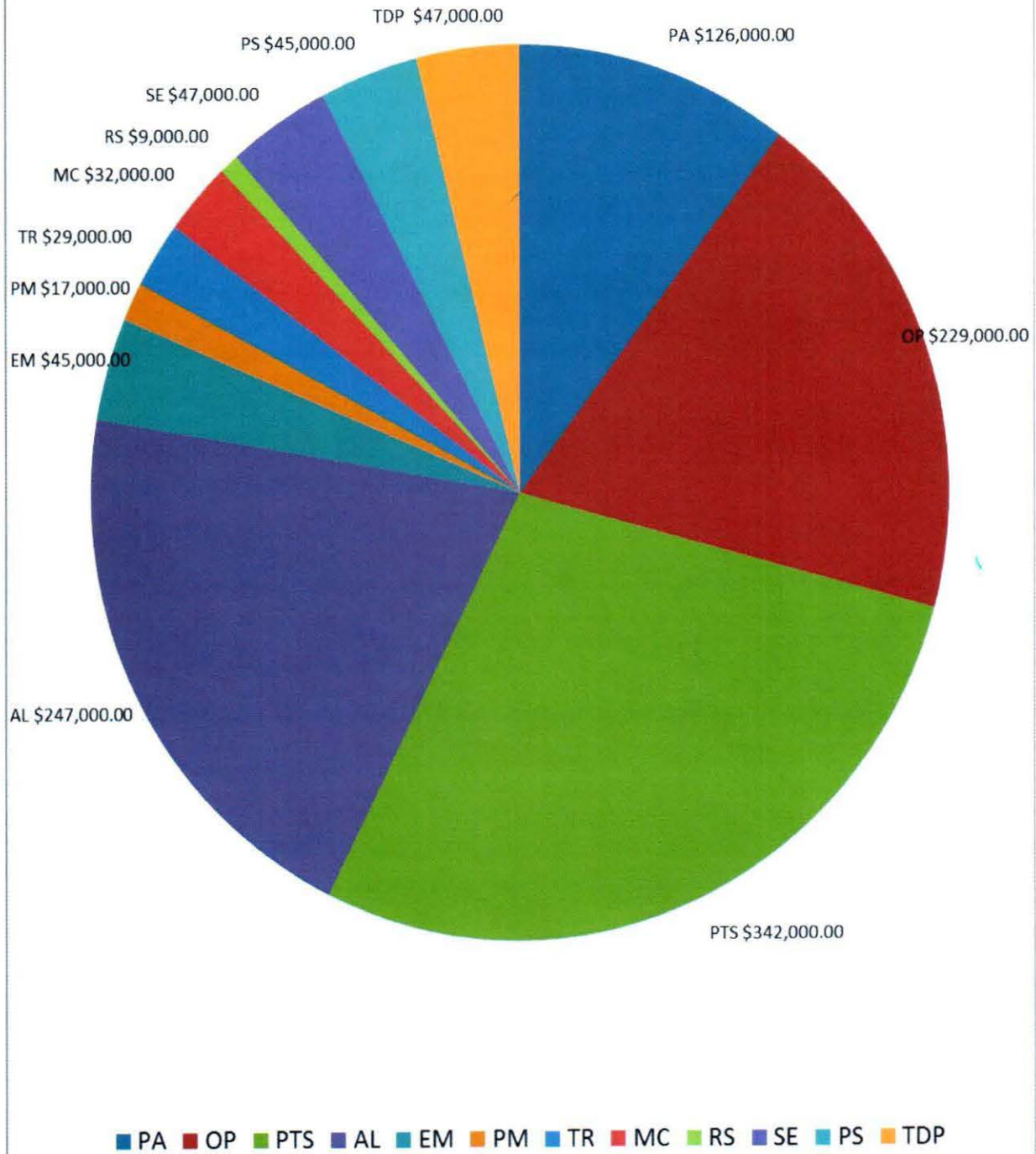
Program Area	Performance	Status	Comments
	<u>Yr 2015</u>	Target (2011-2015)	
Traffic Fatalities	0	Goal Met: Average number (2011-2015) was 2	There were (6) fatalities in 2016.
Serious Traffic Injuries	16	Goal Not Met: Average number (2011-2015) was 12	There were (14) injuries in 2016.
Fatalities/VMT	n/a	n/a	n/a
Unrestrained Passenger Vehicle Occupant Fatalities in all seating Positions	0	Goal Met: Average number (2011-2015) was 1	There was (0) fatality in 2016.
Alcohol Impaired Driving Fatalities (>0.08 BAC)	0	Goal Met: Average number (2011-2015) was 1	There was (3) fatalities in 2016.
Speeding-Related Fatalities	0	Goal Met: Average number (2011-2015) was 1	There was (2) fatality in 2016.
Motorcycle Fatalities	0	Goal Met: Average number (2011-2015) was 0	There was (0) fatality in 2016.
Unhelmeted Motorcycle Fatalities	0	Goal Met: Average number (2011-2015) was 0	There was (0) fatality in 2016.
Drivers Age 20 or Younger Involved in Fatal Crashes	0	Goal Met: Average number (2011-2015) was 0	There was (0) fatality in 2016.
Pedestrian Fatalities	0	Goal Met: Average number (2011-2015) was 0	There was (0) fatality in 2016.
Bicyclist Fatalities	0	Goal Met: Average number (2011-2015) was 0	There was (0) fatality in 2016.

Program Area	Performance	2017 Goal	Comments
	Target for 2015 (2011-2015 Average)		
Seat Belt Citations Issued	849	1000	866 issued in 2016
Impaired Driving Arrests	163	210	203 arrests in 2016
Speeding Citations	808	1000	862 issued in 2016

FISCAL YEAR 2018 HIGHWAY SAFETY COST SUMMARY

PROJECT TITLE	TOTAL
Planning & Administration (PA)	\$126,000.00
Occupant Protection/Child Restraint (OP)	\$229,000.00
Police Traffic Services (PT)	\$342,000.00
Alcohol & Other Countermeasures (AL)	\$247,000.00
Emergency Medical Services (EM)	\$45,000.00
Paid Media (PM)	\$17,000.00
Traffic Records (TR)	\$29,000.00
Motorcycle Safety (MC)	\$32,000.00
Roadway Safety (RS)	\$9,000.00
Speed Enforcement (SE)	\$47,000.00
Pedestrian/Bicycle Safety (PS)	\$45,000.00
Traffic / DUI Prosecutor (TDP)	\$47,000.00
TOTAL Section 402	\$1,215,000.00
405 (b)-18-01 Occupant Protection Grant – High Seat Belt Use	\$103,000.00
405 (b)-18-02 Occupant Protection Grant – High Seat Belt Use	\$22,000.00
405 (c) State Traffic Safety Info System	\$871,000.00
GRAND TOTAL (402; 405b; 405c)	\$2,211,000.00

