



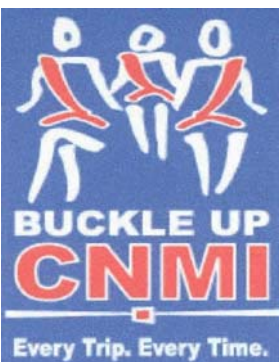
Commonwealth of the Northern Mariana Islands  
DEPARTMENT OF PUBLIC SAFETY



OFFICE OF GRANTS AND SPECIAL PROGRAMS



**Fiscal Year 2006  
HIGHWAY SAFETY PLAN**



August 15, 2005

David Manning Ph.D.  
Regional Administrator  
U.S. Department of Transportation  
National Highway Traffic Safety  
Administration, Region IX  
201 Mission Street  
Suite 2230  
San Francisco, California 94103

Dear Dr. Manning:

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

The CNMI is honored again to submit our Fiscal Year “*2006 Highway Safety Plan*”. The contents of this plan represents the approved program areas as established by the National Highway Traffic Safety Administration (NHTSA) and the CNMI’s traffic safety needs for Fiscal Year 2006.

The CNMI is always faced with challenges to provide highway safety programs in our Region. We endeavor in applying problem solving measures in solving our unique highway safety problems. The CNMI is escalating in population, motor vehicle numbers and registered drivers. As we grow, the increase number of traffic crashes, pedestrian problems, child restraint, and occupant protection problems challenge us to find innovative solutions. Our priorities are to prevent injuries and deaths by instituting corrective measures through training, enforcement, public education and community involvement.

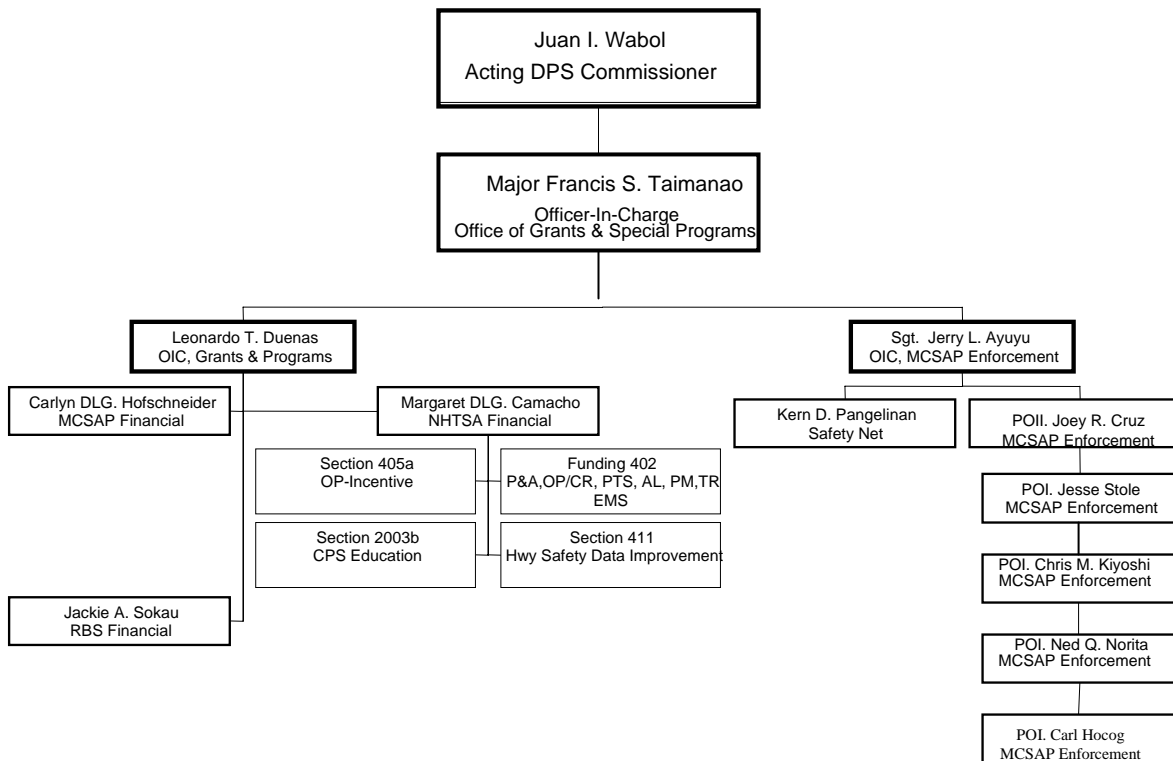
As the CNMI’s highway safety problems continue, we will strive harder to develop innovative programs to save lives. We will continue to educate and to increase Child Restraint (CR) or car seat usage in the CNMI. We will also continue to enforce all highway safety laws and decrease the number of impaired drivers on our highways.

We hope that upon your review, you will find satisfactory as well as all requirements specified in the program guidelines. Your continuing support and assistance is very much appreciated.

Sincerely,

Santiago F. Tudela  
Commissioner of Public Safety  
Governor’s Highway Safety Representative

**Commonwealth of the Northern Mariana Islands**  
**Department of Public Safety**  
**Office of Grants & Special Programs**



Prepared By: Major Francis S. Taimanao    Date: \_\_\_\_\_  
 OIC, Office of Grants & Special Programs

Approved By: Juan I. Wabol    Date: \_\_\_\_\_  
 Acting DPS Commissioner

# The Islands...

- Farallon de Pajaros
- Maug Islands
- Asuncion Island
- Agrihan
- Pagan
- Alamagan
- Guguan
- Sarigan
- Anatahan
- Farallon de Medinilla

★ Saipan

Tinian

Aguijan

Rota

## Northern Mariana Islands

The Commonwealth of the Northern Mariana Islands (CNMI) consist of 14 islands in the chain. The islands are Agrihan, Alamagan, Anatahan, Aquijan, Asuncion, Farallon de Medinilla, Farallon de Pajaros, Guguan, Maug Islands, Pagan, Rota, Saipan, Sarigan and Tinian.

Saipan is the principal island in the chain, it is the commercial center, and the capital of the commonwealth. The island's strategic location in the Pacific Ocean provide easy access to many Asian countries: China (including Hong Kong), Indonesia, Japan, Korea, Laos, Myanmar, and the Philippines, Taiwan, and Thailand.

### FAST FACTS

#### NORTHERN MARIANA ISLANDS

- POPULATION (2000): 70,000
- LAND AREA: 190 SQUARE MILES
- CAPITAL: SAIPAN
- PRINCIPAL ISLANDS: SAIPAN, TINIAN AND ROTA
- PRINCIPAL INDUSTRIES: TOURISM & GARMENT

*Commonwealth of the Northern Mariana Islands*

***Fiscal Year 2006  
Highway Safety Plan***

*Prepared For*

***United States Department of Transportation  
National Highway Traffic Safety Administration***

*by the*

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

***OFFICE OF GRANTS AND SPECIAL PROGRAMS***

*Commissioner Santiago F. Tudela  
Governor's Highway Safety Representative*

*Major Francis S. Taimanao  
Officer In Charge  
Office of Grants and Special Programs*

# 2006 HSP Grant Application

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## Mission Statement

The Commonwealth of the Northern Mariana Islands (CNMI), Department of Public Safety is the focal point for highway safety issues in the CNMI.

The Office of Grants and Special Programs provides leadership by developing, promoting and coordinating programs influencing public and private policy, and increasing public awareness on highway safety. Highway Safety means the reduction of traffic crashes, deaths, injuries, and property damages resulting therefor on public roads. The CNMI Highway Safety Plan (HSP) is developed through our

annual problem identification and analysis of traffic records, citations, convictions judicial outcome, incarcerations,



assessment, screening, treatment, prevention and surveys.

Through the Governor's Highway Safety Representative, the Commissioner of Public Safety and the Officer in Charge for the Office of Grants and Special Pro-

grams will serve as a channel of communication and an understanding that has been developed between the Governor's Office, the CNMI Legislature, other government agencies, activist groups and others affected CNMI's highway safety programs.

The Department of Public Safety has been designated as the Governor's Representative to administer its highway safety program. The CNMI Department of Public Safety continues to identify highway problems using the most recent data and public input available.

The Commissioner of Public Safety is designated as the Governor's Representatives for the CNMI's highway safety programs and as such DPS is the appropriate agency to administer the Highway Safety Programs on behalf of the Governor.

The CNMI Department of Public Safety continues to identify problems that have been analyzed by other agencies, community action groups and specific individuals. Using the most recent data available, the CNMI is able to look at motor vehicle crashes data survey results (seat belts use, public perception, and other data on traffic safety problems for analysis).

Highway problem identification involve the study of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles. Drivers can be classified into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to the number of lanes, type of surface, political subdivision, etc. Crashes can be further analyzed in term of the time, day, and month; age and sex of drivers; primary collision factor, and use of safety equipment.

Other factors also influence motor vehicle crashes and should be considered in conducting comparative analyses between jurisdiction. For example, variation in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential.

## Key Components of the Highway Safety Plan Includes:

The following report represents the process for identifying and developing programs to address those problem areas to which "402", as well as other state highway safety grants funds will be applied.

- **Occupant Protection (OP):** To increase the CNMI's seat belt / child safety seat (CSS) usage rate of motor vehicle occupants and to increase public information and education on the seat belt / child safety seat for adults and children.
- **Police Traffic Services (PTS):** To achieve and maintain compliance with traffic laws such as problem vehicles, aggressive driving, speeding, and other related highway safety violations. Enforcement must be consistent, and impartial.
- **Alcohol and Other Drugs Countermeasures (AL):** To reduce the number of crashes in which alcohol or drugs are primary contributing factors.
- **Traffic Records (TR):** To develop a comprehensive data processing system that brings together the engineering, enforcement, educational, medical, behavioral health, prosecution, judicial, and correctional systems and emergency response disciplines.
- **Emergency Medical Services (EMS):** To continue support the CNMI's provider's with emergency medical services (EMS) equipment.
- **Public Information and Education (PI&E):** The quarterly Planners are utilized to maximize the CNMI's PI&E strategy which is based on highway safety traffic crashes prevention programs. The PI&E Plan is divided into calendar quarters and a highway safety theme is developed for each quarter, posters, brochures, and promotional materials which distributed during school and other organization presentation on highway safety related issues.



**COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS  
DEPARTMENT OF PUBLIC SAFETY  
OFFICE OF GRANTS AND SPECIAL PROGRAMS**

**STATE CERTIFICATION AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State official to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR ss 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provision include, but not limited to, the following:

- 23 U.S.C. - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organization
- 23 CFR Chapter II (ss1200, 1205, 1206,1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

**CERTIFICATES AND ASSURANCES**

The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which 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 under (23 USC. 402(b) (1) (A);

The political subdivisions of the 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 USC. 402 (b) (1) (B);

At least 40 percent of all Federal fund apportioned to this State under 23 USC. 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C), unless this requirement is waived in writing.

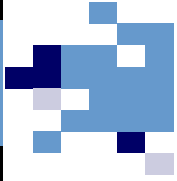




The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chief of Police that are currently in effect.

