

**Commonwealth of the  
Northern Mariana Islands**

**Department of Public Safety  
Highway Safety Office**

**FISCAL YEAR 2015**



## DEPARTMENT OF PUBLIC SAFETY

COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

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June 18, 2014

John Moffat  
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. Moffat:

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

The Department of Public Safety, Highway Safety Office (HSO) is hereby submitting its Fiscal Year 2015 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 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 2015 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,

A handwritten signature in blue ink, appearing to read 'J. Deleon Guerrero', with a stylized flourish at the end.

James C. Deleon Guerrero  
Commissioner, Department of Public Safety  
Governor's Highway Safety Representative

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

**Fiscal Year 2015  
Highway Safety Plan**

Prepared by:

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

James C. Deleon Guerrero  
Commissioner  
Department of Public Safety  
Governor's Highway Safety Representative

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Commonwealth of the Northern Mariana Islands  
**DEPARTMENT OF PUBLIC SAFETY**  
*Commissioner James C. Deleon Guerrero*  
Governors Representative (GR)

**DEPARTMENT OF PUBLIC SAFETY**  
Director of Administration & General Support  
*E. Kay A. Inos*


**Highway Safety Office**  
Officer in Charge  
*Margarita DLG Camacho*

**Program Manager**  
Police Traffic Services/Roadway  
Safety/Traffic Records/State Traffic  
Info. System  
*Leonardo Duenas*

**Program Manager**  
Occupant Protection/Child  
Restraint/Child Passenger  
Safety/Safety Belt  
*Conrad Castro*

**Program Manager**  
Impaired Driving/Motorcycle  
Safety/Pedestrian & Bicycle Safety  
*Alina Cabrera*

**Workforce Investment Agency (WIA)  
Trainee**  
Assisting with Occupant Protection/Child  
Restraint, Child Passenger Safety, Safety Belt  
and Emergency Medical Service  
*Rose Marie Skilling*

Approved By:  Date: 06/30/2014  
James C. Deleon Guerrero  
Commissioner/Governor's Representative

## **PART I**

### **MISSION STATEMENT EXECUTIVE SUMMARY PROCESS DESCRIPTION**

**(Performance Plan)**



## **MISSION STATEMENT**

The Commonwealth of the Northern Mariana Islands (CNMI) Department of Public Safety (DPS), Highway Safety Office's mission is to provide the highest quality of public safety services in order to enhance community safety, safeguard life and protect property, reduce crime, deter criminal activity, and implement crime prevention programs.

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

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

## EXECUTIVE SUMMARY

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

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

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

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

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

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

HSO is staffed with four (4) personnel: an Officer in Charge, and three (3) program managers. One (1) trainee from the Workforce Investment Agency is assigned to HSO for six (6) months, with the intention of carrying the FTE under NHTSA funds. This office coordinates and

monitors the administration of Highway Safety Programs of the sub-grantees through the respective Police Directors of Saipan, Rota, and Tinian.

Police officers assigned to traffic safety-related committees' are tasked continuously with planning and implementing public education and enforcement such as annual OP/CR Mobilization and Impaired Driving Crackdown activities. Enforcement activities involve high visibility enforcement (HVE), comprising of Occupant Protection/Child Restraint, Speed enforcement, Drunk & Drugged Driving (3D) Prevention campaign, checkpoints, and saturation patrols.

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

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

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

## PROCESS DESCRIPTION

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

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

Occupant protection/child restraint, distracted driving, and impaired driving remain to be of paramount importance to the CNMI's highway safety program. The usage rate of 90.51% in 2013 compared to 93.66% in 2011, indicates a 4% decrease in seat belt usage. The usage rate of 43% in 2013 for child restraint indicates an increase of 12% compared to 40.93% in 2012. With this result, the Department of Public Safety, Highway Safety Office continues to work with numerous stakeholders from public, private, and civic organizations in dealing with highway safety issues. The stakeholders have expressed great interest in protecting motorists and promoting safety on our highways by way of expanded media coverage and prevention educational programs.

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

### **Highest Priorities:**

#### **A total of four (4) fatalities occurred in Saipan; zero (0) in Rota; zero (0) in Tinian.**

- One (1) auto-pedestrian, hit & run (pedestrian's BAC was at .278%)
- One (1) auto-run off-fixed object-overtake (speeding and alcohol involved -.098% BAC for driver)
- One (1) auto-run off-fixed object crash (speed and alcohol involved - .11 BAC for driver)
- One (1) auto-moped

In 2014-2015, the CNMI will continue to focus on decreasing its fatality crashes through aggressive enforcement, education, engineering, and emergency medical services to address or mitigate highway safety problems and issues on each island.

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

The CNMI DPS on Saipan, Rota, and Tinian and HSO have studied both collision and enforcement reports to identify any traffic safety problematic areas in highway safety. The traffic records came from the respective DPS divisions on Saipan, Rota, and Tinian traffic sections through submittal of monthly reports to HSO. These reports include motor vehicle crashes, seat belt usage, impaired driving, speeding, pedestrian, and traffic fatalities & injuries, enforcement mobilizations, and other data related to traffic safety.

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

## **Appendix A to Part 1200—Certification and Assurances for Highway Safety Grants (23 U.S.C. Chapter 4)**

State: Commonwealth of the Northern Mariana Islands (CNMI)

Fiscal Year: 2015

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

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

### **GENERAL REQUIREMENTS**

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

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

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

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

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

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Sub-ward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

## **NONDISCRIMINATION**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

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

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

The State will provide a drug-free workplace by:

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



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

**BUY AMERICA ACT**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

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

**POLITICAL ACTIVITY (HATCH ACT)**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

#### **RESTRICTION ON STATE LOBBYING**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

#### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

##### **Instructions for Primary Certification**

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

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

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

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

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

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

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

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

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

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

debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier

participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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

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

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

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

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

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

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

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

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

### **POLICY ON SEAT BELT USE**

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

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to

comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, *et seq.*) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

## **SECTION 402 REQUIREMENTS**

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

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

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

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

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

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

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

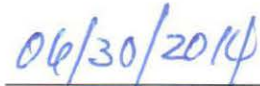
The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

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

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

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

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Signature Governor's Representative for Highway Safety

Date

James C. Deleon Guerrero

Printed name of Governor's Representative for Highway Safety



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

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

Fiscal Year: **2015**

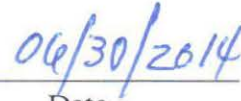
Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

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

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



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety



\_\_\_\_\_  
Date

**James C. Deleon Guerrero**  
Printed name of Governor's Representative for Highway Safety

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

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**Part 1: Occupant Protection (23 CFR 1200.21)**

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

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

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

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

**Legal citation(s):**

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

**Legal citations:**

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

**OR**

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

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

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

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

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

□ **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

**Mid-Range State:**

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

**High-Range State:**

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

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

- The State's ignition interlock law was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citation(s):**

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

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

**Prohibition on Texting While Driving**

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

**Legal citations:**

- Prohibition on texting while driving:
- Definition of covered wireless communication devices:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from texting ban:

**Prohibition on Youth Cell Phone Use While Driving**

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

**Legal citations:**

- Prohibition on youth cell phone use while driving:
- Driver license testing of distracted driving issues:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from youth cell phone use ban:

**Part 5: Motorcyclist Safety (23 CFR 1200.25)**

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

**Motorcycle riding training course:**

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

**Motorcyclist awareness program:**

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

**Reduction of fatalities and crashes involving motorcycles:**

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

**Impaired driving program:**

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

**Legal citation(s):**

**Reduction of fatalities and accidents involving impaired motorcyclists:**

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

**Legal citation(s):**

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

Applying as a Law State –

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

**Legal citation(s):**

**AND**

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

**Legal citation(s):**

Applying as a Data State –

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

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

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

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

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

**Legal citations:**

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

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

**Legal citations:**

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

**Additional Requirements During Both Learner's Permit and Intermediate Stages**

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

**Legal citation(s):**

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

**Legal citation(s):**

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

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

**Legal citation(s):**

**OR**

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

**OR**

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



**PART II**  
**PROGRAM AREAS**

## Summary of the CNMI's Commonly Reported Statistics

<b>Data Elements (Year)</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
No. of Vehicle Registered	12,012	14,935	19,254	15,035	11,729	14,515	15,493
Licensed Driver (New & Renewal)	8,586	3,808	4,189	7,896	490	7,539	6,831
Total Crashes Reported	2,560	1,630	1,868	1,211	906	1,717	1,923
Total Injuries	578	52	167	0	51	114	230
Yearly Fatalities	4	9	7	4	2	4	4

### Yearly DUI Arrests and Fatalities Involved

<b>Data Elements</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
No. DUI Arrests	283	164	247	187	239	162	147
Yearly DUI Fatalities (Alcohol Involved)	1	5	3	5	1	3	3
DUI Involved Crashes	86	40	76	84	55	32	31

### Yearly Seat Belt Survey Percentage Usage Rate

<b>Data Element</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Child Restraint % Usage Rate	82%	76%	83%	69.10%	37.48%	40.93%	43%
Occupant Protection % Usage rate	92%	90%	89.9%	80.88%	93.66%	0	90.51%

C-1: TRAFFIC FATALITIES IN THE CNMI: 2008—2013

YEAR:	2008	2009	2010	2011	2012	2013
	9	7	4	2	4	4



The CNMI'S goal is to decrease traffic fatalities by 50% using 2009-2013 from calendar base year's average of 4 to 2 by September 30, 2015.

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

YEAR:	2008	2009	2010	2011	2012	2013
Serious Injuries	9	7	n/a	6	11	8

The CNMI's goal is to decrease serious traffic injuries from 11 in 2012 by 20% or 9 by September 30, 2015.

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

The CNMI VMT is – 0 -

C-4: Number of Unrestraint Occupant Fatalities

YEAR:	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
-------	-------------	-------------	-------------	-------------	-------------	-------------

Actual numbers:	0	0	0	0	04	03
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To decrease the number of unrestraint passenger vehicle occupant fatalities in all seating positions to 50% using 2012-2013 calendar base years' average of 4 to 2 by September 30, 2015.

C-5: Number of Alcohol Impaired Driving Fatalities:

YEAR:	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
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Actual numbers:	5	3	0	1	4	3
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The CNMI's goal is to decrease the number of alcohol-impaired driving fatalities 33.33% using 2008-2013 calendar base years' average of 3 to 2 by September 30, 2015.

C-6: Number of Speeding Related Fatalities

YEAR:	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
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Actual numbers:	n / a	1	2	1	1	2
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The CNMI's goal is to decrease the number of speeding related fatalities by 50% using 2008-2013 calendar base years' average of (2) to (1) by September 30, 2015.

Program Group or Area	Performance Measure	Base Level	Base Date	Goal	By Year
C-1: Total Fatalities	Fatalities	4	2013	To decrease to 2	Sept 30, 2015
C-2: Total Serious Injuries	Serious Injuries	8	2013	To decrease to 6	Sept 30, 2015
C-3: Total Fatalities/VMT	Fatalities /VMT	- 0 -	- 0 -	- 0 -	- 0 -
		<b>Occupant Protection</b>			
C-4: Number of Unrestraint Passenger Vehicle Occupant Fatalities, all seat positions	All Occupants	1	2013	To maintain or decrease to 0	Sept 30, 2015
B-1: Observed seat belt use for passenger vehicle, front seat outboard occupants	Front Seat Occupants	90.51%	2013	To increase by 5%	Sept 30, 2015
Child Safety Seat Usage	Infants	43%	2013	To increase by 10%	Sept 30, 2015
All Occupant Fatalities	Restraint	1	2013	To maintain or decrease to 0	Sept 30, 2015
		<b>Alcohol</b>			
C-5: Impaired Driving Fatalities	Driver or Motorcycle operator with .08 & above BAC	1	2013	To decrease to 0	Sept 30, 2015
		<b>Speed Control</b>			
C-6: Fatalities	Speed Related Fatalities	2	2013	To decrease to 1	Sept 30, 2015

		<b>Motorcycle Safety</b>			
<b>C-7: Fatalities</b>	Motorcycle Fatalities	1	2013	To decrease to 0	Sept 30, 2015
<b>C-8: Un-helmeted Fatalities</b>	Motorcycle Fatalities	0%	2013	To maintain at 0%	Sept 30, 2015
		<b>Driver 20 or Younger</b>			
<b>Program Group or Area</b>	<b>Performance Measure</b>	<b>Base Level</b>	<b>Base Date</b>	<b>Goal</b>	<b>By Year</b>
<b>C-9: Fatal Crashes</b>	Driver 20 or Younger	1	2013	To decrease to -0-	Sept 30, 2015
		<b>Pedestrian Fatalities</b>			
<b>C-10: Fatalities</b>	Pedestrians	1	2013	To decrease at -0-	Sept 30, 2015
		<b>Emergency Medical Services</b>			
<b>EMS Response Time</b>	Actual Numbers (Minutes)	6.34	2013	To decrease to 6 minutes	Sept 30, 2015

## **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 committee;
- Organizing traffic safety groups, advocate and non-profit organization;
- 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:

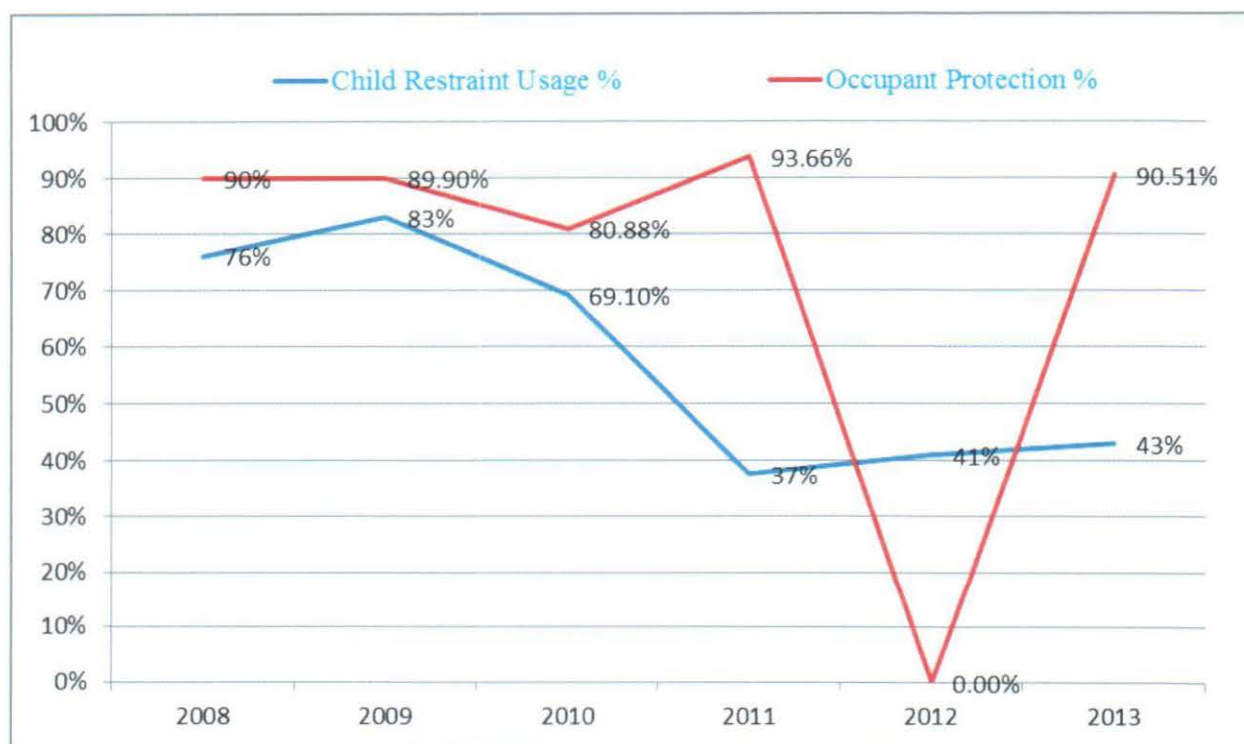
- Develop a coordinated Highway Safety Plan/Performance Plan by July 1, 2014.
- Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan.
- To conduct an active public awareness and community support programs during fiscal year 2014-2015.
- To support and to amend current highway safety traffic laws and legislation.
- To develop the Highway Safety Annual Report for FY 2014 by December 31, 2014.
- 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.