FISCAL YEAR 2018 HIGHWAY SAFETY COST SUMMARY



PLANNING AND ADMINISTRATION

PLANNING AND ADMINISTRATION		
Planning and Administration	(PA 18-01)	\$ 126,000.00
-	Estimated FY 17 Carry-Forward	\$ 5,000.00
TOTAL PROJECT COST		\$ 126,000.00

PLANNING AND ADMINISTRATION

1.	<p>Project Title: Program Administration Project Number: PA 18-01</p> <p>Project Description: Funds will be used for salary and fringe of the OIC/Coordinator – HSO; funds will also be used for operational costs related to the highway safety program administration for the CNMI. This includes travels to meetings and conferences for the Governor’s Representative (GR), the Director of DAGS and the HSO Coordinator such as the NHTSA’s Region 9 Partners Meeting / Pre-HSP Meeting, NAWHSL, GHSA Executive Seminar (1) & Annual Meeting (3), Lifesavers Conference or Kids in Motion, as well as inter-island monitoring for the GR, Director of DAGS, and the HSO Coordinator as well as any other related training/conferences. Annual fees to GHSA for the GR. Funds will also be used to purchase office and operational supplies such as printer inks, copier papers/toners, folders, etc.; annual fees and monthly recurring charges for landlines, fax and cell phones as well as NHTSA quarterly share for website and email hosting and maintenance; fuel cost for HSO vehicles; freight and handling costs for HSO and printing of forms and documents for HSO;</p> <p>Salary & Fringe (Task 1): \$50,000.00</p> <p>Travel and Training (Task 2): \$53,000.00 For GR, Director and HSO Coordinator to attend meetings and conferences:</p> <ul style="list-style-type: none"> • Partners/Leadership / Pre-HSP Meeting - \$5,000.00 each = \$15,000.00 <i>\$15,000.00</i> • NAWHSL - \$5,000.00 <i>\$5,000.00</i> • GHSA Executive Seminar - \$5,000 each = \$5,000.00 <i>\$5,000.00</i> • GHSA Annual Meeting - \$5,000.00 each = \$10,000.00 <i>\$10,000.00</i> • Lifesavers Conference - \$5,000.00 each = \$15,000.00 (combined with Partners) <i>-0-</i> • Kids in Motion - \$5,000.00 each = \$5,000.00 <i>\$5,000.00</i> • Inter-Island monitoring for HSO Coordinator and GR - \$1,500 each = \$3,000.00- <i>\$3,000.00</i> • Other related conferences/trainings - \$5,000.00 each = \$10,000.00 <i>\$10,000.00</i> <p style="text-align: right;">Subtotal: \$53,000.00</p> <p>Annual Fees for GHSA (Task 3): \$3,600.00</p> <p>Office / Operational Supplies (Task 4): \$1,000.00</p> <p>Communication (Task 5): \$4,000.00</p> <p>Mileage Reimbursement (Task 6): \$1,500.00</p> <p>Freight and Handling (Task 7): \$500.00</p> <p>Printing (Task 8): \$1,000.00</p> <p>Professional Services (Task 9) \$2,400.00 Indirect Cost @ 11.70%: \$13,689.00</p> <p style="text-align: right;">Subtotal: \$130,689.00 (minus FY17 Carry Over <i>\$5,000.00</i>)</p> <p>TOTAL PROJECT COST: \$126,000.00</p>
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OCCUPANT PROTECTION / CHILD RESTRAINT

OCCUPANT PROTECTION/CHILD RESTRAINT		
Saipan Traffic Section OP/CR Enforcement	(OP 18-01)	\$ 188,000.00
Rota Traffic Section OP/CR Enforcement	(OP 18-02)	\$ 30,000.00 (C/F-\$6,500.00)
Tinian Traffic Section OP/CR Enforcement	(OP 18-03)	\$ 11,000.00 (C/F-\$16,350.00)
-	Estimated FY 17 Carry-Forward	\$ 22,850.00 (Total Actual C/F)
TOTAL PROJECT COST		\$ 229,000.00

OCCUPANT PROTECTION / CHILD RESTRAINT

1.	<p>Project Title: Saipan Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: OP 18-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the OP Program Coordinator (100%), monthly fees for phone charges (land line and cellular fees), travel to Partners / Pre-HSP Meeting /Lifesavers or Kids in Motion, inter-island monitoring to Rota and Tinian to assist during campaigns, and other training or conferences; The Saipan Traffic Section will use funds to pay for 2164 overtime hours for officers to conduct OP/CR checkpoints, educational presentations and child restraint checkup events (see breakdown) and Low Visibility Covert Seat Belt Operation's; funds will be used to send two (2) officers to the Lifesavers conference each; funds will also be used to bring off-island instructors to Saipan to certify and re-certify current CPS technicians; to purchase educational materials such as brochures, posters, pamphlet & banners etc. to be given out at checkpoints, presentations, and check-up events; to use funds on advertisements during campaigns through local media such as radio, newspaper, magazine, billboards, and production/airtime for television; funds will be used to purchase office supplies such as ink, copier paper, folders, etc. as well as operational supplies to include child safety restraints (car seats); Funds will be used to rent vehicles for low visibility covert seat belt operations as well as rent classroom facilities for training purposes; funds will be used to procure contractual services from Dr. William Bommer for CNMI Seat Belt Survey statistical analysis and report production.</p> <p>Program Management: \$54,500.00</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator</td> <td style="text-align: right; padding-right: 20px;">\$34,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1b) – Communication charges (land line/cellular service)</td> <td style="text-align: right; padding-right: 20px;">3,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1c) – Partners / Pre-HSP Meeting</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1d) – Lifesavers or Kids in Motion</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1e) – Inter-Island monitoring of campaign / projects</td> <td style="text-align: right; padding-right: 20px;">2,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1f) – Other OP/Child Restraint related conferences/trainings</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> </table> <p style="text-align: right; margin-top: 20px;">Subtotal: \$54,500.00</p>	(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator	\$34,000.00	(Task 1b) – Communication charges (land line/cellular service)	3,000.00	(Task 1c) – Partners / Pre-HSP Meeting	5,000.00	(Task 1d) – Lifesavers or Kids in Motion	5,000.00	(Task 1e) – Inter-Island monitoring of campaign / projects	2,500.00	(Task 1f) – Other OP/Child Restraint related conferences/trainings	5,000.00
(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator	\$34,000.00												
(Task 1b) – Communication charges (land line/cellular service)	3,000.00												
(Task 1c) – Partners / Pre-HSP Meeting	5,000.00												
(Task 1d) – Lifesavers or Kids in Motion	5,000.00												
(Task 1e) – Inter-Island monitoring of campaign / projects	2,500.00												
(Task 1f) – Other OP/Child Restraint related conferences/trainings	5,000.00												

Overtime (Task 2): \$31,521.00

21OP/CR checkpoints (1,764 hrs.)

