

Table of Contents	Page
Governor’s Highway Safety Representative Letter	I-II
Organizational Chart	III
Cover Page	1
Table of Contents	2-3
Mission and Goal Statement	4
Part I	5
Executive Summary	6-7
Process Description	8-9
State Certification and Assurances	10-18
Part II Program Areas	19
Yearly Commonly Reported Statistics	20
Police Traffic Services Traffic Fatality , Serious Injury Reduction, Fatalities Vehicle Miles Travel (VMT), Unrestraint Occupant Fatalities, Impaired Driving Fatalities and Speeding Related Fatalities in the CNMI.	21-22
CNMI Performance Goal Set for Highway Safety Program for Fiscal Year 2012	23-24
Alcohol and Other Drugs Countermeasures	25
Occupant Protection	26
Speed Control	27
Pedestrian and Bicycle Safety	28
Motorcycle Safety	29
Traffic Records	30
Emergency Medical Services	31
Planning and Administration	32
Part III (Financial Section)	33
Federal Fiscal Year 2012 Highway Safety Plan Cost Summary	34

Police Traffic Services Projects Breakdown	35-38
Alcohol and Other Drugs Countermeasures Projects Breakdown	39-41
Motorcycle Safety Projects Cost Breakdown	42
Paid Media Projects Cost Breakdown	43
Planning and Administration Project Cost Breakdown	44
Emergency Medical Services Projects Cost Breakdown	45
Traffic Records Projects Cost Breakdown	46
Occupant Protection/ Child Restraint Projects Cost Breakdown	47
Occupant Protection Incentive—SAFETEALU (K-2)Projects Cost Breakdown	48-49
Form 217 FY 2012 Project Cost Summary	50

MISSION & GOAL STATEMENT

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

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

Our Highway Safety Program objective is simply to reduce traffic-related crashes, injuries and fatalities, and at the same time, educate the community about highway safety programs, while enforcing applicable traffic laws as our motorists travel on our highways and byways. 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.

PART I

**EXECUTIVE SUMMARY
PROCESS DESCRIPTION**

(PERFORMANCE PLAN)

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 Asia countries. On the global scale, it is strategically located at an international crossroad that provides convenient access to United States and the Far Eastern Countries.

Tourism is the only viable industry for economic growth and strength after the sun-setting of the garment industry. In spite of this situation, it remains visible that there is a 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 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) has led to a roadmap of changes such as street naming, road constructions, pedestrian crosswalks, and posting of reflective traffic signs to enhance highway safety programs. The overall effect of these highway safety programs has positively influenced the motoring public and industries 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 public and private policies, while increasing public awareness at the same time. In general, Highway Safety Programs include the following initiatives: Traffic Crash Reduction, Impaired Driving, Pedestrian and Motorcycle Safety, Occupant Protection/Child Restraint (OP/CR), Emergency Medical Services (EMS), Traffic-related Injuries and Fatalities, 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 monthly reports containing information on: Traffic Records, Citations, Injuries, Fatalities, EMS, Adjudication and Incarceration, and public input.

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

HSO is staffed with four (4) personnel; a Director, two (2) program managers, and a financial manager. This office coordinates and monitors the administration of Highway Safety Programs through the respective *Police Directors of Saipan, Tinian, and Rota*.

Police officers assigned to traffic safety-related committees' are tasked with planning and implementing public education and enforcement activities. Enforcement activities involve Selective Traffic Enforcement Program (STEP) comprising of occupant protection/child restraint (OPCR) and speed

enforcement, Drunk and Drugged Driving (3D) campaign and saturation patrols. Public education activities consist of school presentations, radio talk shows, static displays, television talk shows, and public and private entity visits. These programs have significantly contributed by providing the necessary resources in developing collaborative efforts to reach out to the public with specific and / or inter-related objectives.

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 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.