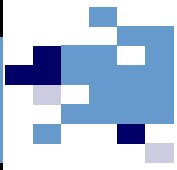


The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced or on or before July 1, 1976, at all pedestrian crosswalk to comply with 23 USC 402(b) (1) (D);

Cash drawdowns will be initiated only when actually needed for disbursements, cash disbursement and balances, will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18:20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);



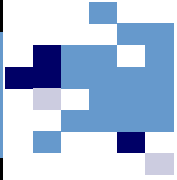
The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statues and implementing regulations relating to nondiscrimination. These include but are not limited to: Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin 49 CFR Part 21; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. ss 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. ss 794), which prohibits discrimination on the basis of handicaps; and CFR Part 27 (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. ss 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) ss 523 and 527 of the Public Health Services Act of 1912 (42 U.S.C. ss 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patients records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. ss 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statue(s) under which application for Federal assistance is being made; and (j) the requirement of any other nondiscrimination statute(s) which may apply to the application.

**THE DRUG-FREE WORKSHOP ACT OF 1988 (49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a). 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 employee for violation of such prohibition;
- b). Establishing a drug-free awareness program to inform employees about;
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c). 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).
- d). Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will--
  1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.



- e). Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f). 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 -
1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purpose by a Federal State, or local health, law enforcement, or other appropriate agency.
- g). Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

#### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act. The DOT reference to Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured product 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):**

The State will comply with the provisions of 5 U.S.C. ss 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of the State or Local Offices, or Employees".

**CERTIFICATION REGARDING FEDERAL LOBBYING:**

Certification for Contracts, Grants Loans and Cooperative Agreement

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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclosed 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:**

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:**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 certificate 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.
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 and erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause for 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 term covered *transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principle, proposal, and voluntarily excluded*, as used in this clause, have the meanings 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 enter 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", provide 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, ineligibility or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participation 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 judgement 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 Statement in this certification, such prospective participant shall attach an explanation to this proposal.

**INSTRUCTION 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 representative 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 transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this 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 coverage 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 transaction 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 statement in this certification, such prospective participants shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT:**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year \_\_\_\_\_ highway safety planning and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) And the implementing regulations of the Council on Environment Quality (40 CFR. Parts 1500-1517).

\_\_\_\_\_  
**Santiago F. Tudela**  
**Governor's Representative for Highway Safety**  
**CNMI Commissioner of Public Safety**

**Date** \_\_\_\_\_

|

### Yearly CNMI Population

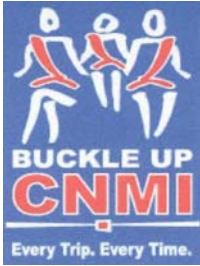
Data Element	1997	1998	1999	2000
Saipan	56,648	58,733	60,894	62,392
Tinian	2,982	3,175	3,381	3,540
Rota	3,408	3,358	3,310	3,283

### Summary of the CNMI's Commonly Reported Statistics 1997—2004

Data Elements	1997	1998	1999	2000	2001	2002	2003	2004
No. of Vehicle Registered	18,114	22,028	20,101	19,746	19,315	15,866	19,046	20,237
Licensed Driver (New & Renewal)	9,200	6,868	5,588	8,273	6,885	6,432	5,861	6,927
Total Crashes Reported	2216	2544	2491	2118	2561	2547	3246	3828
Total Injuries	201	117	251	200	131	135	179	278
Yearly Fatalities	3	8	6	4	1	4	8	9
No. DUI Arrests	390	521	359	494	596	475	375	337
Yearly DUI Fatalities	1	6	2	2	0	1	5	7

### Yearly Seat Belt Survey Percentage Usage Rate

Data Element	1997	1998	1999	2000	2001	2002	2003	2004
Child Restraint % Usage Rate	18%	43%	37%	25%	52%	72%	47%	56%
Occupant Protection % Usage rate	94%	97%	97%	97%	97%	96%	87%	90%



## Child Restraint and Seat Belts Program

With the limited manpower under the Traffic/DUI Section due to the deployment last year to Iraq, the Traffic/Patrol and civilian personnel works hand in hand to continue to educate and enforcement the child restraint and seat belts violations. In 2004, the CNMI Child Restraint survey conducted showed an increase in number of usage rate of 56% when compared to 2003 with 47%. The increase is due to the stepped up of its enforcement efforts to include education conducted on both public/private school to include continued par-

ticipation on local community annual events such as display and presentation regarding seat belts.. The media play a big role in disseminating the word out through

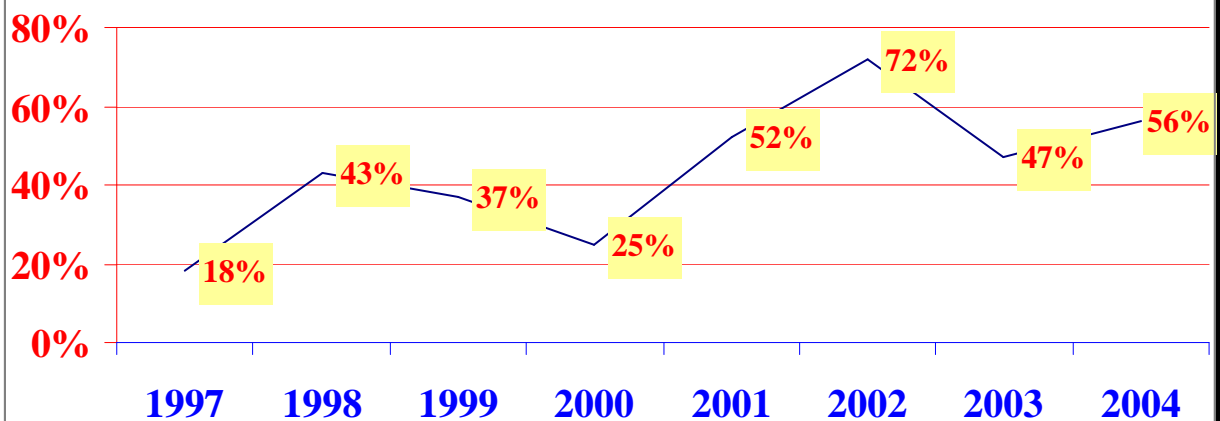
local newspapers, magazines and on both am/fm radio station.

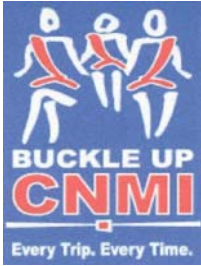
The local magazines (Beach Road/Island Locator) printed on a monthly basis were distributed 3000 copies that covers Saipan, Tinian and Rota and plan are in place to increase copies from 3000 to 5000 copies in the future.



To include on this education, we also able to print our ads utilizing other source in reaching out the community through the CNMI Safe and Sober foundation to include Insurance Company inserting the seat belt message on their insurance company commercial that were aired during our local news hours and on other channel as well.

### Yearly Child Restraint Usage Rate





## Seat Belt Education and Awareness

The CNMI Department of Public Safety with the Fire Emergency Medical Services personnel continued to work together to educate parents, students and other community or ethnic groups on the important of seat belt and other traffic safety related. With this team efforts, the CNMI continue to show high percentage of seat belt usage rate.

Other ideas are place in educating the parents as well as the community on child restraint/seat belt such as to put out the messages through different ethnic groups languages such as Chamorro, Carolinian, Japanese, Korean, Chinese, Filipino and other



The chair for 2005 Child Passenger Week POI. Jarod Manglona with CNMI Governor, Juan N. Babauta demonstrating the correct way of installing car seat during the proclamation signing.

group. We believe that this idea will give the parents, and respective ethnic group more clear messages as to the important of child restraint/seat belt usage in every trip and also prevention from serious crashes involving injuries. If the

plan goes through, we will publish the information on poster, brochure, for distribution on Saipan, Tinian and Rota during Checkpoint operation presentation, display and other highway safety related activities.

## Community Relation

The community outreach program such as pre-school visit for both public and private in conducting presentation in regards to child restraint/seat belt continues to be top priority. We continue to purchase coloring books,

printing of child restraint/seat information for distribution during presentation, checkpoint and display. We continue to work closely the CNMI Safe and Sober foundation and the Mobil Micronesia in covering some of the expense

for printing of 8ftX8ft signboard and other expense such as printing of our seat belt education information on local Newspapers published daily.



## Training, Conference and Workshops

The CNMI Department of Public Safety continue to enhance the Police Officer's, Emergency Medical Services Technician's and office personnel in upgrading their knowledge in the field of child restraint and seat belt information.

There is still a need in training whether on-island or off-island for those newly Police Officer's/

EMT's who are also assisting out during child restraint/seat belt awareness campaign and enforcement since most these Officer's/ EMT's are not that much familiar with or latest information regarding child restraint/seat belt.

Since some of the Police Officer's Child Restraint Technician's overlook their certification which

expire since 2001 and 2003, to include the EMT's personnel are in need of certification. In 2006, if approved by NHTSA, Western Region, we will bring in Instructor from off-island to certify these Officer's and EMT's who are expire and at the same time certify new personnel for the Department of Public Safety.



## Performance Measures and Activities

- Task 1:

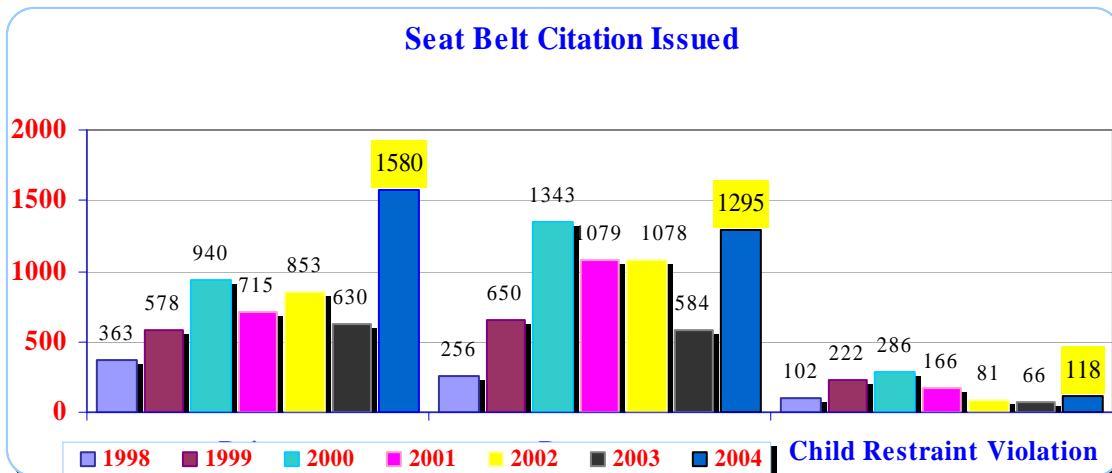
To continue to provide funding for the CNMI Car Seat Assistance Program. This program is limited to \$50.00 coupon for each applicant to purchase car seat.