- 84hrs X 1 – Police Lieutenant (\$30.69) = \$2,577.96
- 84hrs X 1 – Police Sergeant (\$27.84) = \$2,338.56
- 84hrs X 1 – Police Officer III (\$24.05) = \$2,020.20
- 84hrs X 2 – Police Officer II (\$21.81) = \$3,664.08
- 84hrs X 5 – Police Officer I (\$19.79) = \$8,311.80

Subtotal: \$18,912.60

8 OP/CR Check Up Events (256 hrs.)

- 32hrs X 1 – Police Lieutenant (\$30.69) = \$982.08
- 32hrs X 1 – Police Sergeant (\$27.84) = \$890.88
- 32hrs X 1 – Police Officer III (\$24.05) = \$769.60
- 32hrs X 2 – Police Officer II (\$21.81) = \$1,395.84
- 32hrs X 5 – Police Officer I (\$19.79) = \$3,166.40

Subtotal: \$7,204.80

6 OP/CR Low Visibility Covert Seat Belt Operations (144)

- 24hrs X 1 – Police Lieutenant (\$30.69) = 736.56
- 24hrs X 1 – Police Sergeant (\$27.84) = \$668.16
- 24hrs X 1 – Police Officer III (\$24.05) = \$577.20
- 24hrs X 2 – Police Officer II (\$21.81) = \$1,046.88
- 24hrs X 5 – Police Officer I (\$19.79) = \$2,374.80

Subtotal: \$5,403.60

Subtotal: \$31,521.00

Travel and Training (Task 3): \$15,000.00

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

Subtotal: \$15,000.00

Educational Materials (Task 4): \$5,000.00

Advertising (Task 5): \$10,000.00

Office / Operational Supplies (Task 6): \$40,000.00

Rental Others (Task 7): \$8,000.00

- Vehicle Rentals for low visibility covert seat belt operations = \$3,000.00
- Classroom Rental for CPS class = \$5,000.00

Subtotal: \$8,000.00

Professional Services (Task 8): \$4,000.00

- For statistical analysis for seat belt survey

Indirect Cost @ 11.70%: \$19,658.46

Subtotal: \$187,679.46

TOTAL PROJECT COST: \$188,000.00

OCCUPANT PROTECTION / CHILD RESTRAINT

**2. Project Title: Rota Traffic Section Occupant Protection / Child Restraint Enforcement
Project Number: OP 18-02**

Project Description: The Rota Traffic Section will use funds to pay for 720 overtime hours on OP/CR check points, saturation patrols, and other enforcement activities; to send one (1) officer to the Kids in Motion conference; to re-certify eight (8) Child Passenger Safety Technicians; to send two (2) certified instructor and two (2) personnel to be certified on Saipan to become CPS Technicians; to use funds to print brochures / pamphlets / posters, banners as well as other educational materials to be distributed at checkpoints, presentations, and check-up events; to purchase office supplies such as ink, paper, pens, etc. as well as operational supplies such as two (2) (20X40) tents for use during Check Up Events and Presentation, two (2) foldable tables to be used by parents while waiting for check-ups as well as a place to display handout materials; to use funds to pay for freight charges from Highway Safety Office to Rota Traffic Section; and acquire one (1) storage unit to store equipment such as tents, tables, etc. as well as child safety restraints (car seats).

Overtime (Task 1): \$8,935.92

12 OP/CR check points (576 hours)

- 48hrs X 1 – Police Lieutenant (\$22.55) = \$1,082.40
 - 48hrs X 2 – Police Officer III (\$18.60) = \$1,785.60
 - 48hrs X 2 – Police Officer II (\$16.88) = \$1,620.48
 - 48hrs X 2 – Police Officer I (\$15.30) = \$1,468.80
- Subtotal: \$5,957.28*

6 OP/CR Saturation Patrols, and other enforcement activities (144 hours)

- 24hrs X 1 – Police Lieutenant (\$22.55) = \$541.20
 - 24hrs X 2 – Police Officer III (\$18.60) = \$892.80
 - 24hrs X 2 – Police Officer II (\$16.88) = \$810.24
 - 24hrs X 2 – Police Officer I (\$15.30) = \$734.40
- Subtotal: \$2,978.64*
Subtotal: \$8,935.92

Travel and Training (Task 2): \$10,940.00

- Send one (1) officer to Kids in Motion = \$5,000.00
 - Send two (2) personnel to be newly certified = \$2,770.00
 - Send two (2) CPST Instructors to certify new CPS Techs = \$2,770.00
 - re-certify (8) CPS Technicians on Rota @\$50.00 each = \$400.00
- Subtotal: \$10,940.00*

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

Office / Operational Supplies (Task 4): \$5,000.00

Freight and Handling (Task 5): \$500.00

Equipment (Task 6): \$2,500.00

- Outdoor Storage Unit

Indirect Cost @ 11.70%: \$3,553.98

Subtotal: \$36,429.90
(minus FY 17 Carry Over \$6,500.00)

TOTAL PROJECT COST: \$30,000.00

OCCUPANT PROTECTION / CHILD RESTRAINT

3.	<p>Project Title: Tinian Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: OP 18-03</p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 100 overtime hours for OP/CR checkpoints, saturation patrols and courtesy car seat check-up events; to fund travel to Kids in Motion Conference as well as certify/re-certify Child Passenger Safety Technicians; to use funds to print brochures / pamphlets / posters and banners as well as other educational materials to be distributed at checkpoints, presentations, and check-up events; to purchase office supplies such as ink cartridges, notepads, paper, etc. as well as operational supplies such as the child safety seats, tents and tables to be used during check-up events, as well as a place to display handout materials; to fund freight and handling charges from Highway Safety Office to Tinian Traffic Section; to purchase one flat screen TV to be installed at Tinian DPS to play educational videos on child restraints.</p> <p>Overtime (Task 1): \$2,381.56</p> <p>5 OP/CR checkpoints (100 hours)</p> <ul style="list-style-type: none">• 20hrs X 1 – Police Sergeant (\$17.09) = \$341.80• 20hrs X 1 – Police Officer III (\$16.28) = \$325.60• 20hrs X 5 – Police Officer II (\$13.40) = \$1,340.00 <p style="text-align: right;"><i>Subtotal: \$2,007.40</i></p> <p>2 OP/CR Courtesy Car Seat check-up events (16 hours)</p> <ul style="list-style-type: none">• 8hrs X 1 – Police Sergeant (\$17.09) = \$136.72• 8hrs X 1 – Police Officer III (\$16.28) = \$130.24• 8hrs X 1 – Police Officer II (\$13.40) = \$107.20 <p style="text-align: right;"><i>Subtotal: \$374.16</i> <i>Subtotal: \$2,381.56</i></p> <p>Travel and Training (Task 2): \$13,855.00</p> <ul style="list-style-type: none">• One (1) Officer/CPS Tech. – Lifesavers Conference = \$5,000.00• One (1) Officer/CPS Tech. – Kids in Motion = \$5,000.00• Send two (2) personnel to be CPST Certified on Saipan = \$2,470.00• Send one (1) personnel to become an instructor candidate on Saipan = \$1,385.00 <p style="text-align: right;"><i>Subtotal: \$13,855.00</i></p> <p>Educational Materials (Task 3): \$2,000.00</p> <p>Office / Operational Supply (Task 4): \$5,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Equipment (Task 6): \$1,000.00</p> <ul style="list-style-type: none">• One (1) Flat Screen TV <p>Indirect Cost @ 11.70%: \$2,777.18</p> <p style="text-align: right;"><i>Subtotal: \$27,513.74</i></p> <p style="text-align: right;"><i>(minus FY 17 Carry Over \$16,350.00)</i></p> <p>TOTAL PROJECT COST: \$11,000.00</p>
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POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES		
Saipan – Police Traffic Services	(PT 18-01)	\$ 255,000.00
Rota – Police Traffic Services	(PT 18-02)	\$ 38,000.00 (C/F-\$12,500.00)
Tinian – Police Traffic Services	(PT 18-03)	\$ 49,000.00 (C/F-\$8,000.00)
-	Estimated FY 17 Carry-Forward	\$20,500.00
TOTAL PROJECT COST		\$342,000.00