The Department's Records Management System (RMS) does not function as originally intended. It is unreliable and incapable of collecting or producing relevant processed traffic data, making it extremely difficult to obtain usable data within a reasonable time. The system unquestionably needs to be improved, so that the officers could spend more time enforcing and promoting traffic programs and less time in the office inputting or attempting to extract data from RMS. The Department, however, continues to enhance its Traffic Record System capability through its Section 402 and Section 408 funds. The intended implementation format is to automate traffic records to include crash reporting into the Department's RMS with connectivity with the Superior Court's and the Attorney General's Office data systems for traffic-related cases adjudication processes, including that of the Department of Public Works' highway planning, management, design, and safety improvements, and the Bureau of Motor Vehicles (BMV) for vehicle registration and driver's license records database maintenance.

The Graduated Driver's License law went into effect in 2008. The law explicitly states that all new applicants after 2008 shall have attended a 60-hour driver education program with 30 hours of supervised driving prior to being issued a permanent license. Driver education has been outsourced to private firms to ensure uniformity of driving curriculums.

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, OP/CR, and Speed Control.

PROCESS DESCRIPTION

Highway Safety Office (HSO), under the Office of the CNMI DPS Commissioner, who also serves as the Governor's Representative (GR) as 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 policy, increasing public awareness on highway safety as well as give new direction in identifying and quantifying 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).

HSO has developed traffic safety performance measures in its FY2010 Highway Safety Performance Plan to highlight traffic safety problems presently being encountered, thus able to track measurable progress in resolving local highway safety problems and challenges. The monthly reports indicating performance measures would reveal Highway Safety issues presently encountered. The elements contained in this report are data from vehicle incidents, citations, adjudication processes, prevention campaigns, and traffic officer's assessment of incidents, and recommended corrective actions.

Occupant protection, child restraint, distracted and impaired driving remain to be of paramount importance to the CNMI's Highway Safety Program. With the belt usage rate of 80.88% in 2010 compared to 89.9% in 2009, HSO noted a 9.02% decrease on belt use by the motoring public. In view of this, HSO continues to work with numerous stakeholders from public, private, and civic organizations in dealing with highway safety issues. The stakeholders have expressed great interest in protecting motorists and promoting safety on our highways by way of expanded media coverage and prevention educational programs, including reporting motor vehicle incidents to the appropriate authorities.

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

HIGHEST PRIORITIES:

Summary of 2010 Fatalities: A total of five (5) fatalities; Saipan (4), Tinian (1) and Rota (0).

- (2) involved Auto/Pedestrian (pedestrian impaired)
- (1) involved Auto Ran Off (non-alcohol fatality)
- (1) involved Auto Ran Off
- (1) involved Moped Spill on Tinian (non-alcohol fatality)

In 2012, the CNMI will continue to focus on reducing its fatality crashes through enforcement, education, engineering, and emergency medical services to address, or mitigate, Highway Safety problems and issues on Saipan, Tinian, and Rota.

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

LOWER PRIORITIES:

The CNMI will consider other Highway Safety projects in the following areas subject to the approval of National Highway Traffic Safety Administration (NHTSA) granting authority:

- Programs to involve other government agencies as well as private businesses in traffic safety related programs
- Implement programs to increase the usage rate for both occupant protection and child restraint
- To increase enforcement efforts on traffic violations, impaired driving and pedestrian safety.
- To support request on equipment and training for EMS personnel related traffic safety.

All traffic safety-related projects funded in 2012 are targeted to these key imperatives:

The CNMI DPS on Saipan, Tinian, Rota, 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, Tinian, and Rota traffic sections through their monthly report submissions to HSO. These reports include motor vehicle crash, 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 Officer-in-Charge of HSO, a recommendation indicating funding priorities is set and forwarded to the Commissioner for approval, and then the report is sent back to HSO where it is formalized into a Highway Safety Plan (HSP) for submission to NHTSA, Region IX on or before September 1st of each year.