- Task 2:

To continue to work harder and increase the number of child restraint usage rate of 56% in 2004, to 72 % by February 2006.

- Task 3:

To continue to provide funding for paid advertisement of child restraint/seat belt information on local magazines, newspaper to include announcement on both am/fm radio station's.



## Performance Measures and Activities



- Task 4:  
To continue to conduct survey on usage rate for child restraint/seat belt every quarter. This will help us determine the results of our education and enforcement efforts.

- Task 5:  
To continue to provide funding assistance for the Department of Public Safety, Police Officer's and EMT's personnel to attend off-island conferences and workshops in regards to child restraint/seat belt related issues. Assistance will be limited to transportation costs, per-diem, lodging, training materials, supplies, and registration costs.

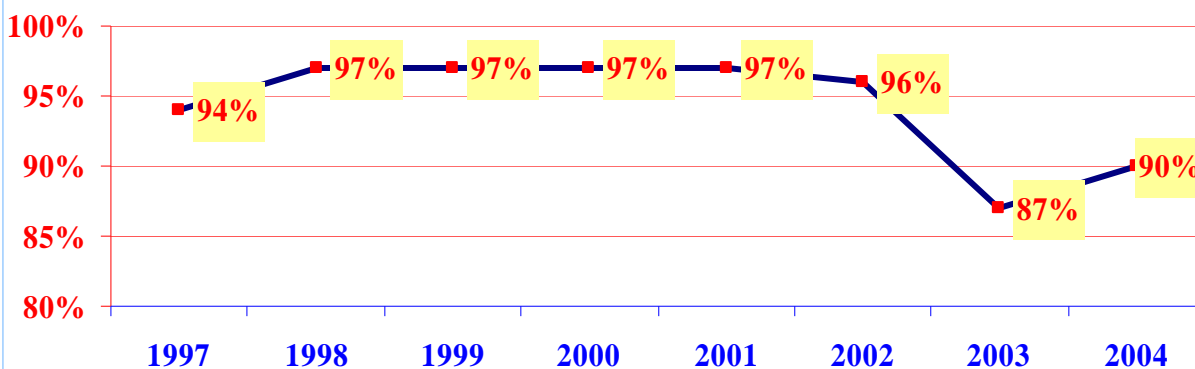
- Task 6:  
To continue to maintain seat belt compliance points of 90% or above usage rate.

- Task 7:  
To continue to promote public awareness and compliance of the CNMI child restraint/occupant protection through printing and distribution of public information and education campaign or materials. Federal 402 funds will support 100% of the development, printing, and purchase of public information and education material and supplies.

- Task 8:  
To provide funding to support the printing of 2006 child restraint/occupant protection educational calendar that will be distributed throughout the CNMI school on Saipan, Tinian and Rota.

- Task 9:  
To increase the number of car seat/seat belt Checkpoint from (24) to (30) car seat/seat belt Checkpoint and (20) courtesy inspection or checkpoint by December 2006. These project will help us in evaluate our child restraint/seat belt programs.

**Yearly Occupant Protection Survey**





## Police Traffic Services

*Selective Traffic Enforcement Program (STEP), Speed Management, Aggressive Driver, Pedestrian Safety and Laser Enforcement Program:*

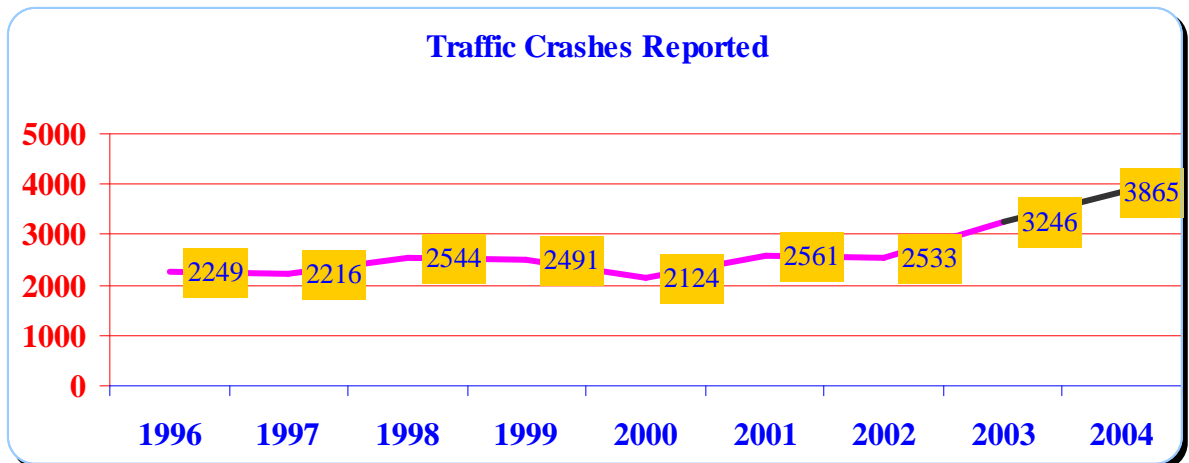
The CNMI continue to enforce all traffic violations through Selective Traffic Enforcement Program, Child Restraint/Seat Belt Checkpoint and Laser Speed enforcement program at different location and time especially at evening hours. However, the CNMI continue to enforce traffic violations with the limited resources to available since the deployment of some of the Police and Fire personnel to Iraq in 2004 and also the volume of season Officer's all con-

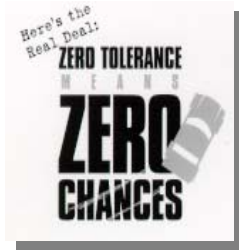
tinue to leave the department after 20 years of services (retired).

In 2004, there were 3828 traffic crashes reported an increase every year of about 8% when compare to 2003 with 3246 crashes reported. The highest classification that involved in traffic crashes is auto/auto (1550) second with auto parked vehicle (389). The Department of Public Safety continue to look into other resources within other Section of the department that will also assist in monitoring, educating and enforcing of traffic violations in the CNMI. Other problem that we also looking into is the increase in number of registered



driver's and increase in number of new vehicle purchase yearly, the increase in number of registered driver's from other countries we also believe is one major factors that contributed to traffic crash involved. The Department of Public Safety will continue to evaluated and assess the traffic problem facing the CNMI especially the island of Saipan in which recorded the highest number of traffic





## Traffic Enforcement Efforts

In enforcing the CNMI traffic laws, we continue to use different approach in preventing traffic crashes that will involved serious injuries or fatality. The continued program on Selective Traffic Enforcement Program (STEP) and Laser Speed enforcement play a major role in preventing and deterring traffic violators on public highways.

In 2004, the CNMI conducted Laser Speed enforcement at different location and time especially during peak hours. There were 3063 were cited in 2004, with no driver licensed in possession follow by disobeying traffic signs, compared to 2003,

with 2332 that were cited as well. The CNMI Department of Public Safety on Saipan, Tinian and Rota will continue to enforce traffic violations and put more efforts in educating the public about the important of traffic safety.

Another plan or approach is that we are looking into highway safety programs that we can work together with other ethic groups and try to find a solution to the traffic problems that we are facing in the CNMI.



One of the plan is to look into the Department of Public Safety, Bureau of Motor Vehicle to come out with more stricker testing procedure for obtaining new driver's.

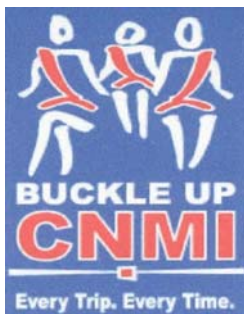


## Traffic Fatalities & Injuries Recorded

The CNMI traffic crashes involving fatalities in 2004 recorded nine (9) with seven (7) alcohol involved, it shows an increase by one (1) fatal. Most of this fatality are from other Asian Countries who are residing in the CNMI and

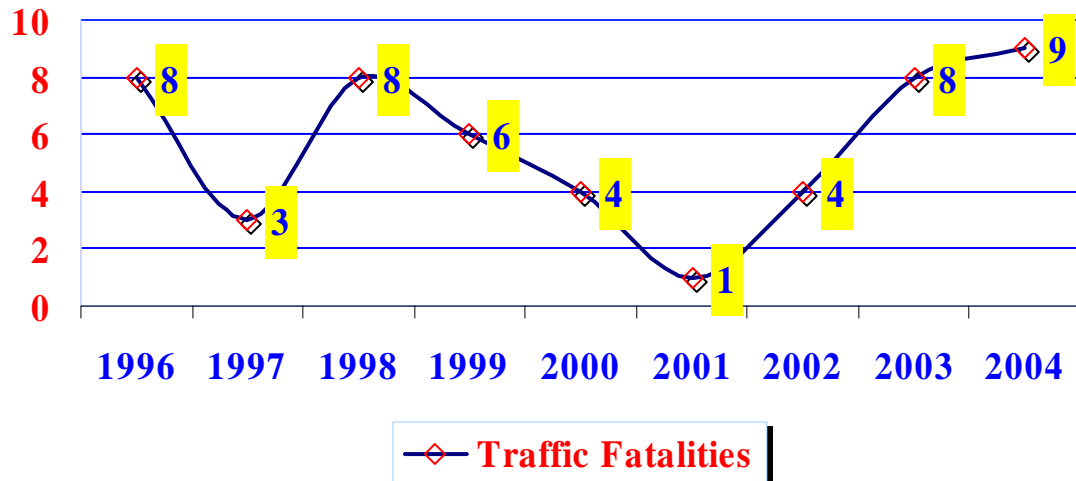
are working for travel agency or tourist related activities. The fatalities were all recorded on the island of Saipan at different locations and were involved on the early morning hours. In 2003, there were (8) traffic fatalities

with (5) involved alcohol related. There were (24) serious crashes with 254 minor injuries reported in 2004.





## Yearly Traffic Fatalities



## Public Information and Education Program

In educating the community, the CNMI Department of Public Safety on Saipan, Tinian and Rota continued to educate and inform the CNMI community about the important of traffic safety and other related such as seat belts and pedestrian safety. We continue to put out the message of speeding, reckless driving and to always follow the rules of the road and to obey all posted speed limit.

We continue to provide educational materials that were distributed during

Checkpoint and we continue to utilize other venue such as advertising our messages on localize magazines that distributed 3000 copies on a monthly basis on Saipan, Tinian and Rota. We also aired our highway safety messages through radio station's a m / f m (Traffic report every hour) especially during peak/ rush hours as well as highway safety

commercial that were also aired before local News hours and on prime time. Posting of signboard for highway safety message along busy highway continue to be priority for motorists awareness.



Public information and education program together with Motor Carrier Safety Assistance Program (MCSAP)



## Performance Measures Objectives and Activities

• Task 1:

With the limited manpower available in 2004, the CNMI shows an increase in traffic crashes in 2004 with figures of 3,865 recorded when compared to 2003 with 3,246. We will work hard to reduce the number of traffic crashes reported its year from figures of 3865 in 2004 by at least 10% by December of 2005.