**Department of Public Safety  
Saipan Traffic Section**

**OCCUPANT PROTECTION/CHILD RESTRAINT (MOOP 15-01)**

**Problem Identification**

Through a survey conducted by DPS Traffic Section in August 2013, it was concluded that seat belt usage for vehicle occupants was at 90.51%, however the child restraints survey reflected a 43% usage rate. The 2011 survey reflected the child restraint usage was at 37.48%, and the occupant protection usage rate was at 93.66%.



Continuation of OP/CR enforcement and education is still required. Continuation of OP/CR enforcement and consistent public education will help bring up the usage percentage proven as an effective proactive approach in addressing this problem based on the survey conducted in 2013. Because the child restraint numbers are relatively low compared to the adult occupants only emphasizes the importance to work on new enforcement and public educational strategies and improvements on existing programs.

There are few contributing factors for the unrestrained child occupant violations. First major factor is the low minimum wage for the CNMI, which is \$5.55 an hour compared to high cost of living. For example, the common necessities of living such as fuel for vehicle costs \$5.10 per gallon for regular unleaded fuel. There is no availability of public transportation. Another problem the public faces is the utility rate of \$0.47 per kilowatt and certain number of utility surcharge which most households spend about \$400.00 to \$600.00 a month for power and water.



With the high cost of living and low minimum wage, the prices of car seats in Saipan which range from \$160.00 to \$300.00 are unaffordable to many households. Even with the availability of the Car Seat Assistance Program of \$125.00, not all people can afford child restraints.

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

### **Goals and Objectives**

To increase the usage rate for both safety belts and child restraints by 2015, compared to the usage rate that resulted from the 2013 survey.

Decrease unrestrained passenger vehicle occupant fatalities by 50% from 4 in Fiscal Year 2012 to 2 by September 30, 2015.

Decrease unrestrained passenger vehicle occupant injuries 10% from 111 in Fiscal Year 2012 to 100 by September 30, 2015.

Increase the number of seat belt citations 10% from 505 during Fiscal Year 2012 to 555 by September 30, 2015.

### **Strategies and Activities**

#### **Strategy (1): Enforcement**

##### **Activity (1.1):**

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

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

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

#### **Performance Measures:**

- Salary of twelve (12) police officers at approved OP/CR mobilizations and CPS inspections.
- Conduct a minimum of six (6) OP/CR checkpoints and two (2) CPS check-up events quarterly.

## **Strategy (2): Education**

### **Activity (2.1):**

Conduct public education activities on the importance of vehicle restraints, child restraint devices and instructions on proper usage and requirements of the CNMI law.

### **Performance Measures:**

- Conduct minimum of four (4) OP/CR presentations per quarter at schools and public functions.
- Acquisition of one (1) digital video recorder to record OP/CR presentations, trainings and other public awareness activities for documentations and evidence purpose.
- Acquisition of banners, signs, brochures, pamphlets, and educational giveaways for promotion, exposure and to educate the public about OP/CR.

### **Activity (2.2):**

Increase the number of occupant compliance with proper seat belt and car seat usage.

Maximize occupant compliance with seat belt and car seat laws by encouraging multi-agency campaigns and conducting community outreach events, PSA posting safety belt/child seat inspections, and scheduled outreach events.

Target occupants using a positive approach of rewarding those in compliant with seat belt and car seat laws to encourage more usage of safety restraints.

### **Performance Measures:**

- Acquisition of educational materials, pamphlets, brochures, educational giveaways, etc.
- Salary of police officers at approved OP/CR mobilizations, CPS inspections and calendared outreach events.
- Funding vehicle rentals for low visibility/covert enforcement operations.
- Conduct educational checkpoints.

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

### **Activity (3.1):**

To have additional on-island instructors to maximize the number of Child Passenger Safety Technicians (CPST) in the CNMI by certifying additional police officers, Fire/EMS personnel, nurses and other highway safety advocates and to recertify current technicians who can routinely provide child safety seat check-ups to meet demand within the community.

### **Performance Measures:**

- Bring off-island CPS instructors to certify at least two (2) additional potential instructor candidates for Saipan and one (1) for Tinian.
- Subsidize purchase of child restraints for no or low-income families.

- Form a Traffic Law Committee to work with local legislations on adjusting outdated fee scheduling of fines and proposing new laws to help keep the traveling community safe on the highways.
- Rent warehouse space to keep newly acquired OP/CR checkpoint trailer to prolong lifespan.
- Send four (4) CPSTs to 2015 Lifesavers Conference to gain knowledge on national updates of programs.
- Send four (4) CPSTs to upcoming Kids In Motion (KIM) conference to gain knowledge on national updates of programs.

**Department of Public Safety  
Rota Traffic Section**

**OCCUPANT PROTECTION/CHILD RESTRAINT (MOOP 15-02)**

**Problem Identification**

The Rota Department of Public Safety continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2009, 71 safety belt citations were issued for drivers, 69 for passengers and 4 for children. In 2010, 70 safety belt citations were issued to drivers, 62 for passengers, and 6 for children. In 2011, 54 citations were issued for drivers, 40 for passengers, and 0 for children. In 2013, 82 citations were issued to drivers, 25 for passengers, and 14 for children. The average safety belt citation for drivers per year is seen at about 68, 50 for passengers, and 6 for children.

Driver safety belt violation makes up 54.82% while passenger is marked at 40.19% and children violation stands at 4.98%.

Based on Rota's belt use for occupant protection in 2009 at 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 monitoring 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 in 2009, the child restraint usage rate was at 88%, in 2010 at 88%, in 2011 at 89%, in 2012 at 84%, and in 2013 at 82%. This brings a five year average of 86.2%.

**Goals and Objectives**

Maintain unrestrained passenger vehicle occupant fatalities at 0 in Fiscal Year 2014 to 0 by September 30, 2015.

Decrease unrestrained passenger vehicle occupant injuries 50% from 8 in Fiscal Year 2011 to 4 by September 30, 2015.

To increase the number of seat belt citations 50% from 79 during Fiscal Year 2012 to 118 by September 30, 2015.

## 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 2014, officers within the agency will conduct two (2) 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 local (2 operations X 8hrs. X 7 officers = 112hrs.of overtime).
- Beginning May and ending in June 2015, officers within the agency will conduct eight (8) OP/CR checkpoints during the Click-It-Or-Ticket mobilization month (8 checkpoints X 3hrs. X 7 officers = 168hrs.of overtime).
- During the month of August 2015, officers within the agency will conduct two (2) saturation patrols to enforce seatbelts and child restraint violations as part of back to school safety week (2 operations X 8hrs. X 7 officers = 112hrs.of overtime).
- During the month of September 2015, officers will conduct eight (8) OP/CR checkpoints during the Child Passenger Safety Month (8 checkpoints X 3hrs.X 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 the agency will conduct educational presentations/contacts at various schools, civic organization meetings and activities twice a month to increase safety awareness on occupant protection and child restraints, and factors of traffic crash injuries while not being properly restraint. These contacts will be done until September 30, 2015.
- Throughout the month of May 2015, officers within the agency will conduct three (3) educational contacts at schools, civic organization meetings and other locations to increase safety awareness on occupant protection during the Click-It-Or-Ticket mobilization month.

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

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

#### **Performance Measures:**

- Within the months of October 2014 thru September 30, 2015, the Child Passenger Safety Technician Instructor from this agency will conduct two (2) Child Passenger Safety Technician course and Child Passenger Safety Technician recertification course.
- During the month of August 2015, send two (2) child passenger safety technicians to attend the Kids-In-Motion (KIM) Conference.

**Department of Public Safety  
Tinian Traffic Section**

**OCCUPANT PROTECTION/CHILD RESTRAINT (MOOP 15-03)**

**Problem Identification**

A 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.

**Goals and Objectives**

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

Increase the number of seat belt citations by 100% from 4 in 2012 to 8 by September 30, 2015.

**Strategies and Activities**

**Strategy (1): Enforcement**

**Activity (1.1):**

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

**Performance Measures:**

- Conduct minimum of five (5) occupant protection checkpoints and saturation patrol annually; and one (1) check-up event quarterly.
- Salary of five (5) officers at approved OP/CR mobilizations and Child Passenger Safety inspections.

**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.

**Performance Measures:**

- Conduct one (1) educational presentation at schools and at public events quarterly.
- Acquisition of educational pamphlets, brochures, banners, and giveaways for distribution at educational presentations, checkpoints, and check-up events.

**Strategy (3): Infrastructure/  
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.

Officers to attend the Lifesavers and Kids In Motion Conferences.

**Performance Measures:**

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

**Department of Public Safety  
Saipan Traffic Section**

**POLICE TRAFFIC SAFETY (MOPT 15-01)**

**Problem Identification**

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

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

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

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

In 2012, DPS Saipan issued a total of 1,634 traffic citations and made 158 DUI arrests. DPS Saipan recorded 1,676 traffic and non-traffic crashes, provided over 80 escorts and directed traffic for highway safety measures. A total of 30 Hit & Run cases were forwarded to TIU in which 7 cases were solved and closed. TIU responded to 11 traffic crashes involving serious injuries, and 4 fatalities.

In 2011, DPS Saipan issued a total of 1,367 traffic citations and made 240 DUI arrests. DPS Saipan recorded 2,369 traffic and non-traffic crashes, provided over 80 escorts and directed traffic for highway safety measures. A total of 52 Hit & Run cases were forwarded to TIU in which 21 cases were solved and closed. TIU responded to 7 traffic crashes involving serious injuries, and no (0) traffic fatality occurred.

In 2010, DPS Saipan issued a total of 2,195 traffic citations and made 219 DUI arrests. DPS Saipan recorded 2,587 traffic and non-traffic crashes, provided over 180 escorts and directed



traffic for highway safety measures. A total of 93 Hit & Run cases were forwarded to TIU in which 21 were solved and closed. Furthermore, TIU responded to 4 traffic fatalities and 3 traffic crashes involving serious injuries.

From year 2010 to present, TIU, the U.S. Department of Homeland Security (DHS) and Immigration and Customs Enforcement (ICE) conducted a joint investigation and have successfully prosecuted four (4) out of five (5) individuals, including a Motor Vehicle Drivers License Examiner Supervisor, for fraudulently producing and issuing CNMI driver's licenses. TIU has encountered and confiscated from motorists thirty (30) licenses which were produced fraudulently. The investigation is still active and TIU continues to confiscate fraudulently issued CNMI driver's licenses possessed by motorists during traffic violation stops and at checkpoints.

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

### **Goals and Objectives**

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

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

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

Decrease traffic crash rate from 1,676 in 2012 to at least 1,341 or by 20% by September 30, 2015.

To decrease fatalities in speed-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2015.

To decrease injuries in speed-related crashes 20% from 10 during Fiscal Year 2012 to 8 by September 30, 2015.

To increase the number of speed citations 20% from 551 during Fiscal Year 2012 to 661 by September 30, 2015.

To decrease fatalities by 50% from 4 during Fiscal Year 2012, to 2 by September 30, 2015.

To decrease traffic injuries by 10% from 111 during Fiscal Year 2012, to 100 by September 30, 2015.

## Strategies and Activities

### **Strategy (1): Enforcement**

#### **Activity (1.1):**

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

#### **Performance Measures:**

- Conduct Day and Night Zero Tolerance Traffic Law Enforcements and provide training to Officer-In-Charge and Supervisors of the Traffic Section.
- Provide necessary equipment, tools, and trainings to Traffic Section officers to enhance their ability in traffic law enforcement and traffic crash investigations.

### **Strategy (2): Education**

#### **Activity (2.1):**

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

#### **Performance Measures:**

- Conduct a minimum of four (4) public awareness and education per quarter by end of fiscal year 2015 about safe and defensive driving compared to none currently.
- Acquire two (2) laptops and one (1) projector to be used at public education activities.

#### **Activity (2.2):**

Provide Drivers Education Course to new drivers attempting to acquire driver's licenses and to high school students who are turning 16 years of age.

#### **Performance Measures:**

- Send four (4) traffic officers to Driver's Education/Defensive Driving Instructors course.

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

#### **Activity (3.1):**

Provide necessary trainings to officers to increase their knowledge in traffic crashes.

#### **Performance Measures:**

- Bring off-island instructors to conduct At Scene Traffic Crash Investigation course to certify and provide refresher course to at least thirty (30) police officers.

- Bring off-island instructor to conduct Digital Photography and Interviewing Techniques for Traffic Crash Investigators course to certify and provide refresher course to at least thirty (30) police officers.
- Bring off-island instructor to conduct Quick Mapping course to certify and provide refresher course to at least thirty (30) police officers.

**Activity (3.2):**

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

**Performance Measures:**

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

**Activity (3.3):**

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

**Performance Measures:**

- Provide cellular phones and internet services for traffic personnel.
- Acquire four (4) sets of crash investigation equipment to replace and replenish old and deteriorated set of equipment and have two (2) TIU vehicles equipped with all necessary investigative tools at all times in case multiple incidents occur at the same time.
- Acquisition of two (2) Traffic Investigations software to analyze and obtain quick and accurate results.
- Acquire two (2) desktop computers and ten (10) GoPro digital cameras for traffic section officers.