POLICE TRAFFIC SERVICES

1.	<p>Project Title: Saipan – Police Traffic Services Project Number: PT 18-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Federal Program Assistant (100%), monthly fees for phone charges for both the Program Manager and the Assistant (landlines/cellphone charges); funds will also pay for travel expenses to Partners / Pre-HSP Meeting, Lifesavers or Kids in Motion, as well as inter-island monitoring to Rota and Tinian to assist during campaigns and other related conferences/trainings; The Saipan Highway Patrol Section will use funds to certify and provide refresher course for Quick Mapping to at least 30 officers and digital photography; to use funds to purchase office supplies such as printer ink, copier paper, etc. as well a operational supplies such as chalks, spray paint, tarps etc.; funds will cover telephone charges to include land lines, fax, internet and cellphone charges; to pay 50% of fuel cost to all traffic vehicles and motorcycles. Funds will also be used to pay for printing costs for educational and highways safety project; funds will be used to pay for freight and handling costs to be able to ship things to sub-grantees when needed as far as supplies and equipment; also for repairs and maintenance on copier machines; funds will also be used to purchase quick mapping tools, vehicle accessories and a copier machine; to purchase two (2) SUV’s to replace vehicles purchased in 2012 that has already met its mileage requirement.</p> <p>Program Management (Task 1): \$45,000.00</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant</td> <td style="text-align: right;">\$23,000.00</td> </tr> <tr> <td>(Task 1b) – Communication charges (landlines/cellular services)</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1c) – Partner’s / Pre-HSP Meeting</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1d) – Lifesavers or Kids in Motion/other related trainings</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1e) – Inter-Island Monitoring/assisting of campaigns</td> <td style="text-align: right;">2,000.00</td> </tr> <tr> <td>(Task 1f) – Other PTS related conferences/training</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td colspan="2" style="text-align: right;">Subtotal: \$45,000.00</td> </tr> </table>	(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant	\$23,000.00	(Task 1b) – Communication charges (landlines/cellular services)	5,000.00	(Task 1c) – Partner’s / Pre-HSP Meeting	5,000.00	(Task 1d) – Lifesavers or Kids in Motion/other related trainings	5,000.00	(Task 1e) – Inter-Island Monitoring/assisting of campaigns	2,000.00	(Task 1f) – Other PTS related conferences/training	5,000.00	Subtotal: \$45,000.00	
(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant	\$23,000.00														
(Task 1b) – Communication charges (landlines/cellular services)	5,000.00														
(Task 1c) – Partner’s / Pre-HSP Meeting	5,000.00														
(Task 1d) – Lifesavers or Kids in Motion/other related trainings	5,000.00														
(Task 1e) – Inter-Island Monitoring/assisting of campaigns	2,000.00														
(Task 1f) – Other PTS related conferences/training	5,000.00														
Subtotal: \$45,000.00															

Travel and Training (Task 2): \$25,000.00

- To bring in instructors for the Quick Mapping Course = \$20,000.00
- To bring in instructors for Digital Photography \$5,000.00

Subtotal: \$25,000.00

Office / Operational Supplies (Task 3) : \$10,000.00

Communication (Task 4): \$15,000.00

Fuel (Task 5): \$30,000.00

Educational Materials (Task 6): \$2,500.00

Freight and Handling (Task 7): \$1,000.00

Repairs and Maintenance (Task 8): \$1,000.00

Equipment (Task 9): \$30,000.00

- Quick Mapping Tools
- Vehicle accessories
- Copier Machine

Vehicles (Task 10): \$80,000.00

- To acquire two (2) SUV @ \$30,000.00 each = \$60,000.00

Indirect Cost @ 11.70%: \$15,151.50

Subtotal: \$254,651.50

TOTAL PROJECT COST: \$255,000.00

POLICE TRAFFIC SERVICES

<p>2.</p>	<p>Project Title: Rota – Police Traffic Services Project Number: PT 18-02</p> <p>Project Description: The Rota Traffic Section will use funds to pay for 432 hours of overtime to conduct Speed and High Visibility Enforcement (HVE); to send two (2) officers for Digital Photography for Traffic Crash Investigation, to send two (2) officers to attend Quick Mapping Course, to send two (2) officers to attend pre and post HSP Meeting on Saipan; to use funds to acquire educational materials such as brochure, pamphlet, flyers, etc. to be issued out during checkpoints and educational presentation; to purchase office supplies such as inks, copier paper, folders, etc. as well as operational supplies such as chalks, spray paints, etc.; to pay for freight charges from Highway Safety Office to Rota Traffic Section; to use funds to pay for communication charges such as landlines, fax line, internet fees and cellular charges/fees; to pay 50% of fuel cost to all traffic vehicles and motorcycles; to use funds to acquire Radar Speed Measuring Device for traffic vehicles.</p> <p>24 Overtime on checkpoints and saturation patrols (Task 1): \$7,596.72</p> <ul style="list-style-type: none"> • 72hrs X 1 – Police Lieutenant (\$22.55) = \$1,623.60 • 72hrs X 1 – Police Officer III (\$18.60) = \$1,339.20 • 72hrs X 2 – Police Officer II (\$16.88) = \$2,430.72 • 72hrs X 2 – Police Officer I (\$15.30) = \$2,203.20 <p style="text-align: right;"><i>Subtotal: \$7,596.72</i></p> <p>Travel and Training (Task 2): \$9,000.00</p> <ul style="list-style-type: none"> • To send two (2) officers for Digital Photography for Traffic Crash Investigation @ \$2,000.00 = \$4,000.00 • To send two (2) officers to attend Quick Mapping Course @ \$2,000.00 = \$4,000.00 • To send two (2) officers to attend pre and post HSP Mtgs. @ \$500.00 ea. = \$1,000.00 <p style="text-align: right;"><i>Subtotal: \$9,000.00</i></p> <p>Educational Materials (Task 3): \$2,500.00</p> <p>Office and Operational Supplies (Task 4): \$5,000.00</p> <p>Freight and Handling (Task 5): \$1,000.00</p> <p>Communication (Task 6): \$5,000.00</p> <p>Fuel (Task 7): \$10,000.00</p> <p>Equipment (Task 8): \$6,000.00</p> <ul style="list-style-type: none"> • Radar Speed Measuring Device <p style="text-align: right;"><i>Subtotal: \$6,000.00</i></p> <p>Indirect Cost @ 11.70%: \$4,691.32</p> <p style="text-align: right;"><i>Subtotal: \$50,788.03</i></p> <p style="text-align: right;"><i>FY 17 Carry Over \$12,500.00</i></p> <p>TOTAL PROJECT COST: \$38,000.00</p>
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POLICE TRAFFIC SERVICES