• Task 2:

Traffic fatality in 2004 increase by one (1) from (8) in 2003, to (9) in 2004, the CNMI will continue to evaluated the problem and work harder in reducing

the number of traffic fatalities recorded each year. As of July 2005, the CNMI so far recorded (8) traffic fatalities with (4) alcohol involved. The Department of Public Safety, the Commissioner and our office will meet to discuss in what solution or approach to use in reducing the number of traffic fatalities that occur each year from (9) in 2005, to (7) by July 2006.

• Task 3:

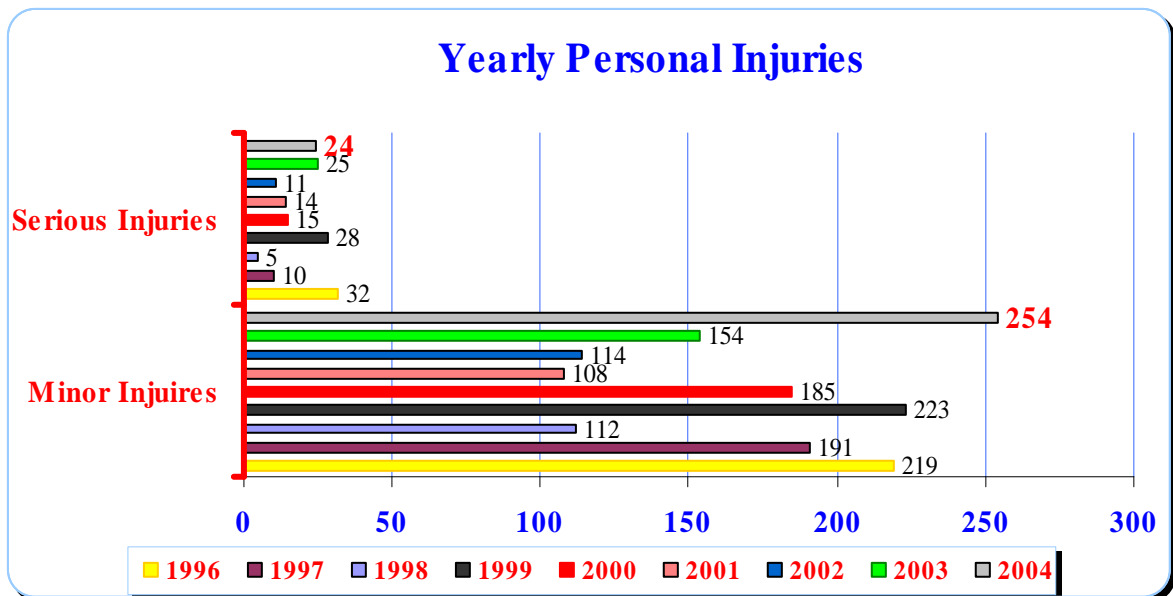
To continue to reduce the number of traffic related injuries of 278 in 2004 to 200 by December 2005.

• Task 4:

With the approval of NHTSA on funding, we will continue to fund training for Traffic Police Officer's on Saipan, Tinian and Rota to attend traffic related training on pedestrian, selective traffic enforcement program, and other related.

• Task 5:

We will continue to work together with other government agencies (Public Works) and highway safety advocates to include private businesses in addressing problems highways and other related.



## Performance Measures, Objectives & Activities

- Task 6:

To provide funding to purchase (20pcs) of 18 inches Traffic Cones for Rota, Department of Public Safety, Traffic/DUI Section. The Traffic/DUI Section on Rota will be using the Cones for highway safety related community events, Checkpoint and to replace those broken warrant from constant use during inclement weather.

- Task 6:

To provide funding for (1) Police Officer's from the island of Rota, Department of Public Safety to attend training on Highway Safety enforcement and other related for those Officer's assisting the Traffic/DUI Section on enforcement, Checkpoint and other highway safety related.

- Task 7:

To provide funding to purchase (1) UltraLyte Compact Speed Laser and Tough Book Laptop Computer for Rota, Department of Public Safety, Traffic/DUI Section.

- Task 8:

To provide funding assistance for Saipan Department of Public Safety, Traffic/DUI Officer to attend Instructor Course for Laser Speed Enforcement. The Traffic Section presently does not have Laser Speed Instructor. Officer's that were trained were are no longer with Traffic Section or neither retire or deployment to Iraq. Also there are new Police Officer's that are in need to be certify as operator for the instrument.

- Task 9:

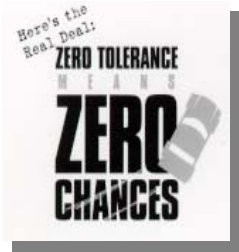
To provide funding assistance to Saipan Department of Public, Traffic/DUI Section to purchase (2) Police Package vehicles (Crown Victoria) with lighting accessories. The Selective Traffic Law Enforcement (STLE) vehicle's in use constantly used all hours of the day and most of the vehicle are unsafe for enforcement purpose, some are breaking down due to mechanical engine problem which cost a lot to repair.

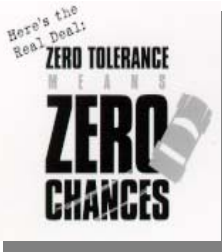
- Task 10:

To provide funding assistance to purchase Pick Up Truck for Saipan Department of Public Safety, Traffic/DUI Section for the purpose of annual awareness week or month campaign highway related safety information signboard erected at the back of the truck and equipment, table, chair's for display at school and other community events for presentation. Also, the said truck will assist the Traffic Investigation Officer's in collection of evidence and transporting them to the station.

- Task 11:

To provide funding assistance for the Saipan Department of Public Safety, Traffic Section to purchase (8) two way "Radio/Cell Phone" for Traffic enforcement personnel for their daily operation in enforcing traffic violator's and other related and for traffic investigator's.





## Police Traffic Services Goals & Objectives

With the increasing number of traffic crashes occurred since 2003 with (3246) and 2004 with (3865) shows that more needs to address the increase number of traffic crashes each year.

We need to look into the problem and try to address them through the support of the Department of Public Safety management in increasing the number of traffic enforcement personnel concentrating more on the highway safety programs on education, enforcement especially on Saipan with the increase of motor vehicle and driver registered each year.

Since the increase of different ethnic groups from other Asian's countries that reside in the CNMI contribute to the increase number of traffic crashes and injuries as well as fatality that occurred each year. We need to put more efforts in working together with these group on highway safety education and other related matters plus to meeting with the Bureau

of Motor Vehicle (BMV) management and personnel in trying to work out stricter testing procedure in obtaining driver's license or permit to operate motor vehicle on the public highways. To include on these goals and objectives is the Insurance Companies we believe also needs to play a big role of these issue (car insurance).

On the other aspects that we are also looking into is training for Police Officer's especially those Officer's that assisted the Traffic personnel during their enforcement schedule in updating more on the Officer's knowledge when apprehending traffic violations and other related in regards to traffic matters. With the support of the training for the Police Officer's we also looking into including the Traffic Prosecutor since we had new Traffic Prosecutor that handling traffic mat-



One of the 8ft X 8ft signboard erected along busy highway on Saipan, Tinian and Rota.

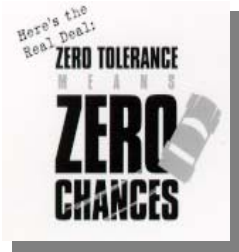
ters daily. We will continue our efforts on (4E's) education, enforcement, Engineering and Emergency Medical Services programs in evaluating and addressing the problem for safer CNMI highways.

Or the last couple year's, any efforts have been made to address and evaluate the problems in regards to highway safety due to the financial constraints of the local government limiting or prohibiting the hiring of Police Officer's to fill the slots of those Officer's deploy to Iraq later part of last year, we still making efforts with the manpower shortage in enforcing all traffic violations and continue our education process.

## Police Traffic Services Goals & Objectives

To accomplish our goals for Saipan, Tinian and Rota, we will:

- To continue the Child Restraint Purchase Assistance Program.
- To continue printing of our highway safety educational materials and to conduct public information and education at school, community meetings, government agencies, private businesses, also we will work closely with other ethnic group to assist us on the education process.
- To continue to work closely with our Legislature to look into amending some of our traffic laws as well as to implement stricter laws and increase fine especially on those running over the posted speed limit and other violations of road rules.
- To continue to conduct Laser Speed Enforcement, Selective Traffic Law Enforcement (STLE) on week days throughout the year September 2006.
- To continue to conduct child restraint/seat belt Checkpoint, Courtesy Inspection and prevention program related to highway safety.
- To continue enforcing the child restraint and seat belts law on Saipan, Tinian and Rota.
- To continue to work closely with the Department of Public Works, Public School System in addressing pedestrian problem, school bus safety and other pertinent issues.
- To continue to work closely together with the Motor Carrier Safety Assistance Program (MCSAP) on enforcement of commercial vehicles as well as to assist on education process.
- To continue to evaluate and assess our existing traffic crashes, injuries and fatality that occur each year. We need to give more attention of our highway fatalities problem.
- We will address the shortage of manpower assigned to Traffic Section through the support of the Department of Public Safety management in increasing Police Officer's exposure to deter and to enforce traffic violations.



<b>PSP TITLE: ALCOHOL &amp; OTHER DRUG COUNTERMEASURES</b>	<b>PSP NO.</b>	<b>STATE</b>	<b>PAGE</b>
Objective(s): To continue the detection and arrests of DUI offenders by maximizing the enforcement units. To continue to provide safety tips and presentations at schools and other public places.	06AL01	CNMI	1 of 1
<b>TIME FRAMES</b>			

SUB-GRANTEE	DESCRIPTION OF PROJECT	INPUT	OUTPUT	CURRENT	FY +1	FY +2	FY +3	FY +4	FY +5
OGSP	1. Printing & Books & Library 2. Supplies Operations  3. Travel/Trainings  4. Equipment  5. Vehicle  6. Communication	-Educational materials. -Operational supplies.  -Traffic personnel to attend conferences, and trainings. Court judges to attend ABA.  -Purchase Radio-Phones for Saipan Traffic personnel. -Purchase Crown Victorias  -Recurring fees of radio-phones.	-For presentations and displays. -For 3D activities, and other DUI /Alcohol Prevention programs. -For updated views on various programs.  - For judges to stay abreast on traffic/DUI issues and updates. -For faster & easier communication between officers in the field. -Replacement vehicles.  - To continue efforts for faster & easier communication between officers in the field.						