NHTSA would inform the CNMI about the grant award as well as a listing of requirements or conditions regarding project monitor, reporting requirements, performance measures, and objectives that were submitted relative to the HSP Project Agreements for each Highway Safety Program area.

STATE CERTIFICATION AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives 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. 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 provisions 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 funds 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 measurement State safety belt use rates 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 statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) 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 statute under which application for Federal assistance is being made; and (j) the requirement of any other nondiscrimination statute 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.

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.

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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 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.

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, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principal:

- (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 a Federal or State antitrust statutes or commission or 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 government 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 transaction (Federal, State or local) terminated for cause or default.

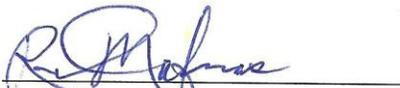
INSTRUCTION FOR LOWER TIER CERTIFICATION

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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2012 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 implementing regulations of the Council on Environment Quality (40 CFR. Parts 1500-1517).



Ramon C. Mafnas

Commissioner, Department of Public Safety
Governor's Representative (GR) for Highway Safety Program

Date 23 Aug '11

PART II

PROGRAM AREAS

All Highway Safety Programs and/ or projects enumerated the fiscal year 2012 Highway Safety Plan will be funded on the condition that CNMI receive federal appropriations.

**Summary of the CNMI's
Commonly Reported Statistics**

Data Elements (Year)	2004	2005	2006	2007	2008	2009	2010
No. of Vehicle Registered	20,273	20,715	17,910	12,012	14,935	19,254	15,035
Licensed Driver(New & Renewal)	6,697	8,042	7,772	8,586	3,808	4,189	7,896
Total Crashes Reported	3838	3325	3359	2560	1630	1,868	1211
Total Injuries	278	265	564	578	52	167	0
Yearly Fatalities	9	13	5	4	9	7	4

Yearly DUI Arrests and Fatalities Involved

Data Elements	2004	2005	2006	2007	2008	2009	2010
No. DUI Arrests	337	414	396	283	164	247	187
Yearly DUI Fatalities (Alcohol Involved)	7	6	1	1	5	3	5
DUI Involved Crashes	84	86	96	86	40	76	84

Yearly Seat Belt Survey Percentage Usage Rate

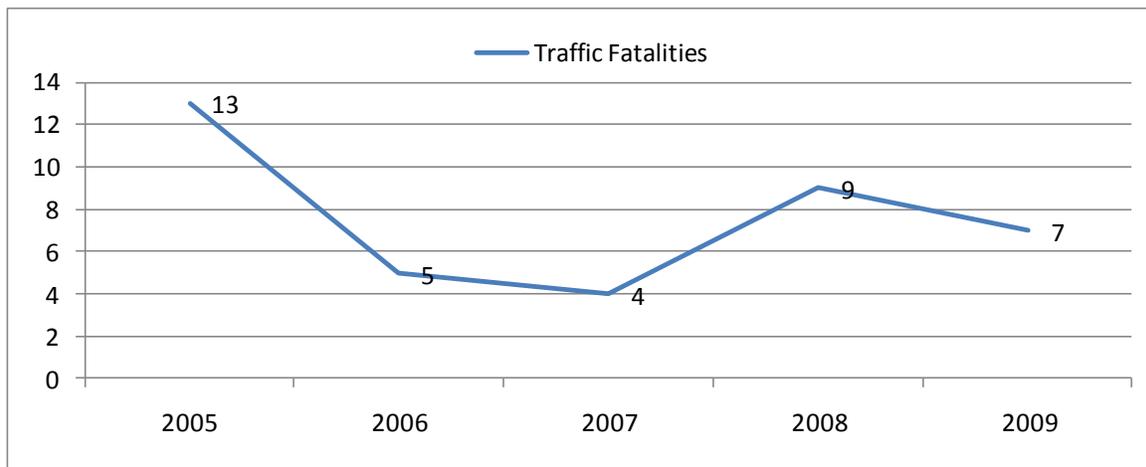
Data Element	2004	2005	2006	2007	2008	2009	2010
Child Restraint % Usage Rate	56%	73%	83%	82%	76%	83%	69.10%
Occupant Protection % Usage rate	90%	90%	91%	92%	90%	89.9%	80.88%