3. Project Title: Tinian – Police Traffic Services
Project Number: PT 18-03

Project Description: The Tinian Traffic Section will use funds to pay for 100 overtime hours for saturation patrol, HVEs and laser speed enforcement to focus on speed violators; funds will be used to send two officers to Saipan to attend the Digital Photography Course, two officers to attend the Quick Mapping Course, and to attend pre and post HSP meetings; to purchase educational materials such as brochures, flyers, and pamphlets for community awareness and school presentations; funds will also be used to pay for communication charges such as landlines, fax line, and cellular charges/fees; funds will be used to purchase office supplies such as ink cartridge, pens, papers, etc. as well as operational supplies such as cleaning supplies, chalks, marking paint, and cones, etc. and to pay 50% of fuel cost to all traffic vehicles and motorcycles; funds will also be used to purchase a checkpoint trailer.

5 Saturation Patrols and HVE (100 hours) (Task 1) = \$1,471.40

- 20hrs X 1 – Police Sergeant (\$17.09) = \$341.80
- 20hrs X 1 – Police Officer III (\$16.28) = \$325.60
- 20hrs X 3 – Police Officer II (\$13.40) = \$804.00

Subtotal: \$1,471.40

Travel and Training (Task 2): \$6,800.00

- To send two (2) to attend Digital Photography Course @ \$1,500.00 = \$3,000.00
- To send two (2) to attend Quick Mapping Course @\$1,500.00 ea. X2 = \$3,000.00
- To send two (2) to Saipan to attend pre and post HSP Mtgs. @\$400.00 = \$800.00

Subtotal: \$6,800.00

Educational Materials (Task 3): \$2,500.00

Communication (Task 4): \$5,000.00

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

Fuel (Task 6): \$5,000.00

Equipment (Task 7): \$30,000.00

- Checkpoint Trailer @ \$30,000.00

Indirect Cost @ 11.70%: \$2,781.25

Subtotal: \$56,552.65

FY 16 Carry Over \$8,000.00

TOTAL PROJECT COST: \$49,000.00

ALCOHOL AND OTHER COUNTERMEASURES

ALCOHOL & OTHER COUNTERMEASURES	
Saipan Traffic Section Alcohol Enforcement (AL 18-01)	\$211,000.00 (C/F-\$ 5,000.00)
Rota Traffic Section Alcohol Enforcement (AL 18-02)	\$30,000.00 (C/F-\$7,000.00)
Tinian Traffic Section Alcohol Enforcement (AL 18-03)	\$6,000.00 (C/F-\$8,000.00)
- Estimated FY 17 Carry-Forward	\$20,000.00
TOTAL PROJECT COST	\$247,000.00

ALCOHOL AND OTHER COUNTERMEASURES

1.	<p>Project Title: Saipan Traffic Section Alcohol & Other Countermeasures Enforcement Project Title: AL 18-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Alcohol Program Coordinator (100%), monthly fees for phone charges (land line and cellular fees), travel to Partners Meeting/Pre-HSP (Lifesavers included)/inter-island monitoring to Rota and Tinian to assist during campaigns/and other training or conferences; The Saipan Traffic Section will use funds to pay for 864 overtime hours to conduct Sobriety/DUI checkpoints as well as Sobriety/DUI Educational Presentations (see breakdown); to send four (4) officers to get DRE certification to be able to successfully prosecute drug impaired drivers; to bring in two (2) Traffic Safety Resource Prosecutors (TSRP) for both officers and prosecutors to better enhance them in prosecuting DUI violators: to purchase educational materials such as brochures/pamphlets to be distributed during checkpoints and community awareness events; to use funds on advertising during campaigns through local media such as radio, newspaper, magazine, billboards, and production/airtime for television; to purchase office and operational supplies; to acquire portable breath testing equipment and oral fluid drug testing kit instrument to be utilized for detecting alcohol impaired drivers.</p> <p>Program Management: \$54,500.00</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">(Task 1a) – Salary and Fringe (100%) for Program Coordinator</td> <td style="text-align: right;">\$34,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1b) – Communication charges (land line/cellular service)</td> <td style="text-align: right;">3,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1c) – Partners / Pre-HSP Meeting (to include Lifesavers Conference)</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1d) – NAWHSL</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1e) – Inter-Island monitoring of campaigns/project</td> <td style="text-align: right;">2,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1f) –Impaired Driving related conferences/trainings</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td colspan="2" style="text-align: right;">Subtotal: \$54,500.00</td> </tr> </table>	(Task 1a) – Salary and Fringe (100%) for Program Coordinator	\$34,000.00	(Task 1b) – Communication charges (land line/cellular service)	3,000.00	(Task 1c) – Partners / Pre-HSP Meeting (to include Lifesavers Conference)	5,000.00	(Task 1d) – NAWHSL	5,000.00	(Task 1e) – Inter-Island monitoring of campaigns/project	2,500.00	(Task 1f) –Impaired Driving related conferences/trainings	5,000.00	Subtotal: \$54,500.00	
(Task 1a) – Salary and Fringe (100%) for Program Coordinator	\$34,000.00														
(Task 1b) – Communication charges (land line/cellular service)	3,000.00														
(Task 1c) – Partners / Pre-HSP Meeting (to include Lifesavers Conference)	5,000.00														
(Task 1d) – NAWHSL	5,000.00														
(Task 1e) – Inter-Island monitoring of campaigns/project	2,500.00														
(Task 1f) –Impaired Driving related conferences/trainings	5,000.00														
Subtotal: \$54,500.00															

Overtime (Task 2): \$19,777.20

7 Sobriety/DUI checkpoints/ saturation patrols & HVEs (672hrs)

- 56hrs X 1 – Police Lieutenant (\$30.69) = \$1,718.64
- 56hrs X 1 – Police Sergeant (\$27.84) = \$1,559.04
- 56hrs X 2 – Police Officer III (\$24.05) = \$2,693.60
- 56hrs X 4 – Police Officer II (\$21.81) = \$4,885.44
- 56hrs X 4 – Police Officer I (\$19.79) = \$4,432.96