PROGRAM AREA CODE	CURRENT YEAR MAJOR COST ITEMS BY PROJECT	1 PRIOR YEAR CARRYOVER	2 CURRENT YEAR	3 TOTAL OF 1 & 2
AL-05	- Carry over from FY05.	\$ -		\$ -
AL-06	- Supplies operations, printing, books,travel/training costs, equipment, vehicles, and indirect cost @ 14.57%.		\$ 175,700.00	\$ 175,700.00
<b>TOTAL:</b>		\$ -	\$ 175,700.00	\$ 175,700.00









**2006 Cost Breakdown Sheet**  
**Alcohol & Other Drug Countermeasures (AL)-Revised**

Function / Activities	Description of Items:	Unit Cost	Total Cost
<b><u>FY05 Project:</u></b> <b><u>Travel/Training</u></b>	1. To attend a Breathalyzer Instructor Course - Saipan Traffic.	\$ 4,000.00	
	2. To attend Sobriety Checkpoint Operations Course-Saipan.	\$ 4,000.00	
<b><u>Vehicle Public Svc.</u></b>	1. Two (2) Crown Victoria for Saipan Traffic.	\$ 44,000.00	
	<b>Total FY05</b>	\$ 52,000.00	
<b><u>FY04 Projects:</u></b> <b><u>Travel/Training</u></b>	1. DUI/DWI Instructor Training (1ea).	\$ 4,000.00	
	<b>Total FY04</b>	\$ 4,000.00	
<b><u>10/03/05</u></b> <b><u>Travel/Training</u></b>	1. To send eight (8) participants to attend the DWI Court Training Initiative in Phoenix, Arizona on Oct.19-22, 2005.	\$ 4,000.00	\$ 32,000.00
		<b>TOTAL</b>	<b>\$ 175,700.00</b>



## Alcohol and Other Drugs Countermeasures

The Department of Public Safety on Saipan, Tinian and Rota continue to enforce driving under the influence of alcohol (DUI) violation through Selective Traffic Law Enforcement (STLE) and Checkpoint on different locations and time.

The Traffic Section foreseen to increase the number of personnel assign to these section to better patrol and deter drunk driver's especially during early morning hours were since majority of the DUI violators were apprehend or were arrested for driving under the influence of alcohol. As we mentioned on our previous highway

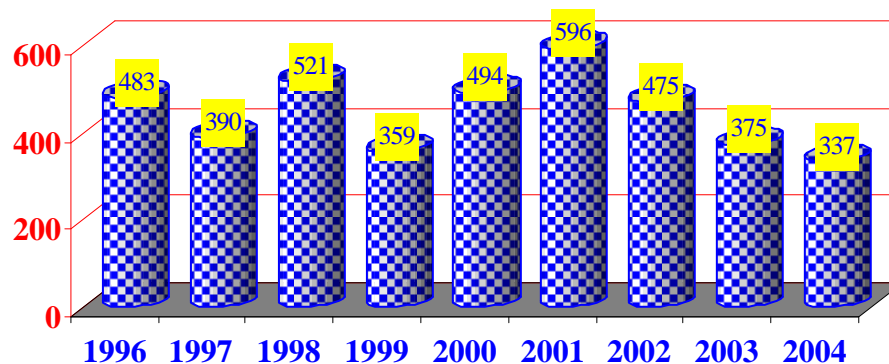


safety plan, we need to put more manpower and efforts in addressing the drinking and driving problem in the CNMI. Out of the nine (9) total traffic fatalities recorded in 2004, seven (7) were alcohol related in which all happen during the early morning hours from 11:00p.m. to 4:00a.m.

The number of age group involved DUI arrests ranging from 21 years old to 60 years old with Filipino got the highest rate of DUI arrests second by Chamorro follow by Caro-

linian, Chuukese, Beluan and Korean. This is one of those areas that we need to address in putting additional Officer' during these hours to prevent traffic crashes from serious or fatality. Another problem we need to address is to look into the ethnic groups in which they're involved in all the fatalities that were recorded in 2004. which resulted of 337 DUI arrests, 108 involved DUI related crash and 65 recorded for minor injuries and 9 serious with 7 fatalities involving alcohol.

Yearly DUI Arrests





## Public Information and Education Program

The education process on driving under the influence of alcohol (DUI) continue to be one of our priority in informing the community about the danger of drinking and driving, we still believe that the Department of Public Safety on Saipan, Tinian and Rota will put more efforts in combating the drinking and driving through putting more public awareness that involved all the media from local newspaper and magazines, television and both am/fm radio station in putting out our public service announcement (PSA). We need to continue to work closely with other highway safety advocates, other govern-

ment agencies, the hospital to include different health clinic's especially on Saipan in which majority of the traffic DUI fatality

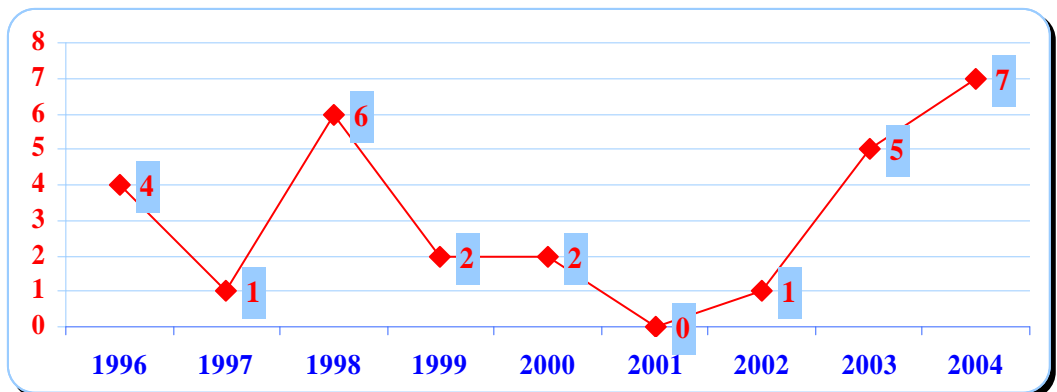
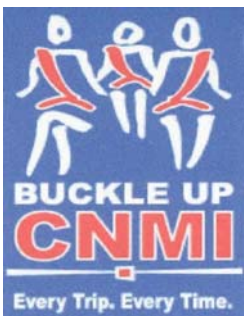


Public awareness: Motor Carrier enforcement vehicle with You Drink and Drive You Lose Logo

involved were recorded on Saipan. We need to continue to work closely with both public and private school in having our Police Officer's come in and conduct presentation on Drinking and driving especially at the high school level. In 2004, additional high school were open on Saipan and we believe that in the future more high

school will also be build on Tinian and Rota as well. Distribution of DUI educational materials continue to be provide with the assistance of the Motor Carrie Safety Assistant Program (MCSAP) and the Fire, EMS and during schedule Sobriety and Car Seat/Seat Belt Checkpoint operation on Saipan, Tinian and Rota.

## Yearly DUI Involved Fatalities



## Motorists Awareness & Education Program

With the increase number of registered and import vehicle each year, the CNMI continue to provide 8ft X 8ft signboard along busy highways on Saipan, Tinian and Rota rotating motorists awareness on traffic/DUI related messages.

Other ideas in place is we order promo-items such as pens, coloring books, mas-

sage buttons and printing of posters all related to highway to boost up our campaign on seat belt and drinking and driving.

The promo-items that we ordered and received were also distributed to the other two (2) islands (Tinian and Rota). These two (2) islands also boosting up their campaign on highway safety related

programs such as seat belt, traffic safety and alcohol. Public awareness, we still looking into localizing our drunk driving commercial for television and radio station spots, we have radio stations on island that air programs on different ethnic groups during evening hours and weekend same as the television station on-island.



## Performance Measures Objectives and Activities

- Task 1:

To increase the number of Sobriety Checkpoint from (24) to (35) operation by August of 2006, concentrating more on the island of Saipan.

- Task 2:

To continue our current efforts on DUI enforcement on DUI arrests on a monthly basis, to include during the holidays, local annual events celebration, during all mobilization and during the December 3D month.

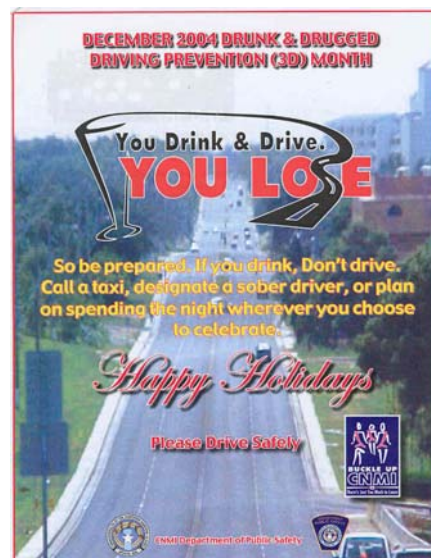
- Task 3:

To continue to work closely with the Commissioner of Public Safety to support the DUI program by putting more Officer's to enforce DUI and Zero Tolerance of violator's especially on the evening hours.

- Task 4:

To continue to assess and evaluated our current DUI program in which the number of DUI involved fatality increased yearly from (5) in 2003 to (7) in 2004 in which majority involved are from other

Asian countries. We will work harder to reduce the number of DUI fatality occurs each year to (5) by December 2005 calendar year.





## Performance Measures Objectives and Activities

• Task 5:

To continue to reduce the number of DUI related personal injuries on minor and serious injuries involving traffic/DUI related crashes in which shows an increase in 2004 on both minor (65) and serious with (9). We will try to reduce by (40) for minor and at least (5) for serious injuries by December 2005 of calendar year.

• Task 6:

We will continue to implement the Designated Driver program during December Drunk and Drugged Driving Prevention (3D) Month and hope-

fully implement the program on other local events such as July 4th celebration, Labor Day and during drunk driving mobilization.

• Task 7:

To continue to work closely with the CNMI Safe and Sober Foundation, a non-profit organization in helping out with our highway safety campaign.

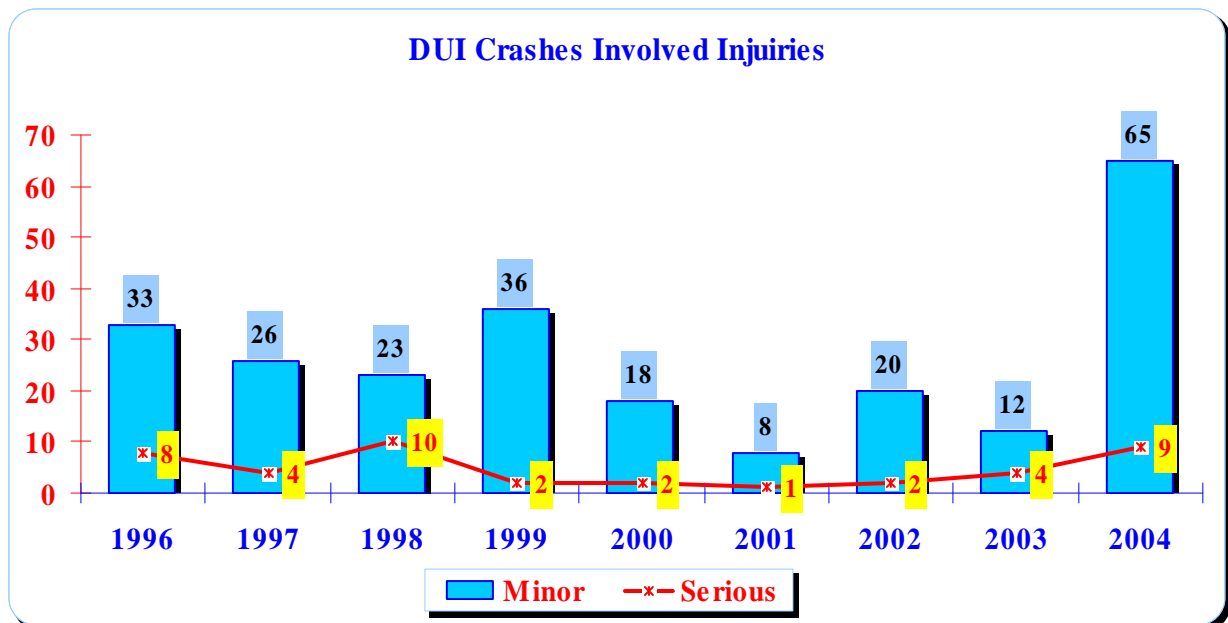
• Task 8:

To provide funding assistance to purchase (20) of 28inches and (20) of 18inches reflector traffic cones for Rota, Depart-

ment of Public Safety, Traffic/DUI Section (DUI operation).