**Department of Public Safety  
Rota Traffic Section**

**POLICE TRAFFIC SERVICES (MOPT 15-02)**

**Problem Identification**

Traffic injuries are a major challenge that requires concerted efforts for effective and sustainable prevention. Rota in 2009 recorded a total of 3 traffic-related injuries, 1 of which was found to be serious. In 2010, Rota recorded a total of 9 traffic-related injuries. In 2011, Rota recorded a total of 3 traffic-related injuries, 1 of which was an unfortunate fatality. In 2012, 2 traffic-related injuries were reported. In 2013, no injuries were reported. Although the numbers recorded are relatively small, based on the island's motoring population this is a high number.

Rota also noticed that the traffic crashes have fluctuated in the past three years. In 2009, a total of 19, in 2010, a total of 24, in 2011 a total of 25, in 2012 a total of 17, and in 2013 a total of 11 traffic crashes were reported. Despite the fluctuation of crash incidents focused attention is still required to bring the number to a minimum. However again, based on population and roadway size this becomes a large number. Rota has also seen an increase in motorcycle activity on the island. 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.

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

**Goals and Objectives**

To decrease fatalities in speeding-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2015.

To decrease injuries in speeding-related crashes 65% from 3 during Fiscal Year 2012 to 1 by September 30, 2015.

Increase the number of speeding citations 20% from 40 during Fiscal Year 2013 to 60 by September 30, 2015.

Decrease fatalities 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2015.

Decrease traffic injuries 65% from 3 during Fiscal Year 2012 to 1 by September 30, 2015.

## **Strategies and Activities**

### **Strategy (1): Enforcement**

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

#### **Performance Measures (1.1):**

- Beginning with start-date approval, officers within the agency will work overtime traffic enforcement to focus on speed violations. Approximately 40 hours per month on targeted roadways through September 30, 2015 (40 hrs. per officer X 5 officers X 12 months = 2,400 hrs. of overtime).
- During the month of October 2014, officers within the agency will conduct saturation patrols and laser speed mobilizations to enforce speed violations during the island's main fiesta event wherein there is a large number of tourist vehicular population as well as local. (3 operations X 8hrs. per op. X 5 officers = 120hrs. of overtime).
- During the month of November 2014, officers within the agency will conduct 3 saturation patrols and laser speed mobilizations to enforce speed violations (3 operations X 8hrs. per op. X 5 officers = 120hrs. of overtime).
- During the month of May 2015, officers within the agency will conduct 3 saturation patrols to enforce motorcycle helmet and speed laws (3 operations X 8 hrs. per op. X 5 officers = 120hrs. of overtime).

### **Strategy (2): Education**

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

#### **Performance Measures:**

- Beginning with start-date approval, officers within the agency will conduct educational contacts at schools, civic organization meetings and other locations twice a month to increase safety awareness on motorcycle safety and speed, factors of traffic crash injuries. These contacts will be done twice a month until September 30, 2015.
- Throughout the month of April 2015, officers within the agency will conduct 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 2015, officers within the 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): Infrastructure/  
Professional Development and Training**

**Activity (3.1):** To increase the number of trained traffic safety personnel; and enhance their enforcement activities by procuring motorcycles and other equipment.

**Performance Measures:**

- During the month of June 2015, officers within the agency will attend an “At-Scene Traffic Crash/Traffic Investigation” course provided by the Institute of Police Technology Management. Class will be held in Saipan.
- During the month of July 2015, two (2) officers with the traffic section will attend the “Digital Photography for Traffic Crash Investigation” course provided by the Institute of Police Technology Management. Class will be held in Saipan.
- Acquisition of two (3) police package motorcycles for speed and other enforcement operations.
- Acquisition of radar speed measuring device.
- Acquisition of Nikon camera lens.
- Project director will purchase approved equipment within 30 days of the approved start date.

**Department of Public Safety, Tinian  
Traffic Section**

**POLICE TRAFFIC SERVICES (MOPT 15-03)**

**Problem Identification**

Majority of our traffic crashes occur at Broadway Highway Intersection due to driver obstruction. We have identified that the cause of these crashes are due to overgrown plantation and poor visibility of incoming vehicles due to blockage located on the island roadway that splits the north bound and south bound lanes. We have also identified a traffic sign that motorists seem to ignore.

**Goals and Objectives**

Ensure that the roadways are free and clear of any obstruction for all vehicles traveling.

Increase the number of speeding citations by 200% from 1 during Fiscal Year 2012 to 2 by September 30, 2015.

**Strategies and Activities**

**Strategy (1): Enforcement**

**Activity (1.1):**

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

**Performance Measures:**

- Conduct twenty (20) enforcement activities such as STLE, HiC, and checkpoint operations.
- Increase number of speed citations issued.

**Strategy (2): Infrastructure**

**Activity (2.1):**

Collaborate with the Department of Public Works to identify the problem areas where most crashes occur.

**Performance Measures:**

- Have the Department of Public Works (DPW) clear all obstructing vegetations, trees and debris from the accident prone intersection.
- Have the Department of Public Works (DPW) erect signs that are clearly displayed for all motorists to see.

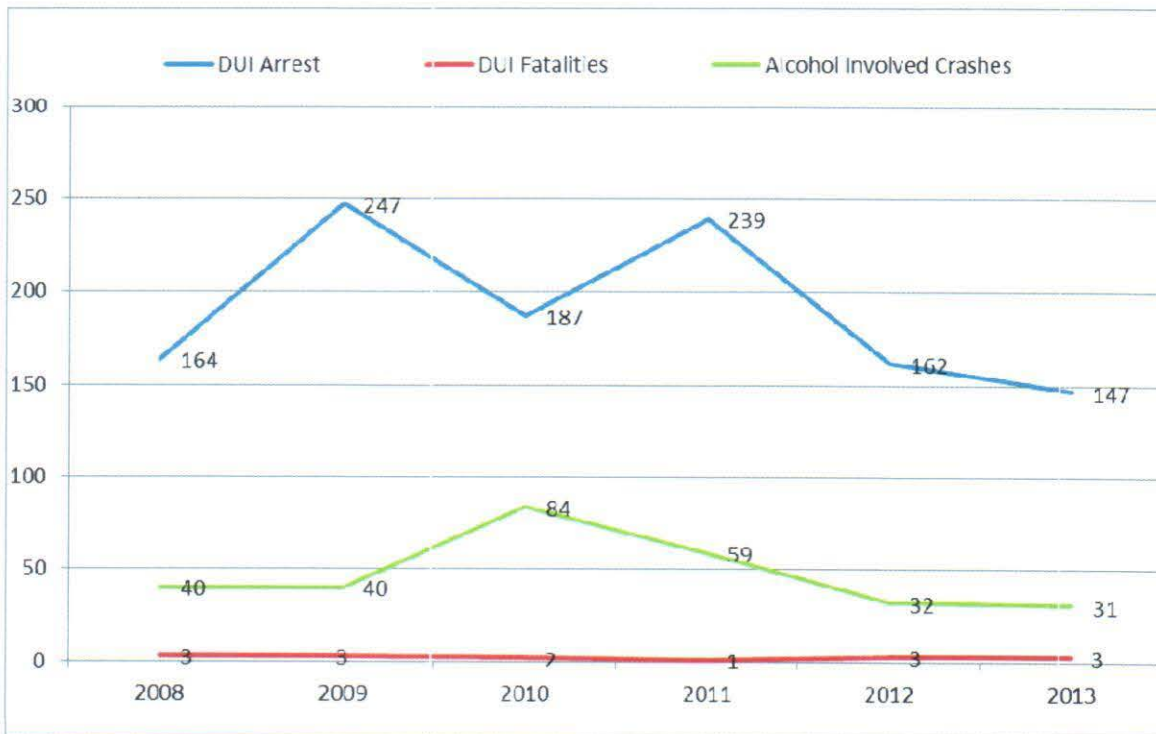
## ALCOHOL AND OTHER DRUGS COUNTERMEASURES

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 maintain a recorded three (3) traffic fatality involved alcohol. None was recorded for serious or minor injuries involving DUI related incidents in the years aforementioned.

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

Impaired Driving statistics for the years 2008—2013

	2008	2009	2010	2011	2012	2013
DUI Arrests	164	200	187	239	162	141
Total Fatalities	9	7	5	2	4	4
Alcohol Involved Fatalities	3	2	1	1	3	3





**Department of Public Safety  
Saipan Traffic Section**

**ALCOHOL & OTHER COUNTERMEASURES (MOAL 15-01)**

**Problem Identification**

Although the numbers of DUI arrests and alcohol related crash statistics continues to decline compared to the past four (4) years, Saipan continues to face daily challenges as we combat Drunk and/or Drugged Drivers on our roadways and highways. These violators have met or exceeded the .08 BAC law to be legally declared impaired. Majority of these situations lead to fatal crashes or increase traffic-related injuries on the roadways and highways.

It is necessary to continue our efforts to ensure impaired drivers are removed from our roadways and highways. Saturation patrols, high/low visibility enforcement and other anti-impaired driving mobilization and initiatives are being implemented to minimize the alcohol related crashes.

CNMI Department of Public Safety in the past few years lacked major impaired driving combating tools such as DUI checkpoint trailers, DUI enforcement vehicles, etc.. With the current year's acquisitions of DUI checkpoint trailer and DUI enforcement vehicles, the CNMI Department of Public Safety is now able to conduct efficient and uninterrupted DUI Enforcement and Public Awareness Education to keep drunk and/or drugged drivers off the roadways and highways.

**Goals and Objectives**

To decrease the number of impaired driving-related crashes 10% from 32 in Fiscal Year 2012 to 29 by September 30, 2015.

To decrease fatalities in impaired driving-related crashes 33.33% from 3 in Fiscal Year 2012 to 2 by September 30, 2015.

To increase the number of DUI arrests 5% from 158 during Fiscal Year 2012 to 166 by September 30, 2015.

**Strategies and Activities**

**Strategy (1): Enforcement**

**Activity (1.1):**

Increase the number of sobriety checkpoints, saturation patrols, and initiate covert DWI enforcement.

**Performance Measures:**

- Conduct minimum of three (3) Sobriety checkpoints and/or three (3) saturation patrols per quarter, starting calendar year 2015.
- Conduct daily Zero tolerance DUI enforcements, either 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 4<sup>th</sup> impaired driving prevention, Labor Day, and 3D campaigns.
- Salary for police officers at approved impaired driving mobilization.
- Rent vehicle to initiate covert DWI enforcement.
- Acquisition of four (4) portable DUI deterrence and detection equipment/tool to enhance DWI enforcement officers more effectively in the detection and apprehension of impaired drivers.
- Continue to rent warehouse space to safely store DWI checkpoint trailer and all other equipment to prolong use as CNMI is surrounded by salty waters and inclement weather conditions.
- Acquisition of two (2) light towers to be utilized during DWI checkpoint events.

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

Continue to conduct educational contacts with general public such as at school functions involving parents, public events, etc..

**Performance Measures:**

- Conduct minimum of three (3) educational contacts with general public regarding impacts of impaired driving on a quarterly basis at high schools to target underage drivers, at public functions such as school PTA meetings and public functions, etc..
- Acquisition of education and awareness giveaways such as caps, key chains and umbrellas for annual July 4<sup>th</sup> Impaired Driving Prevention, Labor Day, and 3D campaigns during the holidays.
- Acquisition of educational pamphlets, signs and banners for DUI checkpoints and community outreach programs.
- Acquisition of one (1) LED lighted message trailer to be used at dark hours to display educational message to motorists on the highways.

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

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

**Performance Measures:**

- Bring off-island DWI Sobriety Checkpoint course instructor to certify and provide refresher course to at least thirty (30) police officers to increase and gain knowledge with DWI/Sobriety checkpoint operations.
- 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.

**Department of Public Safety  
Rota Traffic Section**

**ALCOHOL & OTHER COUNTERMEASURES (MOAL 15-02)**

**Problem Identification**

Rota continues to see patterns of drivers driving impaired or under the influence of alcohol. In 2009, 11, in 2010, 12, in 2011, 17, in 2012 3, and in 2013 6 impaired driving arrests were reported. These violators must have met or exceeded the 0.08 BAC law to be legally declared impaired. Majority of these situations lead to fatal crashes or increased traffic-related injuries on the highways and roadways. Though a noticeable increase is seen in the number of impaired driving arrests in the first 3 years, it is necessary to continue our efforts to ensure impaired drivers are removed from our highways and roadways. Another factor that contributed to the increase of impaired driving arrests can be attributed to the increase in the number of officers on staff. Saturation patrols, high visibility enforcement and other anti-impaired driving mobilizations are being implemented to assist authorities in their efforts. This can be seen in the dramatic drop of arrests in 2012. We would eventually like to see the number of impaired incidences at zero. As the data reflects, the number of alcohol related crashes have been kept at a minimum. However, the goal is to eventually have no alcohol related crashes at all. This can be achieved through an increased number of enforcement operations and public education and awareness activities.

**Goals and Objectives**

To decrease the number of impaired driving-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2015.

To decrease fatalities in impaired driving-related crashes 100% from 1 in Fiscal Year 2012 to 0 by September 30, 2015.

To decrease injuries in impaired driving-related crashes 65% from 4 in Fiscal Year 2012 to 1 by September 30, 2015.

To increase the number of DUI arrests 50% from 6 during Fiscal Year 2014 to 12 by September 30, 2015.

To decrease fatalities 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2015.

To decrease traffic injuries 65% from 4 during Fiscal Year 2012 to 1 by September 30, 2015.

## Strategies and Activities

### **Strategy (1): Enforcement**

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

#### **Performance Measures:**

- Beginning October 2014 thru January 2015, officers within the agency will conduct a total of twenty (20) sobriety checkpoints as part of the Impaired Driving holiday season (20 sites X 3hrs. per site X 7 officers = 420hrs. of overtime).
- Beginning October 2014 thru January 2015, officers within the agency will conduct a total of ten (10) saturation patrols and laser speed enforcement as part of the Impaired Driving holiday season (10 operations X 8hrs. X 7 officers = 560hrs. of overtime).
- During February 2015, officers within the agency will conduct two (2) sobriety checkpoints during the Super Bowl event (2 checkpoints X 3hrs. X 7 officers = 42hrs. of overtime).
- During March 2015, officers within the agency will conduct two (2) sobriety checkpoints during the St. Patrick's Day holiday (2 checkpoints X 3hrs. X 7 officers = 42hrs. of overtime).
- During March 2015, officers within the agency will conduct four (4) saturation patrols and laser speed mobilizations during the San Isidro Fiesta weekend (4 operations X 8hrs. X 7 officers = 224hrs. of overtime).
- During April 2015, officers within the agency will conduct four (4) sobriety checkpoints as part of the Easter Holiday weekend (4 checkpoints X 3hrs. X 7 officers = 84hrs. of overtime).
- During July 2015, officers within the agency will conduct four (4) sobriety checkpoints as part of the Liberation Day holiday (4 checkpoints X 3hrs. X 7 officers = 84hrs. of overtime).
- During July 2015, officers within our agency will conduct four (4) saturation patrols and laser speed mobilizations during the Liberation Day holiday (4 operations X 8hrs. X 7 officers = 224hrs. of overtime).
- Beginning August 2015 and ending September 2015, officers within the agency will conduct ten (10) sobriety checkpoints as part of the Impaired Driving National Enforcement Crackdown (10 checkpoints X 3hrs. X 7 officers = 210hrs. of overtime).
- Beginning August 2015 and ending September 2015, officers within the agency will conduct five (5) saturation patrols and laser speed mobilizations as part of the Impaired Driving National Enforcement Crackdown (5 operations X 8hrs. X 7 officers = 280hrs. of overtime).