Subtotal: \$15,289.68

3 Educational Presentation per quarter (192 hrs.)

- 48hrs X 1 – Police Sergeant (\$27.84) = \$1,336.32
- 48hrs X 1 – Police Officer III (\$24.05) = \$1,154.40
- 48hrs X 1 – Police Officer II (\$21.81) = \$1,046.88
- 48hrs X 1 – Police Officer I (\$19.79) = \$949.92

Subtotal: \$4,487.52

Subtotal: \$19,777.20

Travel and Training (Task 3): \$45,000.00

- To send four (4) officers to get DRE Certification @\$6,250.00 ea. = \$25,000.00
- To bring in two (2) instructors for the TSRP = \$20,000.00

Subtotal: \$45,000.00

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

Advertising (Task 5): \$50,000.00

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

Equipment (Task 7): \$10,000.00

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

Indirect Cost @ 11.70%: \$21,560.43

Subtotal: \$215,837.63

(minus FY 17 Carry Over) \$5,000.00

TOTAL PROJECT COST: \$211,000.00

ALCOHOL AND OTHER COUNTERMEASURES

**2. Project Title: Rota Traffic Section Alcohol & Other Countermeasures
Project Number: AL 18-02**

Project Description: The Rota Traffic Section will use funds to pay for 700 overtime hours for officers to conduct Sobriety checkpoints, saturation patrols, and monthly impaired driving enforcement; to send one (1) officer to attend the Lifesavers Conference in San Antonio, Texas; to send two (2) officers to attend DUI/SFST training on Saipan; to send three (3) officers to attend the ARIDE Training Course on Saipan; purchase of educational materials such as brochures/pamphlets & flyers to be distributed during checkpoints and school presentations; to purchase office supplies (printer inks/copier paper/toners/etc.) and operational supplies (chalks/traffic signs/cones, marking paint, etc.); to use funds to pay for freight charges from Highway Safety Office to Rota Traffic Section.

Overtime (Task 1): \$11,923.00

Sobriety DUI Checkpoint (420 hours)

- 60hrs X 1 – Police Lieutenant (\$22.55) = \$1,353.00
- 60hrs X 1 – Police Officer III (\$18.60) = \$1,116.00
- 60hrs X 1 – Police Officer II (\$16.88) = \$1,012.80
- 60hrs X 4 – Police Officer I (\$15.30) = \$3,672.00

Subtotal: \$7,153.80

Saturation Patrol / HVEs (280 hours)

- 40hrs X 1 – Police Lieutenant (\$22.55) = \$902.00
- 40hrs X 1 – Police Officer III (\$18.60) = \$744.00
- 40hrs X 1 – Police Officer II (\$16.88) = \$675.20
- 40hrs X 4 – Police Officer I (\$15.30) = \$2,448.00

Subtotal: \$4,769.20

Subtotal: \$11,923.00

Travel and Training (Task 2): \$12,500.00

- To send one (1) officer to attend the Lifesavers Conferences = \$5,000.00
- To send two (2) officers to attend the DUI/SFST Training (on Saipan) @\$1,500.00 each = \$3,000.00
- To send three (3) officers to attend the ARIDE Training Course in Saipan @\$1,500.00 ea.=\$4,500

Subtotal: \$12,500.00

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

Office/Operational Supplies (Task 4): \$3,000.00

Freight and Handling (Task 5): \$500.00

Indirect Cost @ 11.70%: \$3,851.99

Subtotal: \$36,774.99

(minus FY 17 Carry Over) \$7,000.00

TOTAL PROJECT COST: \$30,000.00

ALCOHOL AND OTHER COUNTERMEASURES

3.	<p>Project Title: Tinian Traffic Section Alcohol and Other Countermeasures Project Number: AL 18 -03</p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 140 overtime hours to conduct Sobriety checkpoints and saturation patrols; to send two officers to Saipan to attend the SFST training course, and the ARIDE Training Course; funds will be used to purchase educational materials for checkpoint and community outreach awareness; funds will also be used to purchase office and operational supplies to include dry gas for breathalyzer equipment; funds will be used to pay for freight and handling charges for items sent to Tinian and/or Saipan.</p> <p>Overtime (Task 1): \$1,600.00 Sobriety DUI checkpoints and Saturation Patrol (140 hours)</p> <ul style="list-style-type: none">• 20hrs X 1 – Police Sergeant (\$17.09) = \$341.80• 20hrs X 1 – Police Officer III (\$16.28) = \$325.60• 20hrs X 5 – Police Officer II (\$13.40) = \$1,340.00 <p style="text-align: right;"><i>Subtotal: \$2,007.40</i></p> <p>Travel and Training (Task 2): \$6,000.00</p> <ul style="list-style-type: none">• Send two (2) officers to Saipan to attend SFST training @ \$1,500 ea = \$3,000.00• Send two (2) officers to Saipan to attend the ARIDE Training Course @ \$1,500.00 = \$3,000.00 <p style="text-align: right;"><i>Subtotal: \$6,000.00</i></p> <p>Educational (Task 3) : \$1,000.00</p> <p>Office and Operational Supplies (Task 4): \$3,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Indirect Cost @ 11.70%: \$1,415.70</p> <p style="text-align: right;"><i>Subtotal: \$13,515.70</i></p> <p style="text-align: right;"><i>(minus FY 17 Carry Over) \$8,000.00</i></p> <p>TOTAL PROJECT COST: \$6,000.00</p>
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EMERGENCY MEDICAL SERVICES

EMERGENCY MEDICAL SERVICES	
Saipan – Emergency Medical Services (EM 18-01)	\$45,000.00
- Estimated FY 17 Carry-Forward	\$20,000.00
TOTAL PROJECT COST	\$45,000.00

1.	<p>Project Title: Emergency Medical Services Project Number: EM 18-01</p> <p>Project Description: Emergency Medical Services will use the funds to acquire additional accessories to the Jaws of Life purchased several years ago to enhance and better equip the equipment itself and be able to extract injured individuals at a crash using its additional tools; to also purchase Automated External Defibrillator paying only 25% of its total cost for training purposes only; to use funds for freight and handling of rescue extrication equipment additional tools; to send two (2) Firefighters/EMT’s to the World EMS Expo to stay current on updated EMS trends for improved patient care outcome; to send two (2) Firefighters/EMT’s to JEMS Today National EMS Conference; to also pay 25% of professional services to Sanford Medical Group for consultation and certification of Advance Life Support (ALS).</p> <p>Equipment (Task 1): \$35,250.00</p> <p>One (1) Rescue Extrication</p> <ul style="list-style-type: none"> • Hydraulic pump = \$12,000.00 • Hydraulic spreader = \$6,000.00 • Hydraulic cutter = \$6,000.00 • Hydraulic ramp = \$5,000.00 • Hydraulic spreader tips = \$1,000.00 • Hydraulic hose = \$1,000.00 <p>Ten (10) Automated External Defibrillations</p> <ul style="list-style-type: none"> • 25% of \$1,700.00 = \$425.00 X 10 units = \$4,250.00 <p style="text-align: right;"><i>Subtotal: \$35,250.00</i></p> <p>Freight and Handling (Task 2): = \$2,000.00</p> <p>Travel and Training (Task 3): \$20,000.00</p> <ul style="list-style-type: none"> • Send two (2) Firefighters/EMT’s to the World EMS Expo @\$5,000.00 each = \$10,000.00 • Send two (2) Firefighters/EMT’s to JEMS @\$5,000.00 each= \$10,000.00 <p style="text-align: right;"><i>Subtotal: \$20,000.00</i></p> <p>Professional Service (Task 4): \$4,970.25</p> <ul style="list-style-type: none"> • Consultation and Certification \$19,881.00 X 25% = \$4,970.25 <p>Indirect Cost @ 11.70%: \$3,155.52</p> <p style="text-align: right;"><i>Subtotal: \$65,375.77</i></p> <p style="text-align: right;"><i>(minus FY 17 Carry Over) \$20,000.00</i></p> <p>TOTAL PROJECT COST: \$45,000.00</p>
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PAID MEDIA