POLICE TRAFFIC SERVICES

C-1: TRAFFIC FATALITY IN THE CNMI: 2005—2010

YEAR:	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
	13	5	4	9	7

Traffic Fatalities in the CNMI: 2005—2009



The CNMI’s goal is to decrease traffic fatalities by 43% using 2005-2009 calendar base years’ average of 7 to 4 by December 31, 2012.

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

YEAR:	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Serious Injuries:	13	137	4	9	7

The CNMI’s goal is to decrease serious traffic injuries by 28% using 2005-2009 calendar base years’ average of 7 to 5 by December 2012.

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

Not available

C-4: Number of Unrestraint Occupant Fatalities

YEAR:	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Actual numbers:	0	0	0	0	0

To maintain the number of unrestraint passenger vehicle occupant fatalities in all seating positions at zero (0) using 2005-2009 calendar base year average of zero (0) by December 31, 2012.

C-5: Number of Alcohol Impaired Driving Fatalities:

YEAR:	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Actual numbers:	6	1	1	5	3

The CNMI's goal is to decrease the number of alcohol-impaired driving fatalities 33% percent using 2005-2009 calendar base year average of 3 to 1 by December 31, 2012.

C-6: Number of Speeding Related Fatalities

YEAR:	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Actual numbers:	n/a	n/a	n/a	n/a	1

The CNMI's goal is to maintain the number of speeding related fatalities at one (1) or less using 2005-2009 calendar base years' average of 0.2 by December 31, 2012.

Program Group or Area	Performance Measure	Base Level	Base Date	Goal	By Year
C-1: Total Fatalities	Fatalities	7	2009	Decrease to 4	2012
C-2: Total Serious Injuries	Serious Injuries	7	2009	Decrease to 5	2012
C-3: Total Fatalities/VMT	Fatalities /VMT	n/a	n/a	n/a	n/a
		Occupant Protection			
C-4: Number of Unrestraint Passenger Vehicle Occupant Fatalities, all seat positions	All Occupants	2	2009	Maintain at 2	2012
B-1: Observed seat belt use for passenger vehicle, front seat outboard occupants	Front Seat Occupants	80.88%	2010	Increase to 85%	2012
Child Safety Seat Usage	Infants	69.10%	2010	Increase to 75%	2012
All Occupant Fatalities	Restraint	0%	2010	Maintain at 0%	2012
		Alcohol			
C-5: Impaired Driving Fatalities	Driver or Motorcycle operator with .08 & above BAC	9	2009	Decrease to 5	2012
		Speed Control			
C-6: Fatalities	Speed Related Fatalities	0%	2009	Maintain at 0%	2012
		Motorcyclists			

C-7: Fatalities	Motorcycle Fatalities	0%	2009	Maintain at 0%	2012
C-8: Unhelmeted Fatalities	Motorcycle Fatalities	0%	2009	Maintain at 0%	2012
		Driver 20 or Younger			
Program Group or Area	Performance Measure	Base Level	Base Date	Goal	By Year
C-9: Fatal crashes	Driver 20 or Younger	0%	2009	Maintain at 0%	2012
		Pedestrian Fatalities			
C-10: Fatalities	Pedestrians	5	2009	Decrease to 4	2012
		Emergency Medical Services			
EMS Response Time	Actual Numbers (Minutes)	6.56 minutes	2010	Decrease to 6.12 min	2013

Note: The base level and base date for each performance measure is based upon 5-year moving average including the current year.