## **Strategy (2): Education**

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

### **Performance Measures:**

- Beginning December 2014 and ending January 2015, officers within the agency will conduct two (2) educational contracts per month at schools and at civic organization events.
- Beginning in October 2014 and ending in January 2015, 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 two (2) officers to attend the 2015 Lifesavers Conference in Chicago, IL.
- Send three (3) personnel to attend the DUI/SFST certification training, ARIDE course, and Sobriety Checkpoint course in Saipan.
- Acquisition of Taser AXON Flex on-officer camera system.

**Department of Public Safety  
Saipan Fire Division, EMS**

**Emergency Management Services**

**- Rescue Extrication Classroom and Field Training (MOEM 15-01)**

**Problem Identification**

A term frequently used in relation to trauma pre-hospital care is the “Golden Minute”, which refers to the optimum time limit of ten minutes between the time of injury at an accident scene to the arrival of EMTs and treatment at the emergency room, and the “Golden Hour”, which refers to the optimum time limit of one hour between the time of injury at an accident scene to surgery in the operating room at the hospital. The clock begins running at the time of injury, not at the time of EMT arrival at the scene. If the patient is not treated immediately, or when EMTs are involved in lengthy extrication times or have to deal with multiple victims, or if there is a delay in ambulance response time, much of the “golden minute or hour” may have already ticked away. These kinds of situations are often stressful and gruesome for EMTs and require years of experience to overcome and become proficient in developing the needed skill sets to properly assess and treat trauma patients from motor vehicle crashes or traffic-related incidents. The best method to accomplish this goal is through constant “hands-on” experience.

The Department of Public Safety – Fire Division, Office of the EMS/Rescue Section finds a need to provide traffic related on-the-job training in the island of Saipan for EMS/Rescue personnel from the islands of Rota and Tinian. This traffic-related training program affords our EMTs to be proficient in their EMT knowledge and skills as it relates to motor vehicle crashes or traffic-related injuries and the on-the-job experience to be gained by this opportunity will far exceed expectations. Statistics continue to show that emergency response to motor vehicle crashes or traffic-related incidents in Rota and Tinian are far less than Saipan and that they have higher traffic fatality outcomes because of prolonged response times due to their more rural settings and results in a less successful disability rehabilitation post-injury for victims of motor vehicle crashes or traffic-related incidents. Definitive care for even rapidly extricated victims in motor vehicle crashes for immediate transport goes to the only healthcare facility in Saipan until they are stabilized for medical evacuation to Guam, Hawaii, and U.S. mainland, or other places.

The traffic-related on-the-job training program will be conducted on a rotational basis until all EMS/Rescue personnel from these two areas have completed the program.

**Goals & Objective**

Maintain a traffic-related on-the-job training program for EMS/Rescue personnel between the islands of Saipan, Rota, and Tinian.

## **Strategies and Activities**

### **Strategy (1): On-the-job Training**

#### **Activity (1.1):**

Conduct traffic-related on-the-job training for EMS/Rescue personnel from the island of Rota.

#### **Performance Measures:**

- 5 EMS/Rescue personnel from Rota attended the traffic-related training which will definitely enhance their EMT knowledge and skills.

#### **Activity (1.2):**

Conduct traffic-related on-the-job training for EMS/Rescue personnel from the island of Tinian.

#### **Performance Measures:**

- 10 EMS/Rescue personnel from Tinian attended the traffic-related training which will definitely enhance their EMT knowledge and skills.

### **Strategy (2): Exchange Program**

#### **Activity (2.1):**

Conduct training on Rota.

#### **Performance Measures:**

- 3 EMS/Rescue personnel from Saipan conducted Traffic related Rescue Training on Rota.

#### **Activity (2.2):**

Maintain traffic-related peer-to-peer exchange program between the three islands.

#### **Performance Measures:**

- 3 EMS/Rescue personnel from Saipan conducted Traffic related Rescue Training on Tinian.

#### **Monitoring:**

This will be conducted through quarterly progress reports, program and system monitoring, and meetings between the Office of EMS/Rescue Section and the Highway Safety Office.



## - **Public Education and Injury Prevention (MOEM 15-02)**

### **Problem Identification**

Highway traffic safety and EMS work “hand-n-hand” as it is evident in the establishment of a national office addressing both. Starting with education and prevention to enforcement and when those efforts fail then we transition into emergency response. EMS personnel play a very active and critical role in these efforts to reduce traffic crashes and resulting deaths, injuries, and property damage. EMTs witness first-hand the detrimental effects of speeders or aggressive drivers, adult or minors consuming alcohol and driving under the influence, the lack of or improper use of seatbelts or child restraint devices for infants and children, driving in inclement weather or on unsafe road conditions, or simply driver or pedestrian error. In the last four (4) years, EMS have been involved in increasing awareness of occupant protection for younger adults, advocating for stricter traffic laws in the hopes of addressing or eliminating traffic fatalities and injuries involving children and young adults here in the CNMI through our EMSC grant program that specifically targets families, women, and children.

Although we have been successful in these endeavors, continuity of these traffic-related EMS public education campaigns throughout our communities during different events throughout the year are becoming difficult because of the lack of available transportation. Our ability to be present at these different events are crucial to preventing and reducing motor vehicle crashes or traffic-related injuries by keeping the public informed and educated on these issues. Campaigns such as Make The Right Call, First There First Care, EMS Week and EMSC Day, and Heart Saver CPR collaboration with other campaigns such as Drunk & Drugged Driving Prevention Month, Click It Or Ticket, Child Passenger Safety Month, Police Week, Recreational Boating Safety Month, and other highly successful programs are being conducted throughout the year at different locations within our communities to promote traffic safety and EMS. This brings attention and participation of the different ethnic groups here in the CNMI by encouraging them to become a “ partner for life “ by contributing to public service as part of their civic duties to prevent injuries, reduce illness, and ultimately save more lives.

Furthermore, the Office of EMS/Rescue Section will collect and maintain data from target audiences throughout the community about safe practices to prevent motor vehicle crashes or traffic-related injuries and will work with other programs within our department such as police, traffic, and motor carrier sections in combing our efforts to more effectively address this issue that continues to affect our beautify islands within our region.

### **Goals and Objectives**

Conduct traffic-related EMS public education programs throughout the CNMI community.

## **Strategies and Activities**

### **Strategy (1): Education**

#### **Activity (1.1):**

Develop and broadcast language-specific traffic-related EMS public education public service announcements for television and radio commercial advertisements.

#### **Performance Measures:**

- Radio commercials developed and broadcasted in different languages at least once a month.
- Acquisition of banners, signs, printed educational materials for distribution at public events.

#### **Activity (2.1):**

Develop and print traffic-related EMS public education advertisements for newspapers or magazines, government internet websites, and other informational television channels.

#### **Performance Measures:**

- Media advertisements developed and printed in different languages at least once a month.

#### **Activity (3.1):**

Conduct traffic-related EMS public displays at private businesses, government agencies, or special events during EMS Week.

Distribute and collect impact surveys throughout impact surveys throughout the community during these events.

#### **Performance Measures:**

- Public displays conducted during EMS Week – brochures, pamphlets, and educational handouts.
- Impact surveys distributed and collected during EMS Week.

#### **Activity (4.1):**

Conduct Make The Right Call and First There First Care presentations to public and private schools, day care centers, community college, government agencies, and other organizations.

#### **Performance Measures:**

- Make The Right Call and First There First Care presentations conducted at least once a month.

#### **Monitoring:**

This will be conducted through quarterly progress reports, program and system monitoring, and meetings between the Office of EMS/Rescue Section and the Highway Safety Office.

## - Emergency Response Vehicles (MOEM 15-03)

### **Problem Identification**

The Department of Public Safety, Fire Division, Office of the EMS, continues to provide much needed care to the public. On average, our units respond anywhere between 5,000 to 7,000 plus calls annually. This total adds to the quick wear and tear of our emergency response units. On any given day, we can go from three (3) working units to just one (1). By the time the other units are ready to roll out of the shop, this lone unit that had been taking all the calls would be making its way to the shop. We have continually tried with very little success, to try and minimize each unit's call time to prolong its operational mode. Procuring additional units would allow us to spread the load of the current units and down scale each unit's response area or zone. Requested amount equates to 25% of the total cost of procuring a new and fully equipped emergency response vehicle.

### **Goals and Objectives**

Minimize response time and prolong emergency vehicle operational mode (life).

### **Strategies and Activities**

#### **Strategy (1): Infrastructure – Equipment Purchase**

##### **Activity (1.1):**

Purchase emergency response unit and strategically place over used units to low response zones.

##### **Performance Measures:**

- Downscale response areas or zones by spreading units across high response areas.

## - Professional Development and System Monitoring (MOEM 15-04)

### Problem Identification

The geographic location of the CNMI from the U.S. mainland or even Guam and Hawaii and the physical separation between the islands of Saipan, Rota, and Tinian will continue to make it difficult for EMS professionals in the CNMI EMS System to network and share information with other EMS systems and professionals nationally and even between our islands as it pertains to traffic safety and emergency medical response. Although communication has improved with internet access, the lack of direct and interoperable communications almost non-existing and costly distance learning access has made it even more challenging to address the issue of 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.

Cutting-edge research in medicine continues to produce new and best practices and innovative technologies that affect pre-hospital patient care in responding to and transporting from motor vehicle crashes or traffic-related injuries which makes it imperative that we keep abreast in the latest issues and developments in traffic-related EMS response in order to be a competitive force in this industry due to its ever-changing nature. Involvement in EMS associations or organizations at the national level has proven beneficial in that the critical needs of the CNMI EMS System is well received and taken into consideration when new legislation is introduced that includes funding from federal agencies to address traffic safety and education, emergency response to traffic related incidents, and conduct research to save more lives of victims involved in motor vehicle crashes.

Furthermore, EMS professionals from the CNMI rarely get the opportunity to communicate or network “real-time” with their peers in the CNMI let alone from Guam, Hawaii, and the U.S. mainland about traffic safety and education, EMS response to motor vehicle crashes or traffic-related incidents due to lack of local funds to provide for such opportunities. Participation at annual meetings or conference at EMS associations or organizations involved in the decision-making process towards national or federal policies that affects federal traffic-related funding, training and education, and national certification has proven beneficial although a lot more still needs to be done.

Providing an incentive program to EMS professionals here in the CNMI by allowing them the opportunity to attend nationally sponsored traffic-related conferences, training, or workshops will broaden their horizons and see first-hand how other EMS systems function and more importantly improved patient care outcomes from motor vehicle crashes or other intentional or unintentional injuries.

## **Goals and Objectives**

Attend annual conferences.

Conduct traffic-related EMS program and system monitoring & networking.

## **Strategies and Activities**

### **Strategy (1): Infrastructure/ Professional Development and Training**

#### **Activity (1.1):**

Attend the Lifesavers Annual Conference by EMS/Rescue personnel from Saipan, Rota, and Tinian.

#### **Performance Measures:**

- One (1) EMS/Rescue personnel from Saipan, Rota, and Tinian attended the Lifesavers Conference.

#### **Activity (2.1):**

Attend the Kids in Motion Annual Conference by EMS/Rescue personnel from Saipan, Rota, and Tinian.

#### **Performance Measures:**

- One (1) EMS/Rescue personnel from Saipan, Rota, and Tinian attended the Kids in Motion Conference.

### **Strategy (2): Infrastructure – System Monitoring and Networking**

#### **Activity (3.1):**

Conduct traffic-related EMS system and program monitoring for the islands of Saipan, Rota, and Tinian.

Conduct traffic-related EMS system networking with Guam EMS.

#### **Performance Measures:**

- Three (3) EMS staff conducted quarterly system monitoring.
- Two (2) EMS staff conducted quarterly system and program networking.

## - NEMSIS Data Collection and Enhancement (MOEM 15-05)

### **Problem Identification**

The Department of Public Safety, Commonwealth Fire Division, needs to upgrade its data collection hardware and software, conduct related training, and provide maintenance and support for its CNM Pre-hospital Data Collection and Patient Care Reporting System in obtaining relevant motor vehicle crash data for the islands of Saipan, Rota, and Tinian.

The CNMI EMS Information System (CNMI EMSIS) first began in 2005 and has transitioned in various phases since that time over the last nine (9) years. It started from a paper-based reporting system and now migrating into a fully paperless system. Our reporting requirements have improved tremendously through this process but more work is needed to be done in order to maintain and sustain a successful data collection and patient care reporting system. In addition, the National Highway Traffic Safety Administration (NHTSA), Maternal and Child Health Bureau (MCHB), and Emergency Medical Services for Children (EMSC) grant programs require us to provide reporting at the national level through the National EMS Information System (NEMSIS).

Our current data collection and patient care reporting system uses a NEMSIS-compliant software program (EMStat5 and WebCur) first developed by Med-Media, Inc. (now InterMedix) and it is being utilized on a daily basis by our EMS personnel to capture daily emergency and non-emergency response activities, patient care encounters, and other related information needed for system monitoring, quality assurance & quality improvement, and evaluation of response and patient outcomes from motor vehicle crashes. All of this information is entered electronically and is transmitted “real-time” through a web-based portal where our data is maintained.

This upgrade will allow us to acquire next generation software licenses and purchase hardware for desktop and field applications to meet those requirements, conduct training on data collection and patient care reporting in keeping with industry standards, and provide for maintenance and support to ensure a successful and sustainable system for years to come.

### **Goals and Objectives**

Upgrade NEMSIS-compliant hardware and software.

Conduct related data collection and patient care reporting system training.

Conduct CNMI-EMSIS maintenance and support.