• Task 9:

To provide funding for (2) Police Officer's from the island of Rota, Department of Public Safety to attend training on Highway Safety enforcement and other related for those Officer's assisting the Traffic/DUI Section on enforcement, Checkpoint and other highway safety related.



## Performance Measure, Objectives & Activities



•Task 10:

To provide funding for Rota Department of Public Safety, Traffic/DUI Section to purchase Durable Visi Flares, Turbo Flare 360 Degree LED traffic Warner and Baton Brite for DUI operation.

• Task 11:

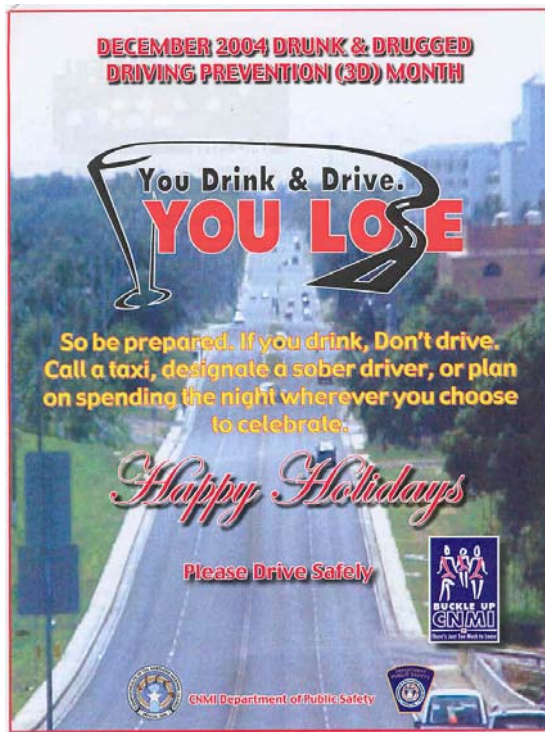
To provide funding assistance to send (1) Traffic personnel to attend “Law Enforcement In-Car Video Instructor Course”, at present the CNMI doesn't have any Instructor. Having personnel from Department of Public Safety, Traffic personnel train will gain more knowledge and understanding on In-Car Video as part of multimedia technology. In addition, the train personnel will learn the proper procedures in camera positioning, lighting, officer safety, prosecution with the video and audio application relating to a vehicle stop.

• Task 12:

To provide funding assistance to Saipan Department of Public, Traffic/DUI Section to purchase (2) Police Package vehicles (Crown Victoria) with lighting accessories. The DUI enforcement vehicle's in use constantly used all hours of the day and most of the vehicle are unsafe for enforcement purpose, some are breaking down due to mechanical engine problem which cost a lot to repair.

• Task 13:

To provide funding assistance for the Saipan Department of Public Safety, Traffic Section to purchase (6) two way “Radio/Cell Phone” for Traffic DUI enforcement personnel for their operation in enforcing traffic violator's and other related.



Friday, December 10, 2004, is "Lights on for Life Day".

Remember the deaths and people injured each year because of impaired drivers by turning on your car headlights during daytime driving.





## Alcohol and Other Drugs Countermeasures Goals and Objectives

As we mentioned on our previous Highway Safety Plan submission, the CNMI Department of Public Safety continue to go deeper in finding solution and resources in addressing the shortage of manpower for various section within the Police and Fire. The demand in increasing the manpower or recruiting additional new Police Offi-

cer's for Traffic/Patrol is way overdue since some Police Officer's and Fire personnel who were retired in 2003 haven't been replace since then and also the deployment of some Police Officer's/Fire personnel to Iraq. Again, we will continue to seek assistance from the management from Department of Public Safety, the Legisla-

ture's to come out with additional funding to hire new Police/Fire personnel to be train and to assist in addressing our existing drinking and driving to include other related highway safety issues. With the CNMI population of about 70,000, concern mention above should be in top priority for the CNMI.

In 2004, the CNMI recorded a total of (9) traffic fatalities with (7) involving alcohol related when compared to 2003 with (8), (5) involved alcohol fatalities, it show an increase every year since 2002. There were 337 DUI arrests in 2004 again compare to 2003 with 375 a decreased of about .09%.

The drinking and driving continue to be existence in the CNMI for the past years as there are celebrations daily of different events from birthday party, anniversary, and other ethnic group culture celebration, alcoholic beverage

present is always available. With this alarming figures of traffic fatalities recorded each year shows that more and more needs in addressing the problem of drinking and driving by working together with other government agencies, private businesses to include the CNMI Safe and Sober Foundation to increase the general public awareness and support DUI and other highway safety countermeasures. Through these education efforts, we will also work closely with the Legislature to stringent legislation on DUI.

For the past year's, we work closely with the media from television station in airing out our commercial on drinking and driving, local newspapers, and the newly publicise magazines that were distributed 3000 copies on a monthly basis on Saipan, Tinian and Rota, CNMI Safe and Sober Foundation the Mobil Micronesia play a big role in sponsoring programs or activities related to highway safety every year during annual awareness week. We will continue to work together with the above mention to combat the drinking and driving problem.



## To accomplish our goals we will address the following:



- To continue to promote DUI public information and education program at high school level for both public and private school on Saipan, Tinian and Rota.
- To continue to provide funding for paid advertisement on DUI information on local newspaper, monthly distribution of localized magazines (distributed 3000 copies on Saipan, Tinian and Rota), both AM/FM radio stations, and television station.
- To continue to work closely with the Motor Carrier Safety Assistance Program (MCSAP) in enforcing all DUI violations and to assist on DUI education during their schedule presentation for commercial vehicles and others.
- We will continue to work closely with other government agencies, private businesses, the CNMI Safe & Sober Foundation to promote the DUI program in the CNMI.
- To continue to conduct Sobriety Checkpoint on Saipan, Tinian and Rota on a monthly basis to deterrence of drunk driver's on the CNMI highways.
- To continue to conduct annual training for Bartenders on Saipan, Tinian and Rota on how to serve alcohol responsibly especially during December 3D month.
- To continue to request for additional manpower to be assign to DUI enforcement to enforce all DUI violation especially during the late hours from 7:00 p.m. to 05:00 a.m. (morning hours) and on weekends.
- To look into our existing DUI Laws and other highway safety related and work closely with the CNMI Legislators to amend or add stricter penalty for any person involved in DUI arrests.
- To work closely with other ethnic groups in assisting and addressing our campaign on highway related especially on DUI arrests and fatalities occur each year.
- We will continue to attempt different ideas or approach in reducing the number of DUI crashes, injuries and fatalities that occur every year.



## Emergency Medical Services

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 the islands. Although communication has improved with internet access,

yet not as sophisticated as most current communication systems in Hawaii or the U.S. Mainland, the lack of direct communications and almost non-existing and costly distance learning access has made it even more challenging to address the issue of professional development and system monitoring. Cutting-edge research in medicine continues to produce new and best practices and innovative technologies that af-

fect prehospital patient care in responding to and transporting from motor vehicle crashes which makes it imperative that we keep abreast in the latest issues and developments in EMS in order to



EMS personnel with elementary students during their visit to Fire Station on Saipan

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 in the form of grants or technical assistance whereas the needs of the

CNMI are not funded based upon our population but on the lack of critical resources at all levels. Furthermore, EMS professionals from the CNMI rarely get the opportunity to communicate or network with their peers in the CNMI let alone from Guam, Hawaii, and the U.S. Mainland due to lack of local funds to provide for such opportunities. In addition, the involvement of the state EMS office in Saipan between the

more rural islands of Rota and Tinian is minimal due to a lack of interaction between our agencies primarily because of the lack of local funding to provide for direct inter-office communication and system monitoring in addressing response times, scene times, and transport times. EMS systems function and more importantly improved patient care outcomes from motor vehicle crashes or other intentional or unintentional injuries.



## Emergency Medical Services Program con't

Participation at annual meetings or conferences at EMS associations or organizations involved in the decision-making process towards national or federal policies that affects federal 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 allotting the opportunity to attend nationally sponsored conferences, training, or workshops will broaden their horizons and see first-hand how other EMS systems function and more importantly improved patient care out-

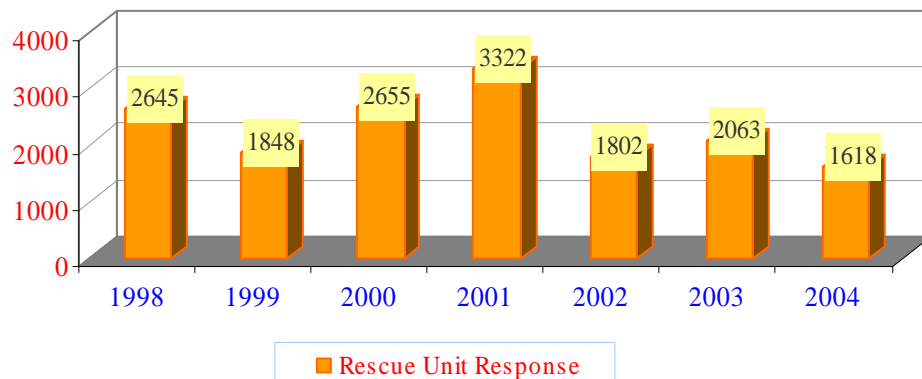
comes from motor vehicle crashes or other intentional or unintentional injuries.

The Department of Public Safety-FireDivision, EMS/Rescue Section in the island of Tinian does not have a response vehicle for heavy-rescue in responding to motor vehicle crashes. The EMS/Rescue Section in Tinian responds to approximately 500 calls per year to trauma and medical calls whereas the statistics from Saipan are far much greater but due to their more rural settings and the lack of a rescue response vehicle and equipment they have a higher fatality out-

come. By procuring a rescue vehicle to respond to motor vehicle crashes, it allows the EMS/Rescue Section in Tinian to provided the needed essential services to the community and thus reducing traffic fatalities or injuries through rapid extrication of trapped victims for immediate transport to the only healthcare facility in Saipan which is approximately 15 minutes away via small airplane.