PAID MEDIA		
Saipan – Paid Media	(PM 18-01)	\$17,000.00
-	Estimated FY 17 Carry-Forward	\$5,000.00
TOTAL PROJECT COST		\$17,000.00

PAID MEDIA

1.	<p>Project Title: Paid Media Project Number: PM 18-01</p> <p>Project Description: Funds will be used to pay for advertising costs of highway safety’s public and educational awareness messages on newspaper, magazines, billboards, radio and television air-time, etc. for the various campaigns throughout the year such as CLICK –IT-OR-TICKET, DRIVE SOBER OR GET PULLED OVER, Child Passenger Safety Awareness, Distracted Driving, etc.</p> <p>Advertisement (Task 1): \$20,000.00</p> <p>Indirect Cost @ 11.70%: \$2,340.00</p> <p style="text-align: right;"><i>Subtotal: \$22,128.00</i> <i>(minus FY 17 C/O) \$5,000.00</i></p> <p>TOTAL PROJECT COST: \$17,000.00</p>
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TRAFFIC RECORDS

TRAFFIC RECORDS	
Saipan Traffic Section – Traffic Records (TR 18-01)	\$29,000.00
- Estimated FY17 Carry-Forward	\$ 7,000.00
TOTAL PROJECT COST	\$29,000.00

TRAFFIC RECORDS

1.	<p>Project Title: Traffic Records Project Number: TR 18-01</p> <p>Project Description: Under Program Management, funds will be used to pay for salary and fringe benefits of the Traffic Records Technician (100%), funds will also be used to cover communication costs such as landline & cell phone; funds will be used to send one (1) individual that are members of the TRCC Committee from either Highway Patrol Section, Highway Safety Office, Judicial personnel and/or Bureau of Motor Vehicle to attend the Traffic Records Forum; to use funds to purchase office supplies such as printer ink, copier paper, etc.</p> <p>Program Management (Task 1): \$24,500.00</p> <p>(Task 1a) – Salary and Fringe (100%) for Traffic Records Technician \$23,000.00 (Task 1b) – Communication charges (land line/cellular services) \$1,500.00 <i>Subtotal: \$24,500.00</i></p> <p>Travel and Training (Task 2): \$5,000.00</p> <ul style="list-style-type: none"> • To send one (1) personnel to the Traffic Records Forum @\$5,000.00 each = \$5,000.00 <i>Subtotal: \$5,000.00</i> <p>Office / Operational Supplies (Task 3): \$3,000.00</p> <p>Indirect Cost @ 11.70%: \$3,802.50</p> <p style="text-align: right;"><i>Subtotal: \$36,302.50</i></p> <p style="text-align: right;"><i>(minus FY 17 C/O) \$7,000.00</i></p> <p>TOTAL PROJECT COST: \$29,000.00</p>
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MOTORCYCLE SAFETY

MOTORCYCLE SAFETY	
Saipan Traffic Section – Motorcycle Safety (MC 18-01)	\$32,000.00
- Estimated FY 17 Carry-Forward	\$14,000.00
TOTAL PROJECT COST	\$32,000.00

MOTORCYCLE SAFETY

<p>1.</p>	<p>Project Title: Saipan Traffic Section – Motorcycle Safety Project Number : MC 18-01 Project Description: to use funds to pay for 360 overtime hours to enforce Motorcycle Safety on our roadways; to send two (2) officers for training on Motorcycle Crash Investigation Course to enhance their knowledge in this field; to send two (2) individuals to attend the National Symposium on Motorcycle Safety Countermeasures; to purchase educational materials such as brochures/pamphlets to be issued during checkpoint and public education events; to do public awareness and production through local media such as radio, television, newspaper, magazines, etc.; to purchase office/operational supplies.</p> <p>12 Overtime – HVE / Community Awareness (Task 1): \$5,567.10 360 hrs. of Motorcycle Safety Enforcement</p> <ul style="list-style-type: none"> • 30hrs X 1 – Police Lieutenant (\$30.69) = \$920.70 • 30hrs X 1 – Police Sergeant (\$27.84) = \$835.20 • 30hrs X 1 – Police Officer III (\$24.05) = \$721.50 • 30hrs X 2 – Police Officer II (\$21.81) = \$1,308.60 • 30hrs X 3 – Police Officer I (\$19.79) = \$1,781.10 <p style="text-align: right;"><i>Subtotal: \$5,567.10</i></p> <p>Travel and Training (Task 2): \$20,000.00</p> <ul style="list-style-type: none"> • To send two (2) officers to the Motorcycle Crash Investigation of Course @ \$5,000 each = \$10,000.00 • To send two (2) personnel to the National Symposium on Motorcycle Safety Countermeasures @ \$5,000 each = \$10,000.00 <p style="text-align: right;"><i>Subtotal: \$20,000.00</i></p> <p>Educational Materials (Task 3): \$3,000.00</p> <p>Advertising (Task 4): \$10,000.00</p> <p>Office / Operational Supplies (Task 5): \$3,000.00</p> <p>Indirect Cost @ 11.70%: \$4,863.35</p> <p style="text-align: right;"><i>Subtotal: \$46,430.45</i></p> <p style="text-align: right;"><i>(minus FY 16 C/O) \$14,000.00</i></p> <p>TOTAL PROJECT COST: \$32,000.00</p>
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ROADWAY SAFETY

ROADWAY SAFETY	
Saipan Traffic Section – Roadway Safety (RS 18-01)	\$ 9,000.00
Estimated FY 17 Carry-forward	\$ 9,000.00
TOTAL PROJECT COST	\$ 9,000.00