### **Strategies and Activities**

**Strategy (1): NEMSIS-compliant hardware and software**

**Activity (1.1):**

Upgrade hardware and software for the islands of Saipan, Rota, and Tinian

**Performance Measures:**

- 6 fire stations NEMESIS-compliant hardware and software upgrade.

**Strategy (2): Data collection and patient care reporting system training**

**Activity (2.1):**

Conduct data collection and patient care reporting system training for the islands of Saipan, Rota, and Tinian.

**Performance Measures:**

- 100 EMS personnel trained in data collection and patient care reporting system.

**Strategy (3): CNMI-EMESIS data collection and reporting system maintenance and support**

**Activity (3.1):**

Conduct data collection and reporting system maintenance and support for the islands of Saipan, Rota, and Tinian.

**Performance Measures:**

- CNMI-EMESIS data collection and reporting system maintenance and support.

**Department of Public Safety  
Saipan Traffic Section**

**TRAFFIC RECORDS (MOTR 15-01)**

**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 measure.

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

Furthermore, Saipan Department of Public Safety does not have a full time traffic statistician and gathering accurate and consistent traffic statistics is difficult. Currently, Saipan Traffic Section consists of nine (9) sworn police officers. All nine (9) officers are assigned with multiple highway safety tasks, such as public education, enforcement, investigations and more. Gathering accurate and consistent traffic data requires a full time personnel specifically dedicated to Traffic Records.

**Goals and Objectives**

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. 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**

#### **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 (2.1):**

Increase the number of experts and trained traffic records personnel and management.

#### **Performance Measures:**

- Send two (2) traffic personnel to Record Keeping and Management Training courses.
- Send four (4) TRCC members to attend Traffic Records Forum.
- Hire a new employee to be totally dedicated to traffic records and responsible for: inputting of data, maintaining data records, compiling and preparing reports needed for the various units within the Department of Public Safety Traffic Section and the Highway Safety Office. Bringing a new employee on board will allow additional police officer manpower to conduct other traffic safety duties.

#### **Activity (3.1):**

Provide office equipment for the traffic record's office for work performance.

#### **Performance Measures:**

- Acquire two (2) desktop computers, two (2) laptops and one (1) printer specifically for record management use.

**Department of Public Safety  
Saipan Traffic Section**

**MOTORCYCLE SAFETY (MOMC 15-01)**

**Problem Identification**

Saipan continues to see large numbers in motorcycles and mopeds on our highway/roadways as the gas prices climb. Based on the Bureau of Motor Vehicle's Annual Report the following number of motorcycles/scooters had been registered:

2013: total of 125 and 14 crashes

2012: total of 132 and 5 crashes

2011: total of 62

2010: total of 44

Above numbers are registered motorcycles/scooters from private owners and also many from rental companies as Saipan currently has three (3) rental companies. However due to poor motorcycle/scooter law enforcement by local authorities and bad economy, most of the privately owned motorcycles and scooters registrations have not been renewed for many years 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. Motorcycle crashes involve: Auto-Motorcycle, Auto-Scooter, Motorcycle and Scooter spills on the highways/roadways. If crashes involving motorcycles/scooters were to happen, the result of injuries to the operator will be serious or fatal.

**Goals and Objectives**

Reduce the number of Motorcycle/Scooter crashes by 25%, and maintain zero (0) helmet law violation.

Maintain zero (0) fatality and serious injury rate.

**Strategies and Activities**

**Strategy (1): Enforcement**

**Activity (1.1):**

Target marketing and enforcement campaigns to high-risk and low-use rate populations.

**Activity (1.2):**

Increase high visibility with Police Motorcycles and implement low visibility covert motorcycle/scooter law enforcement.

**Performance Measures:**

- Provide funding for overtime enforcement of Motorcycles/Scooters safety laws.

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

Conduct public education activities to explain the importance of DOT approved helmet usage.

Educate the public about the law requiring scooters to travel on the outer traffic lane and proper safe motorcycle/scooter operation.

**Performance Measures:**

- Conduct a minimum of four (4) Motorcycle/Scooter safety presentations annually during public functions and on weekend motorcycle club gatherings.
- Acquisition of banners, signs, brochures, pamphlets, and educational giveaways 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.

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

Improve the effectiveness of educational programs by actively seeking new partners and foster cooperative relationships and resource sharing with CNMI government, local motorcycle clubs, and motorcycle/scooter rental companies.

**Performance Measures:**

- Visit schools and attend civic organization activities for the local motorcycle club members to promote motorcycle safety measures.

**Activity (3.2):**

Provide motorcycle/scooter riders safety course to public and make it a requirement for individuals seeking operator's license.

**Performance Measures:**

- Provide training to police officers on Motorcycle Operators Instructor course and Motorcycle Crash Investigation course.
- Acquisition of nine (9) sets of police motorcycle safety helmets, boots, etc., as DPS Saipan is equipped with nine (9) motorcycles.

**Activity (3.3):**

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

**Performance Measures:**

- Send four (4) traffic officers to attend the Motorcycle Crash Investigation course.
- Send two (2) personnel to the National Symposium on Motorcycle Safety Countermeasures for national updates and gain more knowledge on the program.

**Department of Public Safety  
Saipan Traffic Section**

**ROADWAY SAFETY (MORS 15-01)**

**Problem Identification**

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

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

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

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

- 2013: 2,109 traffic citations
  - o 141 DUI arrests
  - o 1,899 traffic and non-traffic crashes
  - o 125 escorts
  - o 28 hit & run – 20 of those cases forwarded to TIU were solved and closed
  - o 4 traffic fatalities
  - o 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
  
- 2010: 2,195 traffic citations
  - 219 DUI arrests
  - 2,587 traffic and non-traffic crashes

180 escorts  
93 hit & run – 21 of those cases forwarded to TIU were solved and closed  
4 traffic fatalities  
3 crashes involving serious injuries

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 general public. However, 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.

### **Goals and Objectives**

Provide Driver's Education and Defensive Driving classes to public and/or make implementation as a requirement to acquire a CNMI driver's license to ensure highway safety.

Decrease traffic crashes by at least 15% from 1,676 in 2012 to 1,425 by September 30, 2015.

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

### **Strategies and Activities**

#### **Strategy (1): Enforcement**

##### **Activity (1.1):**

Increase the number of random checkpoints and saturation patrols.

##### **Performance Measures:**

- Conduct Speed Enforcements on the highways/roadways with LTI 20/20 to enforce speed laws daily.
- Conduct minimum of three (4) checkpoints quarterly.
- Provide salary for police officers at approved impaired driving mobilization and selective traffic law enforcement.

##### **Activity (1.2):**

Increase high visibility and implement low visibility traffic law enforcements.

##### **Performance Measures:**

- Increase the high visibility traffic law enforcement for deterrence and low visibility covert operations traffic law enforcement to apprehend traffic law violators.

## **Strategy (2): Education**

### **Activity (2.1):**

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

### **Performance Measures:**

- Conduct minimum of two (2) Defensive Driving, consequences of DUI, Seatbelt/Child Restraint use and Speeding presentations at high schools to target young drivers, government agencies, and civic organization events on a quarterly basis.
- Acquisition of one (1) overhead projector to conduct educational presentations and use of power point presentations during trainings, public awareness activities, and driver's education/defensive driving classes.

### **Activity (2.2):**

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

### **Performance Measures:**

Conduct training to fellow officers in detecting fraudulent CNMI driver's license.

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

### **Activity (3.1):**

Implement Defensive Driving and Driver's Education as requirements for all new CNMI drivers' 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.
- Acquire two (2) laptops to be specifically utilized during Defensive Driving/Driver's Education classes.

### **Activity (3.2):**

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 current traffic laws which was created in 1968 and has last been revised in 2001.

**Department of Public Safety  
Saipan Traffic Section**

**SPEED CONTROL (MOSE 15-01)**

**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.

Saipan continues to see speeding violations on the highways and active citation data is as follows:

2013 Citations:

Speed – 655

Reckless Driving – 141

Racing – 3 (Age group 17-35)

TOTAL – 799

2012 Citations:

Speed – 551

Reckless Driving – 104

Racing -10 (Age group 17-35)

TOTAL – 665

2011 Citations:

Speed – 649

Reckless Driving – 204

Racing -7 (Age group 17-35)

TOTAL – 860

2010 Citations:

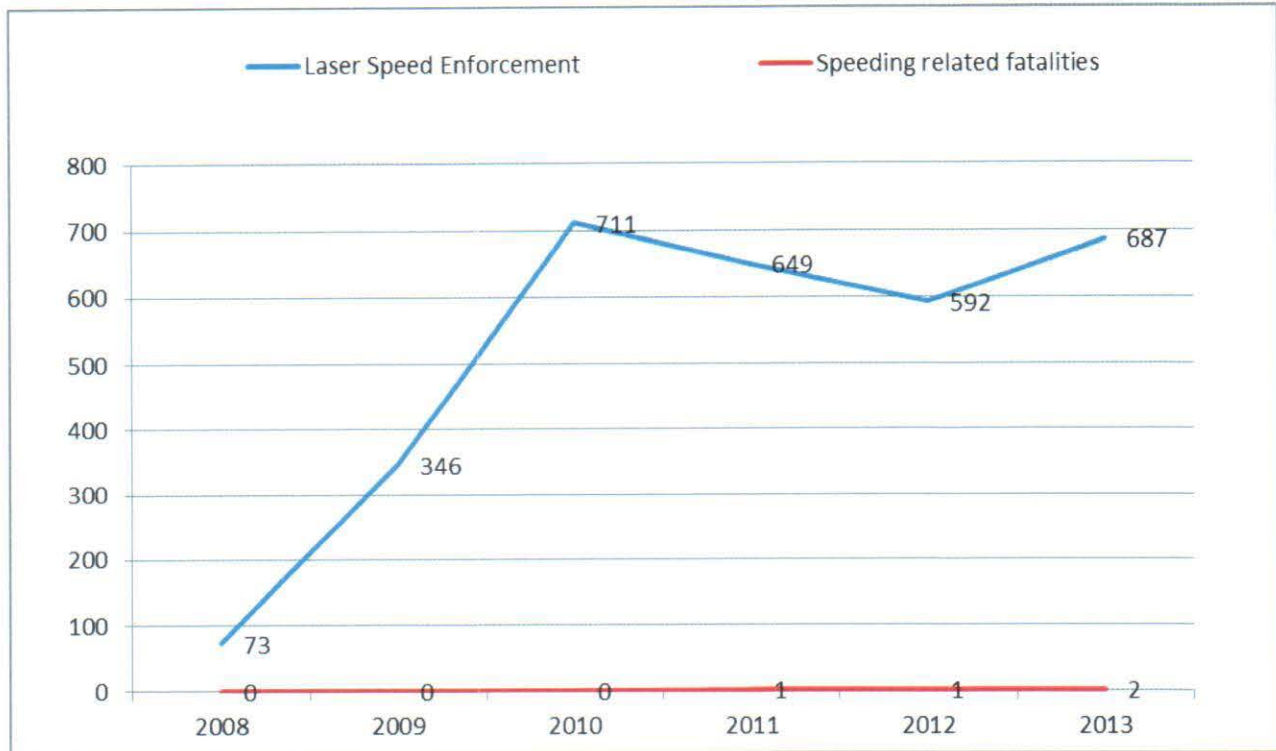
Speeding – 683

Reckless Driving – 142

Racing -1 (Age group 17-35)

TOTAL – 826

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 to car crashes resulting from high speed races by young drivers. 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. "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, this giving ample time for the racers to escape the vicinity once alerted.

Traffic officers conduct high visibility enforcement (stationary and mobile) with marked vehicles but this has become a common site for our motoring public. Motorists would reduce their speed when they see the marked police vehicles on the highways until the marked vehicle is out of sight and then continue to accelerate. Furthermore, when police officers are parked on the shoulder of the highways conducting speed enforcement with the laser speed detecting tools, the vehicles traveling on the opposite lane will alert oncoming motorists by flashing their headlamps, causing difficulty in speed enforcement. Another difficulty police officers encounter is detecting speed violators while the law enforcement vehicle is moving. There is no means of detecting speed of oncoming vehicle from the opposite lane or approaching from the rear as we do not have the necessary tools.

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



## **Goals and Objectives**

Decrease the number of speed-related crashes on the highways/roadways by 15% from 199 in 2013 to 169 by December 31, 2015.

Decrease the speeding violation by 10% from 551 from 2012 to 496 by December 31, 2015.

## **Strategies and Activities**

### **Strategy (1): Enforcement**

#### **Activity (1.1):**

Increase the number of random checkpoints and saturation patrols.

Target high number of speed violation location for speed enforcement.

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

Conduct high visibility speed deterrence enforcement.

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

#### **Performance Measures:**

- Conduct a minimum of ten (10) speed enforcement per month by September 30, 2015.
- Provide overtime funding for speed enforcement activities.
- Provide vehicle rental funding for covert operations.

### **Strategy (2): Education**

#### **Activity (2.1):**

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

#### **Performance Measures:**

- Conduct a minimum of four (4) speeding violation presentations quarterly at the high schools, the community college, and at civic organization events.
- Acquisition of brochures, pamphlets, posters, and other educational giveaways for distribution at educational presentations.

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

**Activity: (3.1):**

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

Create Traffic Law Revision committee and revise our current CNMI Traffic Law. Influence the CNMI law makers to increase speed fines by 300% from \$30.00 to \$90.00.

**Performance Measures:**

- Send two (2) officers to attend off-island training on Radar (Moving/Stationary) Instructor Training to providing training to other officers in proper operation.

**Department of Public Safety  
Saipan Traffic Section**

**PEDESTRIAN/BICYCLE SAFETY (MOPS 15-01)**

**Problem Identification**

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. For the year 2013, there were a total of 20 auto-pedestrian crashes with 1 fatality and 15 injuries while 14 auto-bicycle crashes with 5 injuries. In 2012, there were a total of 17 auto-pedestrian crashes, 1 auto-pedestrian hit & run, and 1 auto-bicycle crash. In 2011, there were a total of 1 auto-bicycle crash, 1 auto-bicycle DUI, 1 auto-bicycle hit & run, 14 auto-pedestrian and 3 auto-pedestrian hit & run.

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

The public is not aware nor are they educated properly on crossing highways/roadways safely. Some people carelessly cross the highways/roadways and expect the vehicles to stop for them right away, not understanding that either driving or even crossing the highway under the influence of alcohol or drugs will impair their perception and reaction time. In 2009, there was 1 and in 2010, there were 2 auto-pedestrian fatality crash incidents that were ruled as pedestrian error for failing to yield to the vehicle traveling on the highway. Investigations conducted by TIU reported the 2 pedestrians on the 2010 separate incidents were found to be under the influence of alcohol with exact same BAC level of .215%. Also both pedestrians on those incidents were wearing dark colored clothing at the time of the crash and both crashes occurred after 6pm. In 2013, 1 auto-pedestrian fatality crash was also ruled out as pedestrian error as the cause of the crash.