**Yearly Rescue Unit Response**





## Program Objectives

<p><b>Objective:</b></p> <p>Conduct public education programs such as CPR/First Aid/AED, Make The Right Call, and First There First Care to target audiences in the community in the form of classes, public service announcements, media advertisements, public displays, and impact surveys specially during EMS Week.</p>	<p>Convene the planning committee that consists of different stakeholders from public safety and public health agencies, or other government and non-profit organizations as well as the community from the islands of Saipan, Rota, Tinian, and Guam in celebrating the annual EMS Week events. Conduct CPR/First Aid/AED and</p>	<p>First There First Care classes to government agencies, private businesses, and non-profit or civic organizations. Develop and print public education media advertisements for newspapers or magazines, government internet websites, and other information channels</p>
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## Trainings, Conferences & Workshops

<p><b>Objective:</b></p> <p>Attend national EMS meetings, conferences, training, and workshops such as the National Association of State EMS Directors (NASEMSD), Na-</p>	<p>tional Council of State EMS Training Coordinators (NCSEMSTC), National Association of EMS Educators (NAEMSE), National Association of EMTs (NAEMT), Na-</p>	<p>tional Fire Academy (NFA), National Association for Search and Rescue (NASAR), EMS Today, EMS Expo, American Ambulance Association (AAA), etc.</p>
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## Program Strategy

<p><b>Planning Committee:</b></p> <p>Convene the CNMI EMS Week Planning Committee from the different stakeholders from public safety and public health agencies or other government and non-profit organizations,</p>	<p>the community and from the islands of Saipan, Rota, Tinian, and Guam.</p> <p><b>Performance measures:</b></p> <p>Representatives from the different stakeholders and from the islands of Saipan, Rota, Tinian, and Guam</p>	<p>attended the proclamation signing of EMS Week and to nominator the number of EMS Week planning committee meetings and other EMS activities held for public awareness or education provided.</p>
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## Performance Measures and Activities

• Task 1:

To provide funding assistance to purchase a suitable heavy-rescue response vehicle for the Tinian Department of Public Safety Division, EMS/Rescue Section in responding to motor vehicle crashes.

• Task 2:

To provide funding assistance to fund travel expenses for airfare, per-diem, registration, and car rental to attend the following, (2) EMS

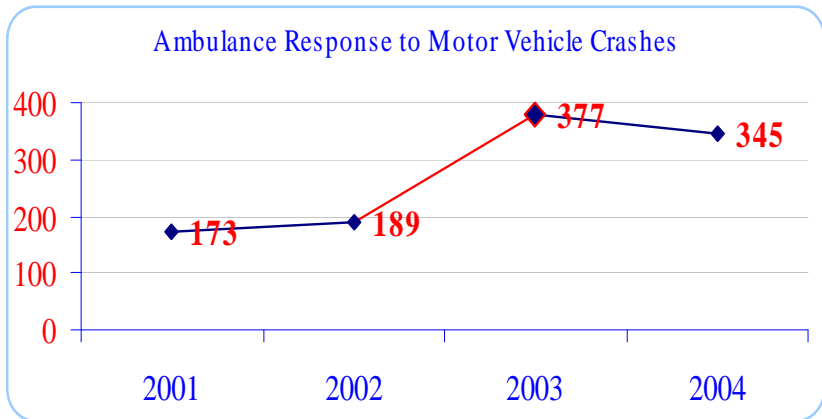
project personnel to attend the “National Association of State EMS Director’s (NASEMSD)” and “National Council of State EMS Training Coordinator (NCSEMSTC)” annual meeting.

• Task 3:

To provide funding assistance to pay for airfare, per-diem, and car rental to conduct quarterly monitoring of EMS system on Tinian, Rota and EMS sys-

tem networking with Guam EMS to include EMS Week Planning Committee members from Tinian and Rota and Guam to attend the EMS Week Proclamation signing and meeting between the islands of Saipan, Tinian, Rota and Guam.

EMS Patient (NAEMSP), EMS Today, EMS Expo, National Association of Search and Rescue (NASAR) and America Ambulance Association (AAA)” annual conferences.



• Task 4:

To provide funding assistance for airfare, per-diem, registration, and car rental for (2) EMS Instructors to attend the “National Association of EMS Educators (NAEMSE) annual symposium or EMS educator course, (2) EMS field personnel to attend the National Fire Academy (NFA) EMS courses, and (3) field personnel to attend the “National Association of

Task 5:

To provide funding assistance to pay for printing and photocopying of public education, supplies to conduct CPR/First Aid/AED, First There First Care courses, and Make the Right Call presentations.



## Performance Measures and Activities

• Task 6:

To provide funding assistance to pay for pocket masks, emergency roadside kits, and other supplies needed to be distributed to students who complete the CPR/First Aid/AED and First There First Care courses and attend the Make The Right Call presentations. This will also include the CPR/First Aid/AED course materials such as instructor kits, manuals, training video, students textbooks and workbooks, certificate and certificate cards and other materials or equipment needed to conduct these courses.

• Task 7:

To provide funding assistance to pay for office supplies such as computer disks, printer inks, fax machine toners, photocopying papers, pens, pencils, and other office needs.

• Task 8:

To provide funding assistance to pay for communications monthly service fees and other associate charges for telephones, cellular phones, internet access, and pagers assigned to the Office of EMS/Rescue Section.

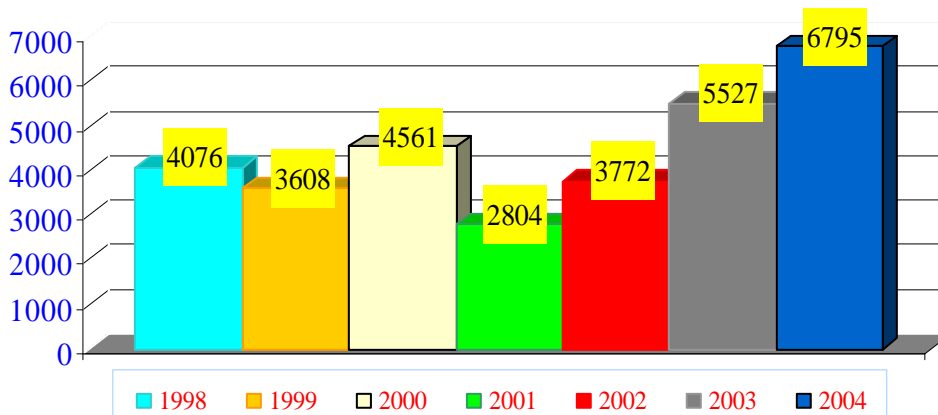
• Task 9:

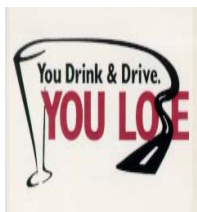
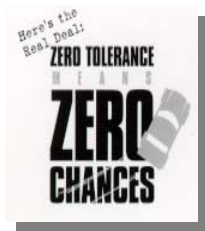
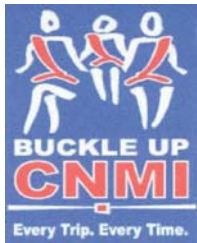
To provide funding to pay for Dues and Subscriptions for membership for continual participation at national meetings and conferences such as the NASEMSD, NCSEMSTC, NAEMSE, NAEMSP, NAEMT, NASAR and AAA.

• Task 10:

To provide funding assistance to fund Rental Office Space for monthly rental fees for office space being utilized by the DPS-Fire Division, Office of EMS/Rescue Section.

**Total Ambulance Runs**





## Advertising—PM

In 2005, majority of the paid advertisement funding were use to pay for print media for the following program areas during annual awareness week for Child Passenger Safety, Buckle Up Awareness, Police Traffic Services and Alcohol program, the paid media advertisement include radio announcement on highway safety awareness, print materials for distribution during school, community and Checkpoint on Saipan, Tinian and Rota.

We continue to work closely with the media in informing the community about highway safety related programs as well as prevention from getting from serious injuries or fatality. Every year in December we use portion of the funding for airing our localized 25 second television commercial on seat belt and alcohol to remind and make the public or community aware in regards to highway safety.

With the additional localize magazine's (Beach Road & Island Locator) that distributed 3000 copies on a monthly basis on Saipan, Tinian and Rota held were also been using the funding for community awareness and education. This magazine's soon will increase their publication to 5000 copies in the future. Radio Stations also make a big role in informing the listener or the driving motorists about the our highway safety messages and during hourly traffic report, other radio stations as well were also been added to do the same to inform the listeners and the motorists.

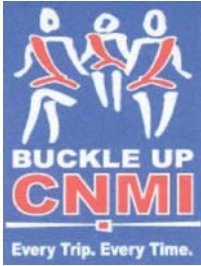
As we always men-

tioned on our previous highway safety plan, we need to continue to work closely together with all media from local newspaper, print shops, television station and radio station's in informing the community about highway safety related issues.

Lastly, we also looking into upgrading our 8ft X 8ft signboards on Saipan, Tinian and Rota that were erected along busy highway for driving motorists awareness or information on highway safety related.



Two additional Localize Magazine's that distributed every month.



# Performance Measures and Activities

- **Task 1:**  
To evaluate the outcome of paid advertisement on how much audience benefits or heard the message as well as behavior.
- **Task 2:**  
To continue to air our localize 25 seconds commercials on highway safety programs during awareness week and other local events.
- **Task 3:**  
To continue to provide funding to localize our highway safety programs on seat belt, traffic safety and alcohol program.
- **Task 4:**  
To continue to provide funding to for printing and advertising of our highway safety program through different local newspapers, magazines and other source of public awareness. This will be share to Tinian and Rota as well.
- To continue to work closely with the media in assisting us put out the message neither through the radio station or publication (newspaper, magazine's).



**BUCKLE UP CNMI**  
**DEPARTMENT OF PUBLIC SAFETY SEATBELT 2001 P.S.A.'s**  
 • Governor's Message • Lt. Governor's Message • Governor "On the Go"



**You Drink & Drive YOU LOSE**  
**DEPARTMENT OF PUBLIC SAFETY 3D 2002 P.S.A.'s**  
 • Sobriety Checkpoint • Designated Driver • Innocent Victims •



## Traffic Records (TR)

The CNMI Department of Public Safety, Criminal Justice Information System (CJIS) at the present continued to developed a comprehensive data elements necessary for problem analysis and countermeasures evaluation in all areas of traffic safety.

The Criminal Justice Information System (CJIS) continue to provide information on traffic/DUI statistic's to the Traffic/DUI Section for reports and evaluation on traffic/DUI programs. Statistic's per-

taining to people, vehicle, location, time, age group and other related.

As we mentioned on our previous Highway Safety Plan submission the limited resources in the area of personnel to assist

the administrator play a big role in providing assistance on a daily. For a couple of year's we sent personnel from the Department of Public Safety, Traffic/DUI Section and Bureau of Motor Vehicle



(BMV) to attend conference, workshop to better educate themselves in regards to traffic records aspects of collecting, managing, and using highway safety data.