ROADWAY SAFETY

1.	<p>Project Title: Roadway Safety Project Number: RS 18-01</p> <p>Project Description: The Saipan Police Traffic Section will use funds send two (2) traffic officer to attend Defensive Driving Instructor training course; to purchase educational materials such as defensive driving training materials, brochures, pamphlets, flyers, etc. for use during community awareness events; to use funds to purchase office supplies such as printer ink, copier paper, etc. as well as operational supplies such as chalks, spray paint, etc.;</p> <p>Travel and Training (Task 1): \$10,000.00</p> <ul style="list-style-type: none"> • To send two (2) traffic personnel to Defensive Driving Instructor training course @ \$5,000.00 = \$10,000.00 <p style="text-align: right;"><i>Subtotal: \$10,000.00</i></p> <p>Educational Materials: (Task 2) : \$5,000.00</p> <p>Office / Operational Supplies: (Task 3): \$1,000.00</p> <p>Indirect Cost @ 11.70%: \$1,872.00</p> <p style="text-align: right;"><i>Subtotal:\$17,872.00</i></p> <p style="text-align: right;"><i>(minus FY 17 C/O) \$9,000.00</i></p> <p>TOTAL PROJECT COST \$9,000.00</p>
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SPEED ENFORCEMENT

SPEED ENFORCEMENT	
Saipan Traffic Section – Speed Enforcement (SE 18-01)	\$47,000 .00
- Estimated FY 17 – Carry Forward	\$1,000.00
TOTAL PROJECT COST	\$ 47,000.00

SPEED ENFORCEMENT

1.	<p>Project Title: Saipan Traffic Section – Speed Enforcement Project Number: SE 18-01</p> <p>Project Description: The Saipan Traffic Section will use funds to pay for 720 overtime hours for speed enforcement such as covert operations; to print brochures/pamphlets and educational materials to promote safety on our roadways; to rent vehicles to be used during covert operations to crack down on illegal drag racers and imprudent drivers on our roadways.</p> <p>Overtime: (Task 1): \$15,897.60 Speed Enforcement (720 hours)</p> <ul style="list-style-type: none"> • 80hrs X 1 – Police Sergeant (\$27.84) = \$2,227.20 • 80hrs X 2 – Police Officer III (\$24.05) = \$3,848.00 • 80hrs X 2 – Police Officer II (\$21.81) = \$3,489.60 • 80hrs X 4 – Police Officer I (\$19.79) = \$6,332.80 <p style="text-align: right;"><i>Subtotal: \$15,897.60</i></p> <p>Educational Materials (Task 2): \$1,000.00</p> <p>Rental Vehicle (Task 3): \$5,600.00</p> <ul style="list-style-type: none"> • For vehicle rental to be utilized during covert operation <p>Repairs & Maintenance (Task 4): \$2,100.00</p> <p>Equipment (Task 5): \$20,000.00</p> <ul style="list-style-type: none"> • Four (4) LTI 20/20 speed measuring instrument @\$5,000.00 each <p>Indirect Cost @ 11.70%: \$2,877.91</p> <p style="text-align: right;"><i>Subtotal: \$47,475.41</i></p> <p style="text-align: right;"><i>(minus FY 17 C/O) \$1,000.00</i></p> <p>TOTAL PROJECT COST: \$47,000.00</p>
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PEDESTRIAN / BICYCLE SAFETY

PEDESTRIAN / BICYCLE SAFETY	
Saipan Traffic Section – Pedestrian / Bicycle Safety (PS 18-01)	\$45,000.00
- Estimated FY 17 Carry-forward	\$5,000.00
TOTAL PROJECT COST	\$45,000.00

PEDESTRIAN / BICYCLE SAFETY

1.	<p>Project Title: Saipan Traffic Section – Pedestrian / Bicycle Safety Project Number: PS 18-01</p> <p>Project Description: to use funds to pay for 160 overtime hours for community awareness and enforcement on the use of pedestrian walk and bicycle safety; to bring in instructors for Bicycle/Pedestrian Crash Investigation course to certify at least thirty (30) police officers; to purchase educational materials such as brochures/pamphlets; to do public awareness/production through local media such as radio, television, newspaper, magazines, etc.; to purchase office and operational supplies; to rent vehicles for low visibility covert operation.</p> <p>Overtime (Task 1): \$3,711.40</p> <p>160 hours of Pedestrian/Bicycle Safety enforcement</p> <ul style="list-style-type: none"> • 20hrs X 1 – Police Lieutenant (\$30.69) = \$613.80 • 20hrs X 1 – Police Sergeant (\$27.84) = \$556.80 • 20hrs X 1 – Police Officer III (\$24.05) = \$481.00 • 20hrs X 2 – Police Officer II (\$21.81) = \$872.40 • 20hrs X 3 – Police Officer I (\$19.79) = \$1,187.40 <p style="text-align: right;"><i>Subtotal: \$3,711.40</i></p> <p>Travel and Training (Task 2): \$20,000.00</p> <ul style="list-style-type: none"> • To bring instructors to certify for Bicycle/Pedestrian Crash Investigation Course = \$20,000.00 <p style="text-align: right;"><i>Subtotal: \$20,000.00</i></p> <p>Educational Materials (Task 3): \$3,000.00</p> <p>Advertising (Task 4): \$10,000.00</p> <p>Office and Operational Supplies (Task 5): \$5,000.00</p> <p>Rental Vehicle (Task 6): \$3,000.00</p> <ul style="list-style-type: none"> • For vehicle rental to be utilized during covert operation <p>Indirect Cost @ 11.70%: \$5,231.23</p> <p style="text-align: right;"><i>Subtotal: \$49,942.63</i></p> <p style="text-align: right;"><i>(minus FY 17 C/O) \$5,000.00</i></p> <p>TOTAL PROJECT COST: \$45,000.00</p>
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TRAFFIC / DUI PROSECUTOR

TRAFFIC / DUI PROSECUTOR		
Saipan – Traffic / DUI Prosecutor	(TDP 18-01)	\$17,000.00
-	Estimated FY 17 Carry-Forward	\$0.00
TOTAL PROJECT COST		\$17,000.00

TRAFFIC / DUI PROSECUTOR

1.	<p>Project Title: Traffic / DUI Prosecutor Project Number: TDP 18-01</p> <p>Project Description: Funds will be used to pay for 50% of salary and fringe benefits for a Traffic Prosecutor under the Office of Attorney General; To send one (1) traffic prosecutor to the 2018 IACP training conference on drugs, alcohol and impaired driving in National Harbor, Maryland; to use funds to purchase office supplies such as copier paper, pen, folder, clips, labels and other expendable office supplies.</p> <p>Salary and Fringe (Task 1): \$36,900.00</p> <p>Travel and Training (Task 2): \$5,000.00</p> <ul style="list-style-type: none"> • To send one (1) traffic prosecutor to attend 2018 IACP = \$5,000.00 <p>Office Supplies (Task 3): \$500.00</p> <p>Indirect Cost @ 11.70%: \$4,960.80</p> <p style="text-align: right;"><i>Subtotal: \$47,360.80</i></p> <p>TOTAL PROJECT COST: \$47,000.00</p>
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