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

## **Goals and Objectives**

Educate the public about jaywalking as well as safe and best practices on highways/roadways crossing and roadway safety to all bicyclists and pedestrians.

Decrease the auto-pedestrian crashes 75% from 4 in year 2010 to 1 by September 30, 2015.

## **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.

#### **Performance Measures:**

- Funding for overtime cost for enforcement of Pedestrian/Bicycle Safety laws.
- Rental costs for vehicle to conduct low visibility covert operations.

### **Strategy (2): Education**

#### **Activity (2.1):**

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:**

- Conduct a minimum of four (4) Pedestrian/Bicycle Safety presentations at schools and civic organization activities quarterly.
- Acquisition of banners, signs, brochures, pamphlets, and educational giveaways to promote and expose the program and to educate the public about Pedestrian/Bicycle Safety.

### **Strategy (3): Infrastructure**

#### **Activity (3.1):**

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

Influence CNMI law makers to introduce “jaywalking” law and a law to regulate tinting on the vehicle windows as they currently do not exist.

Work closely with the Department of Public Works (DPW) to have the crosswalks and road way shoulder lanes have better visibility and lighting.

#### **Performance Measures:**

- Make violator stops to educate all jaywalkers and bicyclists not obeying the traffic laws such as running the red traffic signal lights or even traveling on the opposite direction on the highways.

**FISCAL YEAR 2014  
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS  
(CNMI)  
Highway Safety Plan  
PART B**

**Part III**

**FINANCIAL SECTION**

- **Cost Summary**
- **Cost Breakdown by Project**
- **Form 217 Project Cost Summary**

## FISCAL YEAR 2014 HIGHWAY SAFETY COST SUMMARY

Project Title	Total
Planning & Administration (MOPA)	\$104,400.00
Occupant Protection/Child Restraint (MOOP/MOCR)	\$254,900.00
Police Traffic Services (MOPT)	\$428,900.00
Alcohol & Other Countermeasures (MOAL)	\$500,300.00
Emergency Medical Services (MOEM)	\$100,000.00
Paid Media (MOPM)	\$36,000.00
Traffic Records (MOTR)	\$80,900.00
Motorcycle Safety (MOMC)	\$40,000.00
Roadway Safety (MORS)	Merged with Police Traffic Services
Speed Enforcement (MOSE)	\$58,600.00
Pedestrian/Bicycle Safety (MOPS)	\$35,000.00
<b>TOTAL Section 402</b>	<b>\$1,639,000.00</b>
<b>405 Occupant Protection – Safetea-lu</b>	<b>\$86,500.00 (FY13 Carry-Forward)</b>
<b>406 Safety Belts Incentive</b>	<b>\$539,500.00 (FY13 Carry-Forward)</b>
<b>408 State Traffic Safety Info. System-Safetea-lu MAP21</b>	<b>\$343,618.00 (FY13 Carry-Forward)</b>
405(b) Occupant Protection	\$24,600.00
405(c) State Traffic Safety Info. System	\$500,000.00
<b>TOTAL Section 405</b>	<b>\$524,600.00</b>

**PLANNING AND ADMINISTRATION**

<b>PLANNING &amp; ADMINISTRATION</b>	Updated July 2014
Planning & Administration	\$90,582.00.00
- Estimated FY13 Carry-Forward	\$13,818.00
<b>TOTAL PROJECT COST</b>	<b>\$104,400.00</b>

**PLANNING AND ADMINISTRATION**

1.	<p><b>Project Title: Program Administration</b>  <b>Project Number: MOPA14-01</b>  Project Description: Funds will be used for operational costs related to the highway safety program administration for the CNMI. This includes travel to meetings and conferences for the Governor’s Representative (GR), Director and the HSO Coordinator such as the Lifesavers Conference, GHSA Executive Seminar &amp; Annual Meeting, NHTSA Region 9 Partner’s Meeting, and Pre-HSP Meetings. Funds will also pay for office and operational supplies, communication costs, fuel costs for HSO vehicle, as well as freight &amp; handling costs for HSO. Funding will also be used to cover the costs for salary and fringe for the OIC, Highway Safety Office.</p> <p><b>Travel (Task 1):</b>  For GR, Director and HSO Coordinator to attend meetings and conferences: <b>\$48,700.00</b></p> <ul style="list-style-type: none"> <li>- Partner’s/Leadership Meeting - \$5,000.00 each = \$10,000.00 xld</li> <li>- Pre-HSP Meeting - \$5,000.00 each = \$15,000.00</li> <li>- Lifesavers, NAWHSL, GHSA/Executive Annual Meeting - \$5,200.00 each = \$31,200.00</li> <li>- Inter-Island monitoring for HSO Coordinator and GR = \$2,500.00</li> </ul> <p><b>Supplies(Task 2):</b>  For office supplies such as printer inks, copier papers, copier toner, folders, etc. and operational supplies = <b>\$5,000.00</b></p> <p><b>Communication (Task 3):</b>  For monthly recurring communication charges for HSO Coordinator = <b>\$4,000.00</b></p> <p><b>Mileage Reimbursement(Task 4):</b>  For HSO vehicle = <b>\$2,000.00</b></p> <p><b>Freight&amp; Handling (Task 5):</b>  For freight and handling charges for HSO = <b>\$500.00</b></p> <p><b>Salary &amp; Fringe (Task 6):</b>  For salary and fringe of the OIC, Highway Safety Office = <b>\$44,200.00</b></p> <p><b>TOTAL PROJECT COST: \$104,400.00</b></p>
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**OCCUPANT PROTECTION/CHILD RESTRAINT**

<b>OCCUPANT PROTECTION/ CHILD RESTRAINT</b>	Updated April 2014
Rota Traffic Section OP/CR Enforcement	\$72,000.00
Tinian Traffic Section OP/CR Enforcement	\$18,500.00
Saipan Traffic Section OP/CR Enforcement	\$164,400.00
- Estimated FY13 Carry-Forward	\$217,891.00
<b>TOTAL PROJECT COST</b>	<b>\$254,900.00</b>

1.	<p><b>Project Title: Rota Traffic Section Occupant Protection/Child Restraint Enforcement</b>  <b>Project Number: MOOP14-01</b></p> <p>Project Description: The Rota DPS Traffic Section will use funds to pay for overtime hours for officers to enforce the occupant protection violations, mandatory seat belt law, and aggressive seatbelt enforcement. Approximately 2086 overtime hours for seven (7) officers will be used to conduct OP/CR checkpoints, saturation patrols, STLE, Click-It-Or-Ticket mobilization and the Child Passenger Safety month campaign. Funds will also be used to send two (2) officers to attend Kids-In-Motion Conference, and six (6) officers to attend Child Passenger Safety Technician Course in Saipan. Funds will also be used towards the purchase of promotional items, and the printing of educational materials such as flyers, brochures, posters, banners, etc. to distribute at meetings, child inspection sites, school presentations and other activities. Funds will be used to purchase office supplies (copier paper/ink/etc.) as well as operational supplies (child safety seats). Request to purchase one (1) checkpoint trailer.</p> <p><b>Overtime (Task 1): \$ 0.00 (TRANSFERRED TO SB-14-01)</b></p> <p>OP/CR Checkpoints (630hrs): = \$8,018.10</p> <ul style="list-style-type: none"> <li>- CIOT mobilization 15 checkpoints x 3 hours each (7 personnel) = 315hrs.</li> <li>- CPS mobilization 15 checkpoints x 3 hours each (7 personnel) = 315hrs.</li> <li>45hrs X 1 Police Sergeant (\$16.27) = \$732.15 X 2 activities = \$1,464.30</li> <li>45hrs. X 1 Police Officer II (\$12.77) = \$574.65 X 2 activities = \$1,149.30</li> <li>45hrs. X 5 Police Officer I (\$12.01) = \$2,702.25 X 2 activities = \$5,404.50</li> </ul> <p>Saturation Patrol/STLE/HiCI Activities (1456hrs): = \$18,530.72</p> <ul style="list-style-type: none"> <li>- Back to School Safety Week 3 HiCI x 8 hours each (7 personnel) = 168hrs.</li> <li>- October Fiesta enforcement 3 HiCI x 8 hours each (7 personnel) = 168hrs.</li> <li>24hrs. X 1 Police Sergeant (\$16.27) = \$390.48 X 2 activities = \$780.96</li> <li>24hrs. X 1 Police Officer II (\$12.77) = \$306.48 X 2 activities = \$612.96</li> <li>24hrs. X 5 Police Officer I (\$12.01) = \$1,441.20 X 2 activities = \$2,882.40</li> <li>- CIOT mobilization 10 HiCI x 8 hours each (7 personnel) = 560hrs.</li> <li>- CPS mobilization 10 HiCI x 8 hours each (7 personnel) = 560hrs.</li> <li>80hrs. X 1 Police Sergeant (\$16.27) = \$1,301.60 X 2 activities = \$2,603.20</li> <li>80hrs. X 1 Police Officer II (\$12.77) = \$1,021.60 X 2 activities = \$2,043.20</li> <li>80hrs. X 5 Police Officer I (\$12.01) = \$4,804.00 X 2 activities = \$9,608.00</li> </ul> <p><b>Travel/Training (Task 2):\$9,000.00(\$10,000.00 Kids-In-Motion TRANSFERRED TO SB 14-01)</b></p> <ul style="list-style-type: none"> <li>- To send two (2) officers to the Kids-In-Motion Conference @\$5,000.00 each.</li> <li>- To send six (6) officers to attend the CPS Training course in Saipan @ \$1,500.00 each.</li> </ul> <p><b>Educational Materials (Task 3): \$0.00 (TRANSFERRED TO SB 14-01)</b></p> <p><b>Office/ Operational Supplies (Task 4):\$2,500.00</b></p> <p><b>Equipment (Task 5): \$0.00 (TRANSFERRED TO SB 14-01)</b></p> <ul style="list-style-type: none"> <li>- To purchase one (1) checkpoint trailer</li> </ul> <p><b>TOTAL Project Cost: \$72,000.00</b></p>
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1.

**Project Title: Tinian Traffic Section Occupant Protection/Child Restraint Enforcement**

**Project Number: M0OP14-02**

Project Description: Funds will be used for two (2) officers and one (1) nurse to attend Child Passenger Safety Technician training course in Saipan as well as travel/training is requested to send two (2) officers to attend the Kids-In-Motion and the Lifesavers Conferences including sending three (3) to attend the FY15 HSP in Saipan. To purchase promotional items (pens, pencils, cups, etc), and printing of educational materials such as flyers, brochures, posters, banners, etc. to distribute at meetings, child inspection sites, school presentations, and other activities. Funds will also be used towards the purchase office supplies (copier paper, copier toner, ink) & operational supplies (child safety seats).

**Travel/Training (Task 1) :\$2,700.00(\$20,000.00 TRANSFERRED TO SB 14-01 KIDS/LIFESAVERS)**

- To send two (2) officers & one (1) nurse to attend CPS Technician training to attend CPS Technician training course in Saipan @ \$1,500.00 each
  - Send three (3) to attend FY15 HSP in Saipan @ \$400.00 each = \$1,200.00
- To send two (2) officers to attend the Kids-In-Motion Conference @\$5,000.00 each.
- To send two (2) officers to attend the Lifesavers Conference @\$5,000.00 each

**Educational Materials (Task 2): \$0.00 (TRANSFERRED TO SB 14-01)**

**Office/ Operational Supplies (Task 2):\$5,000.00**

**TOTAL Project Cost: \$18,500.00**

1.

**Project Title: Saipan Traffic Section Occupant Protection/Child Restraint Enforcement**

**Project Number: MOOP14-03**

Project Description: Under program management funds will be used to cover the costs for salary and fringe for OP Program Coordinator (50%), communication charges, travel to Partners Meeting/Pre-HSP/and Lifesavers or Kids in Motion Conferences, including inter-island monitoring-assisting of programs. Funds will be used to pay for 2172 overtime hours for officers to conduct OP/CR checkpoints, OP/CR educational presentations, and Child Restraint check-up events to continue aggressive child restraint and seat belt enforcement programs. Travel/Training funds will be used for four (4) officers to attend the Kids-In-Motion Conference& Lifesavers Conference, to bring off-island instructors to Saipan to conduct CPS technician trainings and re-certification for Saipan, Tinian, and Rota Child Passenger Safety Technicians and to have the two (2) instructor candidates certified. Additional funds will be used to purchase promotional items and printing of educational materials such as posters, flyers, brochures, banners, etc. to distribute at meetings, child inspection sites, school presentations and other OP/CR activities as well as office supplies, child safety seats, operational supplies. In addition, funds are requested for rental of unmarked vehicles for low visibility covert seat belt operations at schools; and rental of a warehouse to store OP/CR checkpoint trailer and other equipment to prolong operational condition.

**Program Management: \$35,000.00**

**(Task 1a):**

-To fund OP Program Coordinator (50%). = \$14,500.00

**(Task 1b):**

-For monthly recurring communication charges for Program Coordinator = \$3,000.00

**(Task 1c):**

-Partner’s Meeting = \$5,000.00

**(Task 1d):**

-Pre-HSP Meeting = \$5,000.00

**(Task 1e):**

-Lifesavers or KIMZ Conference = \$5,000.00

**(Task 1f):**

-Inter-Island monitoring/assisting of program = \$2,500.00

**Overtime (Task 2): \$0.00**

***(\$35,800.00 TRANSFERRED TO SB 14-01)***

- 24 OP/CR checkpoints x 6 hrs each (13 personnel) = 1872hours.

144hrs.X 1 Police Sergeant (\$25.25) = \$3,636.00

144hrs. X 1 Police Officer III (\$21.81) = \$3,140.64

144hrs. X 3 Police Officer II (\$19.70) = \$8,549.28

144hrs. X 7 Police Officer I (\$12.09) = \$12,186.72

144hrs. X 1 Fire Fighter II (\$19.79) = \$2,849.76

- 12 OP/CR Educational Presentations x 3 hrs. each (3 personnel) = 108 hours.