## Performance Goals & Objectives

- Task 1:

To continue to encourage the training of personnel in record processing and data retrieval and analysis. Funding assistance will be limited to transportation costs, per diem, lodging, training materials, supplies and registration costs.

- Task 2:

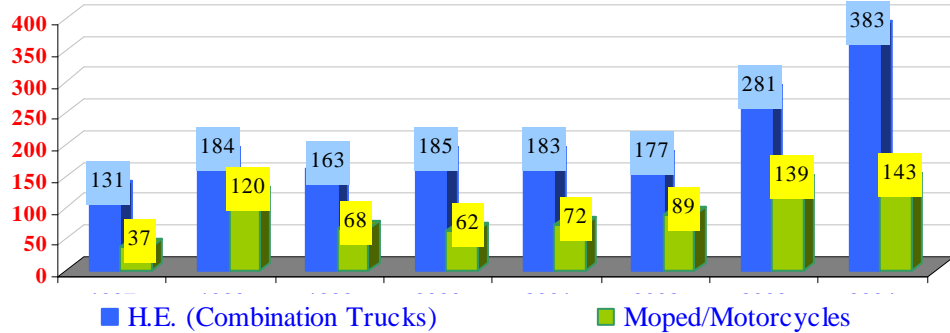
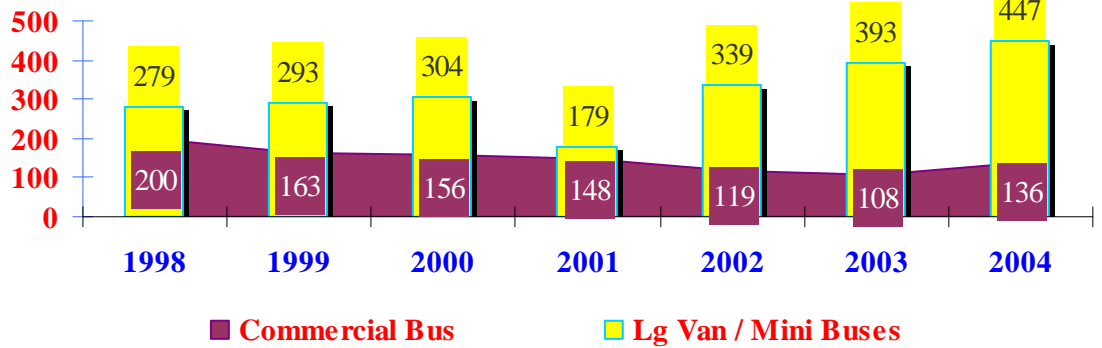
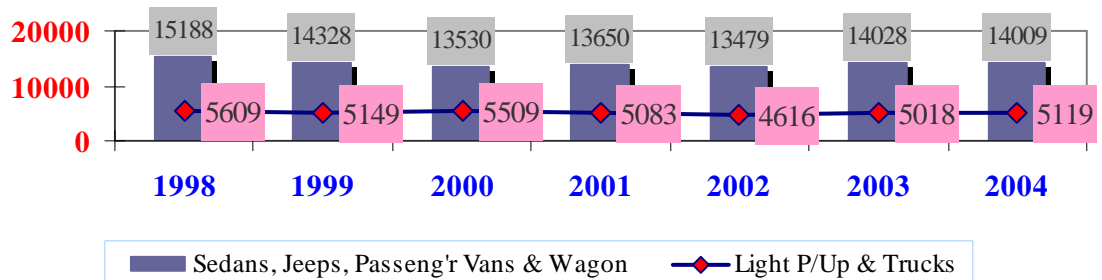
To continue to promote traffic record system to reduce preparation time and at time these information will be readily available if requested by other government agencies, school, Commissioner of Public Safety, the media and others that will help evaluate or assess their project using data's.

- Task 3:

To continue to support the Department of Public Safety, Traffic Section, Bureau of Motor Vehicle and other highway safety advocate to attend traffic records conference, workshops and forum. Funding assistance will be limited to transportation costs, per diem, lodging, training materials, supplies and registration costs.

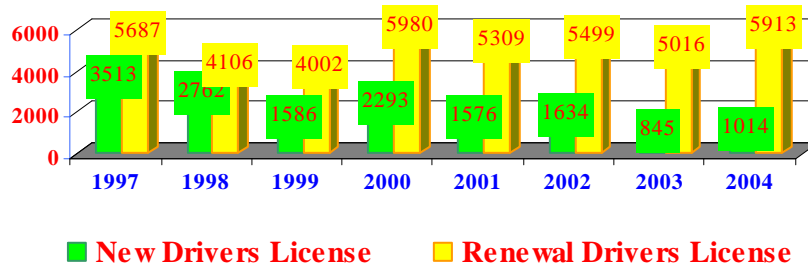
## YEARLY REGISTERED VEHICLE'S & DRIVER'S

### Yearly Vehicle's Registered



## REGISTERED DRIVERS

### Yearly Registered Driver's

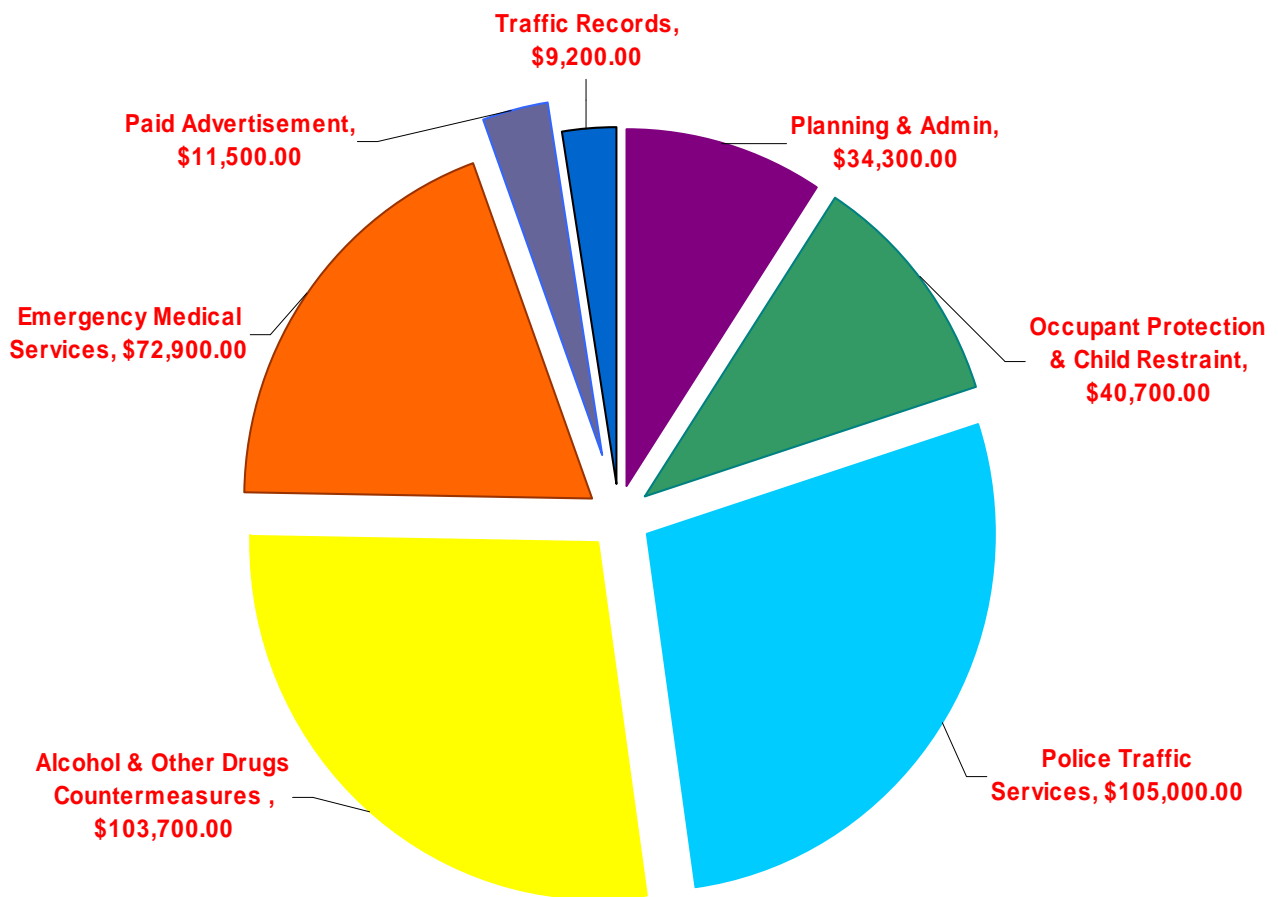




# Financial Section



# 2006 Highway Safety Programs Budget Breakdown



## HIGHWAY SAFETY PROGRAM COST SUMMARY COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

State: C.N.M.I

Budget Obligation HCS 217 No.:

06-00

Date: Sept. 29, 2005

Program Area	Approved Program Cost	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/ (Decreased)	% Change	Current Balance	
PA-06	\$ 34,300.00			\$ -	\$ 34,300.00		\$ 34,300.00	
OP-06	\$ 40,700.00			\$ -	\$ 40,700.00		\$ 40,700.00	
PT-06	\$ 105,000.00			\$ -	\$ 105,000.00		\$ 105,000.00	
AL-06	\$ 103,700.00			\$ -	\$ 103,700.00		\$ 103,700.00	
EM-06	\$ 72,900.00			\$ -	\$ 72,900.00		\$ 72,900.00	
PM-06	\$ 11,500.00			\$ -	\$ 11,500.00		\$ 11,500.00	
TR-06	\$ 9,200.00			\$ -	\$ 9,200.00		\$ 9,200.00	
<b>Total 402</b>	<b>\$ 377,300.00</b>			<b>\$ -</b>	<b>\$ 377,300.00</b>		<b>\$ 377,300.00</b>	
	\$ -			\$ -	\$ -		\$ -	
<b>Total 411</b>	<b>\$ -</b>			<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>	
2003(b)	\$ -			\$ -	\$ -		\$ -	
<b>Total 2003b</b>	<b>\$ -</b>			<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>	
OPI-01	\$ -			\$ -	\$ -		\$ -	
<b>Total 405a</b>	<b>\$ -</b>			<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>	
<b>Total 402, 411, 2003b &amp; 405a</b>	<b>\$ 377,300.00</b>			<b>\$ -</b>	<b>\$ 377,300.00</b>		<b>\$ 377,300.00</b>	

State Official Authorized Signatures

Concurred by: Major Bertha Chong-Tudela  
O.I.C., DPS Office of Grants & Special Programs

Name: Santiago F. Tudela  
Title: Commissioner of Public Safety/Governor's Rep.  
Date: \_\_\_\_\_

NHTSA-Name: \_\_\_\_\_ Title: \_\_\_\_\_  
Date: \_\_\_\_\_ Effective Date: \_\_\_\_\_  
FHWA-Name: \_\_\_\_\_ Title: \_\_\_\_\_  
Date: \_\_\_\_\_ Effective Date: \_\_\_\_\_



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