36hrs. X 1 Police Sergeant (\$25.25) = \$909.00

36hrs. X 1 Police Officer II (\$19.79) = \$712.44

36hrs. X 1Police Officer I (\$12.09) = \$435.24

- 8 Child Restraint Check-up events x 6 hrs. each (4 personnel) =192 hours.
- 48hrs. X 1 Police Sergeant (\$25.25) = \$1,212.00
- 48hrs. X 1 Police Officer II (\$19.79) = \$949.92
- 48hrs. X 2 Police Officer I (\$12.09) = \$1,160.64

**Travel/Training (Task 3):\$20,000.00(~~\$40,000.00 TRANSFERRED TO SB 14-01 Kids/Lifesavers~~)**

- To bring off-island instructors to conduct CPS technician training & re-certification of current technicians @ \$20,000.00 (Airfare, lodging & transportation of the instructors)
  - Four (4) Traffic personnel to Kids-In-Motion Conference @\$5,000.00 each
  - Four (4) Traffic personnel to Lifesavers Conferences @\$5,000.00 each

**Education Materials/Promotional Items (Task 4): \$0.00 (TRANSFERRED TO SB-14-01)**

**Office / Operational Supplies (Task 5):\$7,000.00**

**Rental Others: \$0.00 (TRANSFERRED TO SB 14-01)**

- \$100.00 per vehicle X 2 vehicles a day X 12 months = \$2,400.00
- 1,500 sq. ft. @\$1.00 per square foot of warehouse space to store OP/CR checkpoint trailer and other equipment.

**TOTAL PROJECT COST: \$164,400.00**

**POLICE TRAFFIC SERVICES**

<b>POLICE TRAFFIC SERVICES</b>	Updated March 2014
Saipan - Police Traffic Services	\$29,300.00
Rota – Police Traffic Services	\$54,700.00
Tinian – Police Traffic Services	\$43,000.00
- Estimated FY13 Carry-Forward	\$301,814.00
<b>TOTAL PROJECT COST</b>	<b>\$428,900.00</b>

1.	<p><b>Project Title: Saipan – Police Traffic Services</b>  <b>Project Number: MOPT14-01</b>  Project Description: The Saipan Police Traffic Section will use funds to pay for monthly phone charges; attend Partners Meeting; Pre-HSP Meeting; other travel including monitoring of inter-island activities; Funds are also requested under this Program area for Roadway Safety to include overtime hours for Roadway Selective Traffic Law Enforcement; bring off-island instructors to train and certify minimum of thirty (30) police officers with At-Scene Basic Traffic Crash Investigation course; and rental of meeting room for this course. Funding will also be used to purchase office &amp; operational supplies to include traffic investigation tools, traffic cones, etc.; and to purchase Crash Investigation Software as well as purchase of educational materials such as banners, posters, flyers, brochures, etc. and Work Zone Safety and CIOT signs. Funds will be used to pay for communication services such as cellular phones, internet services, and landlines for Traffic Section. Funds will also be used to purchase two (2) portable/mobile printers to be installed in Traffic Investigators vehicles. Carry Over funds are for contract number 560393 (Trailer), 560696 (LTI Ultra Lyte) and 573103 (4 motorcycles).</p> <p><b>Program Management: \$20,500.00</b>  <b>(Task 1a)</b> -Monthly recurring communication charges for Program Coordinator = \$3,000.00  <b>(Task 1b)</b> -Partner’s Meeting = \$5,000.00  <b>(Task 1c)</b> -Pre-HSP Meeting = \$5,000.00  <b>(Task 1d)</b> -Travel and /or Training = \$5,000.00  <b>(Task 1e)</b> -Inter-Island monitoring/assisting of program = \$2,500.00</p> <p><b>Overtime (Task 2):\$30,600.00</b>  Roadway Selective enforcement: 40 hours each X 4 (qtrly) for 12personnel = 1920 hours  160hrs. X 1 Police Sergeant (\$25.25) = \$4,040.00  160hrs. X 1 Police Officer III (\$21.81) = \$3,489.60  160hrs. X 3 Police Officer II (\$19.79) = \$9,499.20  160hrs. X 7 Police Officer I (\$12.09) = \$13,540.80</p> <p><b>Travel/Training (Task 3):\$25,000.00</b>  - To bring off-island instructor to conduct At-Scene Basic Crash Investigation = \$25,000.00  <ul style="list-style-type: none"> <li>• At-scene – replaced with LTI Laser Instructor Course = \$9,000.00</li> </ul> </p> <p><b>Rental Others (Task 4): \$3,000.00</b>  <b>Office / Operational Supplies (Task 5):\$32,000.00</b>  <b>Educational Materials (Task 6): \$10,000.00</b>  <b>Communication (Task 7):\$17,000.00</b>  <b>Equipment (Task 8): \$5,850.00</b>  -To purchase two (2) portable/mobile printers.  <b>Carry-over projects (Task 9)</b> for Trailer (Contract#560393- \$56,600.00), LTI Ultra Lyte (Contract#560696- \$16,450.00) and 4 Motorcycles (Contract # 573103- \$114,200.00)</p> <p><b>TOTAL PROJECT COST: \$331,200.00</b></p>
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1. **Project Title: Rota – Police Traffic Services**

**Project Number: MOPT14-02**

Project Description: The Rota Traffic Section will use funds to pay for 1624 overtime hours to conduct Speed/ Saturation Patrol/ STLE/HiCI activities. Funds will be used to send four (4) to Saipan to attend the At-Scene Traffic Crash Investigation course. Funding is requested for communication services such as internet service; cellular phones and landlines for Rota Traffic Section; and to purchase one (1) LED Sign Trailer to be used during all traffic safety events including Click-it-Or-Ticket and Over the Limit Under Arrest mobilizations.

**Overtime (Task 1):\$20,700.00**

Saturation Patrol/STLE/HiCI Activities:504hrs. = \$6,414.48

-October 2013 (San Francisco de Borja Fiesta): 3 HiCI x 8 hours each (7 personnel) = 168hrs.

-November 2013: 3 HiCI x 8 hours each (7personnel) = 168hrs.

-May 2014: 3 HiCI x 8 hours each (7personnel) = 168hrs.

72hrs X 1 Police Sergeant (\$16.27) = \$1,171.44

72hrs. X 1 Police Officer II (\$12.77) = \$919.44

72hrs. X 5 Police Officer I (12.01) = \$4,323.60

Increased Enforcement Activities:1120hrs. = \$14,254.40

-Boost in enforcement: 4 (qtrly) X 20hrs. (7personnel) =560hrs.

-Speed Enforcement Monthly: 4 (qtrly) X20 hours each (7personnel) =560hrs.

160hrs X 1 Police Sergeant (16.27) = \$2,603.20

160hrs. X 1 Police Officer II (\$12.77) = \$2,043.20

160hrs. X 5 Police Officer I (\$12.01) = \$9,608.00

**Travel/Training (Task 2):\$6,000.00**

- To send four (4) personnel to attend the At-Scene Traffic Crash Investigation course in Saipan = \$1,500.00 each.

**Communication (Task 3):\$3,000.00**

**Equipment (Task 4): \$25,000.00**

- To purchase one (1) LED Sign Trailer = \$25,000.00

**TOTAL PROJECT COST:\$54,700.00**

1.

**Project Title: Tinian – Police Traffic Services**

**Project Number: MOPT14-03**

Project Description: The Tinian Traffic Services will use funds to pay for communication services such as internet, cellular phones, and landlines for Tinian Traffic Section; to purchase office (copier supplies, printer supplies, pens, notepads, etc.) & operational supplies (traffic cones, cleaning supplies), and to send four (4) officers to Saipan to attend the At-Scene Traffic Investigation Course and one (1) for the Traffic Crash Reconstruction Training. Equipment funds will be used to purchase one (1) Stalker Radar Message Board Trailer to be used on any traffic events such as checkpoints, mobilizations, traffic accidents, and car seat check-up events.

**Communication (Task 1):\$7,000.00**

**Office / Operational Supplies (Task 2):\$10,000.00**

**Travel/Training (Task 3): \$11,000.00**

-To send four (4) officers to attend At-Scene Traffic Investigation course in Saipan @ \$1,500.00 each.

-To send one (1) officer to attend Traffic Crash Reconstruction Training @ \$5,000.00 each.

**Equipment (Task 4):\$15,000.00**

- To purchase Stalker Radar Message Board Trailer

**TOTAL PROJECT COST: \$43,000.00**

**ALCOHOL AND OTHER DRUGS COUNTERMEASURES**

<b>ALCOHOL &amp; OTHER COUNTERMEASURES</b>	Updated March 2014
Saipan Traffic Section Alcohol Enforcement	\$169,121.00
Rota Traffic Section Alcohol Enforcement	\$77,300.00
Tinian Traffic Section Alcohol Enforcement	\$39,500.00
- Estimated FY13 Carry-Forward	\$214,379.00
<b>TOTAL PROJECT COST</b>	<b>\$500,300.00</b>

1.	<p><b>Project Title: Saipan Traffic Section Alcohol &amp; Other Countermeasures Enforcement</b>  <b>Project Title: MOAL14-01</b></p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits to the Alcohol Program Coordinator (100%), monthly fees for phone charges, travel to both Partners and Pre-HSP Meeting, travel to Rota and Tinian to monitor/assist with programs during campaigns, participate in other related trainings for Impaired Driving .The Saipan Traffic Section will use funds pay for a total of 4176 overtime hours for officers to conduct Sobriety/DUI checkpoints and educational presentations (see breakdown). Funds to be used for mileage reimbursement during these checkpoints/enforcement activities. Funds will also be used to send two (2) officers to attend the ARIDE Course. Funds are also requested to purchase office/operational supplies; promotional items; and printing of educational brochures, posters, flyers, etc. to distribute at checkpoint events, 3-D campaign activities, school presentations, and other crackdown/enforcement activities. Advertising funds are also requested to pay for newspapers, magazines, billboards, television production/airtime for the various NHTSA calendared events/campaigns. Rental others will pay for classroom space/training venue for SFST course in Saipan; Vehicle Accessories is needed to complete the purchase of the vehicle prior to shipping to Rota, which will include, lights/sirens – logos – rustproofing – etc. as well as carry over funds for contract number 563321 – DUI Trailer and 560750 – Traffic Message Trailer.</p> <p><b>Program Management: \$49,944.00</b></p> <p><b>(Task 1a)</b></p> <ul style="list-style-type: none"> <li>- To fund 100% for Program Coordinator \$29,444.00</li> </ul> <p><b>(Task 1b)</b></p> <ul style="list-style-type: none"> <li>- For monthly recurring communication charges for Program Coordinator 3,000.00</li> </ul> <p><b>(Task 1c)</b></p> <ul style="list-style-type: none"> <li>- Partners Meeting - <b>XLD by Region</b> 5,000.00</li> <li>- <b>Replaced by Lifesavers Conference</b></li> </ul> <p><b>(Task 1d)</b></p> <ul style="list-style-type: none"> <li>- Pre-HSP Meeting 5,000.00</li> </ul> <p><b>(Task 1e)</b></p> <ul style="list-style-type: none"> <li>- Travel and/or Training 5,000.00</li> <li>- Program Management Course in Sacramento</li> </ul> <p><b>(Task 1f)</b></p> <ul style="list-style-type: none"> <li>- Inter-Island monitoring/assisting of program 2,500.00</li> </ul>
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**Overtime (Task 2):\$66,492.00**

- 36 Sobriety/DUI checkpoints x 7 hours each (3,024 hrs)
  - 252hrs X 1 – Police Sergeant (\$25.25) = \$6,363.00
  - 252hrs X 1 – Police Officer III (\$21.81) = \$5,497.00
  - 252hrs X 3 – Police Officer II (\$19.79) = \$14,962.00
  - 252hrs X 7 – Police Officer I (\$12.09) = \$21,327.00      \$48,149.00
- 24 Sobriety/DUI Educational Presentations x 4 hours each (1,152 hrs)
  - 96hrs X 1 – Police Sergeant (\$25.25) = \$2,424.00
  - 96hrs X 1 – Police Officer III (\$21.81) = \$2,094.00
  - 96hrs X 3 – Police Officer II (\$19.79) = \$5,700.00
  - 96hrs X 7 – Police Officer I (\$12.09) = \$8,125.00      \$18,343.00

**Mileage Reimbursement (Task 3):\$20,000.00**

**Travel/Training (Task 4): \$10,000.00**

- To send two (2) officers to attend the ARIDE Course @ 5,000 each.

**Educational Materials (Task 5): \$30,000.00**

**Advertising (Task 6):\$80,000.00**

**Office/Operational Supplies (Task 7): \$10,000.00**

**Rental Others (Task 8):\$5,000.00**

- to include training/classroom venue for SFST course in Saipan

**Vehicle Accessories (Task 9): \$10,000.00**

**CARRY OVER for pending projects (Task 10) for DUI Trailer (contract #563321- \$55,354.00) & Message Trailer (contract #560750 - \$29,500.00)**

**TOTAL PROJECT COST: \$383,500.00**



**ALCOHOL AND OTHER DRUGS COUNTERMEASURES**

2.	<p><b>Project Title: Rota Traffic Section Alcohol &amp; Other Countermeasures</b>  <b>Project Number: MOAL14-02</b></p> <p>Project Description: The Rota Traffic Section will use funds to pay for 2380 overtime hours for officers to conduct Sobriety Checkpoints, saturation patrols, and monthly impaired driving enforcement. Funds will be used to reimburse mileage expenses for checkpoint and enforcement activities. Funds will also be used to send two (2) officer to attend the Lifesaver’s Conference, one (1) officer to attend the ARIDE course and three (3) officer to attend the DUI/SFST training in Saipan; to purchase promotional items and printing of educational materials such as flyers, brochures, posters, banners, etc. to distribute at meetings, checkpoint events, 3-D campaign activities as well as other NHTSA calendared crackdown/enforcement activities, and school presentations. Funds are requested for purchase of office and operational supplies to include traffic cones and traffic signs for sobriety checkpoint trailer.</p> <p><b>Overtime (Task 1):\$30,293.00</b></p> <p>Sobriety Checkpoints (756 hrs)</p> <ul style="list-style-type: none"> <li>- 108hrs X 1 Police Sergeant (\$16.27) = \$1,758.00</li> <li>- 108hrs X 1 Police Officer II (\$12.77) = \$1380.00</li> <li>- 108hrs X 5 Police Officer I (\$12.01) = \$6,485.00 <span style="float: right;">\$9,623.00</span></li> </ul> <p>Saturation Patrol/STLE/HiCI Activities (1,624 hrs)</p> <ul style="list-style-type: none"> <li>- 232hrs X 1 Police Sergeant (\$16.27) = \$3,775.00</li> <li>- 232hrs X 1 Police Officer II (\$12.77) = \$2,963.00</li> <li>- 232hrs X 5 Police Officer I (\$12.01) = \$13,932.00 <span style="float: right;">\$20,670.00</span></li> </ul> <p><b>Mileage Reimbursement (Task 2):\$10,000.00</b></p> <p><b>Travel/Training (Task 3): \$19,500.00</b></p> <ul style="list-style-type: none"> <li>- To send two (2) officer to attend Lifesavers Conference @ \$5,000.00 ea. = \$10,000.00</li> <li>- To send one (1) officer to attend the ARIDE course @ \$5,000.00</li> <li>- To send three (3) officer to attend the DUI/SFST Training in Saipan @ \$1,500.00 ea. = \$4,500.00</li> </ul> <p><b>Educational Materials (Task 4):\$10,000.00</b></p> <p><b>Office/Operational Supplies (Task 5):\$7,500.00</b></p> <p><b>TOTAL PROJECT COST: \$77,300.00</b></p>
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## ALCOHOL AND OTHER DRUGS COUNTERMEASURES

3.	<p><b>Project Title: Tinian Traffic Section Alcohol &amp; Other Countermeasures</b> <b>Project Number: MOAL14-03</b></p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 1152 overtime hours to conduct Sobriety Checkpoints during NHTSA Calendared crackdowns/mobilization events. Funds will also be used to reimburse mileage for sobriety checkpoints, enforcement activities and school visitations. Funding will also be used to send four (2) officers to attend the DUI/SFST training course in Saipan and one (1) officer to the ARIDE course. Funds will be used to purchase promotional items and printing of educational materials such as flyers, brochures, posters, banners, etc. to distribute at meetings, checkpoint events, 3-D campaign activities as well as other NHTSA calendared crackdown/enforcement activities, as well as school presentations; Funds will also be used to purchase office &amp; operational supplies.</p> <p><b>Overtime (Task 1):\$14,432.00</b> 48 Sobriety Checkpoints x 6 hours each.</p> <ul style="list-style-type: none"><li>- 288hrs X 1 Police Officer III (\$14.07) = \$4,055.00</li><li>- 288hrs X 3 Police Officer I (\$12.01) = \$10,380.00</li></ul> <p><b>Mileage Reimbursement (Task 2):\$5,000.00</b></p> <p><b>Travel/Training (Task 3):\$8,000.00</b></p> <ul style="list-style-type: none"><li>- To send two (2) officers to attend DUI/SFST training in Saipan @ \$1,500.00 each = \$3,000.00</li><li>- To send one (1) officer to attend the ARIDE course @ \$5,000.00</li></ul> <p><b>Educational Materials (Task 4):\$7,000.00</b></p> <p><b>Office/Operational Supplies (Task 5):\$5,000.00</b></p> <p><b>TOTAL PROJECT COST: \$39,500.00</b></p>
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## EMERGENCY MEDICAL SERVICES

<b>EMERGENCY MANAGEMENT SERVICES</b>	Updated June 2014
Saipan – Emergency Medical Services	\$60,900.00
- Estimated FY13 Carry-Forward	\$39,016.00
<b>TOTAL PROJECT COST</b>	<b>\$100,000.00</b>

### EMERGENCY MEDICAL SERVICES Project Number: MOEM14-01

1.	<p><b>Project Title: Rescue Extrication Training</b>  <b>(Task #1)</b>            Project Description: The project will allow for updated specialized rescue extrication training for all EMS personnel that includes classroom lessons as well as hands-on scenarios and field operation and provide for a “Train-the-Trainer” component to increase outreach and maintain training needs in the future.  <b>Project Cost:\$ 40,000.00</b></p>
2.	<p><b>Project Title: Emergency Medical Services – Rescue Extrication Equipment</b>  <b>(Task #2)</b>            Project Description: The project is to purchase basic life support equipment such as Jaws of Life extrication equipment to be used when rescuing trauma patients from motor vehicle crashes or traffic-related incidents.  <b>Project Cost:\$54,833.00 for Vehicle Extrication Equipment (contract# 578885)</b></p>
3.	<p><b>Project Title: Emergency Medical Services – Traffic Safety Public Education &amp; Injury Prevention Campaign</b>  <b>(Task #3)</b>            Project Description: The project will enhance an maintain our current efforts in traffic safety education and trauma injury prevention in collaboration with our partners from police traffic services and enforcement in reducing traffic crashes or traffic-related incidents resulting in deaths, injuries, and property damage. This focus is year-round with emphasis on the annual EMS Week, Click-It-Or-Ticket, Drive Sober or Get Pulled Over, and Child Passenger Safety campaigns to eliminate traffic fatalities and injuries.  <b>Project Cost: \$5,167.00</b></p>
<b>TOTAL PROJECT COST: \$100,000.00</b>	

**PAID MEDIA**

<b>PAID MEDIA</b>	Updated March 2014
Saipan – Paid Media	\$3,400.00
- Estimated FY13 Carry-Forward	\$32,548.00
<b>TOTAL PROJECT COST</b>	<b>\$36,000.00</b>

**PAID MEDIA**

1.	<p><b>Project Title: Paid Media</b> <b>Project Number: MOPM14-01</b> Project Description: Funds will be used to pay for advertising costs of highway safety public awareness messages on newspapers, magazines, billboards, radio &amp; 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, etc.</p> <p><b>Project Cost: \$36,000.00</b></p>
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**TRAFFIC RECORDS**

<b>TRAFFIC RECORDS</b>	Updated Dec. 2013
Saipan Traffic Section – Traffic Records	
- Estimated FY13 Carry-Forward	\$80,900.00
<b>TOTAL PROJECT COST</b>	<b>\$80,900.00</b>

**TRAFFIC RECORDS**

1.	<p><b>Project Title: Traffic Records</b>  <b>Project Number: MOTR14-01</b>                  Project Description: Funds will be used to send four (4) individuals consisting of Bureau of Motor Vehicle, Traffic Section, Highway Safety Office, Judicial personnel or any TRCC member to attend Traffic Records Forum. Funds will also be used to purchase desktop, printer, and laptop for Traffic Statistician use; and to purchase office supplies. Contract for TRCC support , software upgrade, etc.</p> <p><b>Travel/Training (Task 1) :\$30,000.00</b></p> <ul style="list-style-type: none"> <li>- To send four (4) individuals consisting of BMV, Traffic Section, HSO, and Judicial personnel to attend Traffic Records Forum @ \$5,000.00 each.</li> <li>- Travel and/or Training -\$10,000.00</li> </ul> <p><b>Office Equipment (Task 2):\$13,000.00</b></p> <ul style="list-style-type: none"> <li>- One (1) desktop computer</li> <li>- One (1) laptop computer</li> <li>- One (1) printer</li> </ul> <p><b>Office Supplies (Task 3):\$3,000.00</b></p> <p><b>Professional Services (Task 4): \$34,803.00</b></p> <p><b>TOTAL PROJECT COST:\$80,900.00</b></p>
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**OCCUPANT PROTECTION – 405 – Safetea-lu**

<b>OCCUPANT PROTECTION – 405 Safetea-lu</b>	Updated Nov. 2013
Saipan – Occupant Protection	\$
- FY13 Carry-Forward	\$86,500.00
<b>TOTAL PROJECT COST</b>	<b>\$86,500.00</b>

1.	<p><b>Project Title: Occupant Protection – 405Safetea-lu</b> <b>Project Number: 405OP 14-01</b> Project Description: Funds will be used to cover the costs for salary and fringe of OP/Child Restraint Program Coordinator (100%); also to carry over funds for contract number 563326 - OP checkpoint trailer.</p> <p><b>Salary and Fringe (Task 1):\$31,100.00</b> - To fund 50% of salary and fringe for OP Program Coordinator</p> <p><b>CARRY OVER for contract # 563326OP Checkpoint Trailer (Task 2): \$55,354.00</b></p> <p><b>TOTOAL PROJECT COST: \$86,500.00</b></p>
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**SAFETY BELT INCENTIVE (406)**

<b>SAFETY BELT INCENTIVE (406)</b>	Updated April 2014
Safety Belt	-0-
- FY13 Carry-Forward	\$539,500.00
<b>TOTAL PROJECT COST</b>	<b>\$539,500.00</b>

1.	<p><b>Project Title: Safety Belt – 406</b>  <b>Project Number: SB14-01</b>                  Project Description: Funds are requested for payment of advertisement costs to include production and airing of TV and radio ads, newspapers, magazines, etc.; and to purchase promotional items and educational materials to be distributed at Safety Belt public education activities on each island. Funds will also be used to pay for overtime hours for officers for seat belt enforcement for the islands of Saipan, Rota, and Tinian with Saipan working with 2172 overtime hours for officers to conduct OP/CR checkpoints, OP/CR educational presentations, and Child Restraint check-up events to continue aggressive child restraint and seat belt enforcement programs as well as Rota DPS Traffic Section to pay for overtime hours for officers to enforce the occupant protection violations, mandatory seat belt law, and aggressive seatbelt enforcement. Approximately 2086 overtime hours for seven (7) officers will be used to conduct OP/CR checkpoints, saturation patrols, STLE, Click-It-Or-Ticket mobilization and the Child Passenger Safety month campaign. Travel/Training funds will be used for any safety belt or occupant protection training for officers from Saipan, Rota, and Tinian to include Lifesavers Conference and Kids in Motion Conferences (2 from Rota). Funds will be used to purchase office and operational supplies to include car seats. Funds will also be used to purchase equipment for Rota – checkpoint trailer. Funds will also be used to pay for professional services for seat belt &amp; child restraint survey.</p> <p><b>Educational Materials (Task 1) : \$75,000.00</b></p> <ul style="list-style-type: none"> <li>- To purchase promotional items and printing of educational materials for all three islands.</li> </ul> <p><b>Advertisement (Task 2) : \$70,500.00</b></p> <ul style="list-style-type: none"> <li>- To pay for production &amp; airing of TV and radio ads; placement of ads on newspapers, magazines, banners, etc.</li> </ul> <p><b>Overtime (Task 3) : \$122,400.00</b></p> <ul style="list-style-type: none"> <li>- <b>Saipan</b> <ul style="list-style-type: none"> <li>- 24 OP/CR checkpoints x 6 hrs each (13 personnel) = 1872hours.</li> <li>144hrs.X 1 Police Sergeant (\$25.25) = \$3,636.00</li> <li>144hrs. X 1 Police Officer III (\$21.81) = \$3,140.64</li> <li>144hrs. X 3 Police Officer II (\$19.70) = \$8,549.28</li> <li>144hrs. X 7 Police Officer I (\$12.09) = \$12,186.72</li> <li>144hrs. X 1 Fire Fighter II (\$19.79) = \$2,849.76</li> </ul> </li> <li>- 12 OP/CR Educational Presentations x 3 hrs. each (3 personnel) = 108 hours.</li> </ul>
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36hrs. X 1 Police Sergeant (\$25.25) = \$909.00

36hrs. X 1 Police Officer II (\$19.79) = \$712.44

36hrs. X 1 Police Officer I (\$12.09) = \$435.24

- 8 Child Restraint Check-up events x 6 hrs. each (4 personnel) = 192 hours.

48hrs. X 1 Police Sergeant (\$25.25) = \$1,212.00

48hrs. X 1 Police Officer II (\$19.79) = \$949.92

48hrs. X 2 Police Officer I (\$12.09) = \$1,160.64

- Rota

OP/CR Checkpoints (630hrs): = \$8,018.10

- CIOT mobilization 15 checkpoints x 3 hours each (7 personnel) = 315hrs.

- CPS mobilization 15 checkpoints x 3 hours each (7 personnel) = 315hrs.

45hrs X 1 Police Sergeant (\$16.27) = \$732.15 X 2 activities = \$1,464.30

45hrs. X 1 Police Officer II (\$12.77) = \$574.65 X 2 activities = \$1,149.30

45hrs. X 5 Police Officer I (\$12.01) = \$2,702.25 X 2 activities = \$5,404.50

Saturation Patrol/STLE/HiCI Activities (1456hrs): = \$18,530.72

- Back to School Safety Week 3 HiCI x 8 hours each (7 personnel) = 168hrs.

- October Fiesta enforcement 3 HiCI x 8 hours each (7 personnel) = 168hrs.

24hrs. X 1 Police Sergeant (\$16.27) = \$390.48 X 2 activities = \$780.96

24hrs. X 1 Police Officer II (\$12.77) = \$306.48 X 2 activities = \$612.96

24hrs. X 5 Police Officer I (\$12.01) = \$1,441.20 X 2 activities = \$2,882.40

- CIOT mobilization 10 HiCI x 8 hours each (7 personnel) = 560hrs.

- CPS mobilization 10 HiCI x 8 hours each (7 personnel) = 560hrs.

80hrs. X 1 Police Sergeant (\$16.27) = \$1,301.60 X 2 activities = \$2,603.20

80hrs. X 1 Police Officer II (\$12.77) = \$1,021.60 X 2 activities = \$2,043.20

80hrs. X 5 Police Officer I (\$12.01) = \$4,804.00 X 2 activities = \$9,608.00

**Travel/Training (Task 4) : \$100,000.00**

- Six (6) officers to attend the Lifesavers Conference @ \$5,000.00 each (Saipan/Tinian)

- Eight (8) officers to attend the Kids-in-Motion Conf. @ \$5,000.00 each (SPN/ROP/TIQ)

**Equipment (Task 5) : \$35,000.00**

- To purchase one (1) checkpoint trailer (*request for ITB 3/4/14*)

**Office/Operational Supplies (Task 6) : \$88,000.00**

**Rental Others (Task 7) : \$10,000.00**

- \$100.00 per vehicle X 2 vehicles a day X 12 months - \$2,400.00

- 1,500 sq. ft. @ \$1.00 per square foot of warehouse space to store OP/CR checkpoint trailer and other equipments

**Professional Services (Task 8) : \$5,000.00**

- For seat belt and child restraint survey

**Repair & Maintenance (Task 9): \$33,600.00**

**TOTAL PROJECT COST: \$539,500.00**





**2014 HIGHWAY SAFETY PLAN**  
**COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS**

**FY 2014 PROJECT COST SUMMARY**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

STATE: C.N.M.I.

BUDGET OBLIGATION: HCS 217 NO: 14-00-01

DATE: JULY 2014

Program Area	Approved Program Cost	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/ (Decreased)	% Change	Current Balance	
MOPA-14	\$104,400.00			\$ -	\$ -		\$ -	
M0OP-14	\$254,900.00			\$ -	\$ -		\$ -	
M0PT-14	\$428,900.00			\$ -	\$ -		\$ -	
M0AL-14	\$500,300.00			\$ -	\$ -		\$ -	
M0EM-14	\$100,000.00			\$ -	\$ -		\$ -	
MOPM-14	\$36,000.00			\$ -	\$ -		\$ -	
M0TR-14	\$80,900.00			\$ -	\$ -		\$ -	
M0MC-14	\$40,000.00			\$ -	\$ -		\$ -	
M0RS-14	-0-			\$ -	\$ -		\$ -	
M0SE-14	\$58,600.00							
M0PS-14	\$35,000.00							
<b>TOTAL SECTION 402</b>	<b>\$1,639,000.00</b>							