ALCOHOL AND OTHER DRUGS COUNTERMEASURES

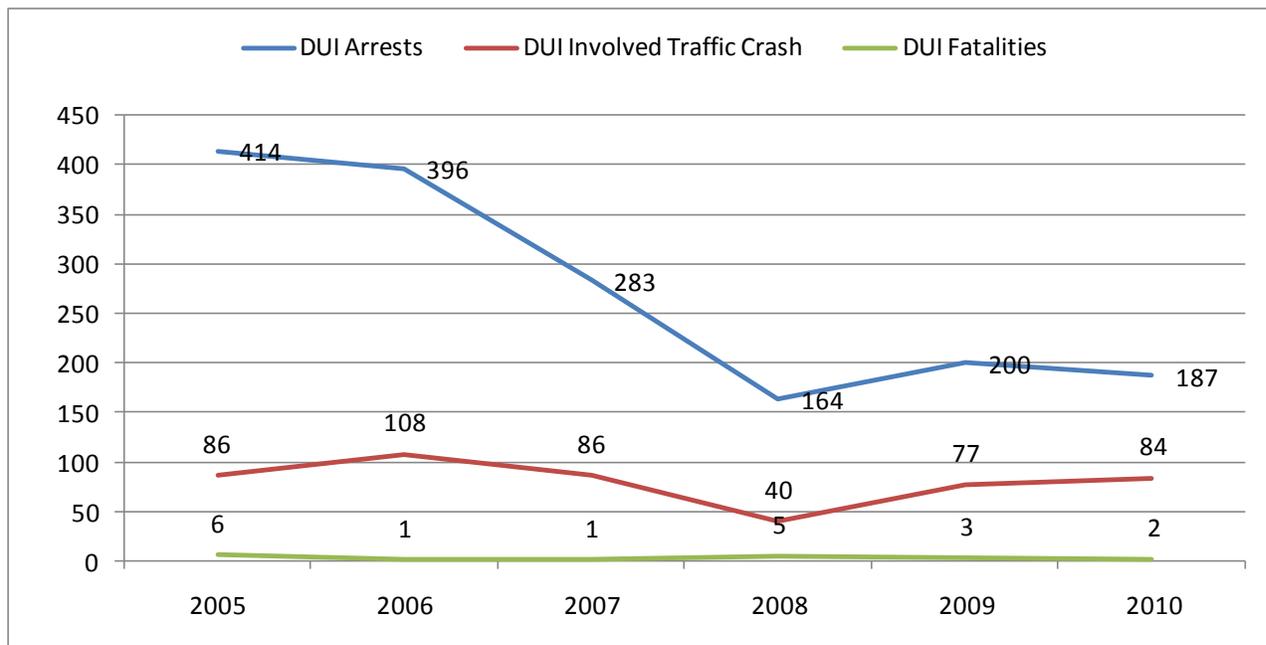
Impaired driving remains problematic on our highways and roadways. It is a problem, although not prevalent constant enforcement effort must sustained in order to mitigate this problem and reduce traffic related fatalities and injuries. CNMI recorded three traffic fatalities in fiscal year 2009 and two in 2010, a 33% reduction of fatalities from 2009—2010. None was recorded for serious or minor injuries involving DUI related incidents in the years aforementioned.

DPS on Saipan, Tinian and Rota extended extraordinary effort amid limited resources on this program in order to reduce or mitigate and remove Impaired Drivers from our highways. Saturation patrols were mobilized, public education and awareness programs were conducted aside from the Impaired Driving Crackdown activities that were conducted during the annual 4th of July Liberation and Labor Day Weekend Crackdowns, plus the December Drunk and Drugged Driving Prevention (3D) Month campaign.

Twenty eight (28) Sobriety Checkpoints were conducted in 2010 resulting in the enforcement officers issuing two hundred eighty three (283) citations numerous violations. One hundred eighty seven (187) DUI arrests were made and eighty four (84) alcohol related crashes were recorded in this year.

Impaired Driving statistics for the years 2005—2010

	2005	2006	2007	2008	2009	2010
Fatalities	13	5	4	9	7	5
Alcohol Invol	6	1	1	5	3	2



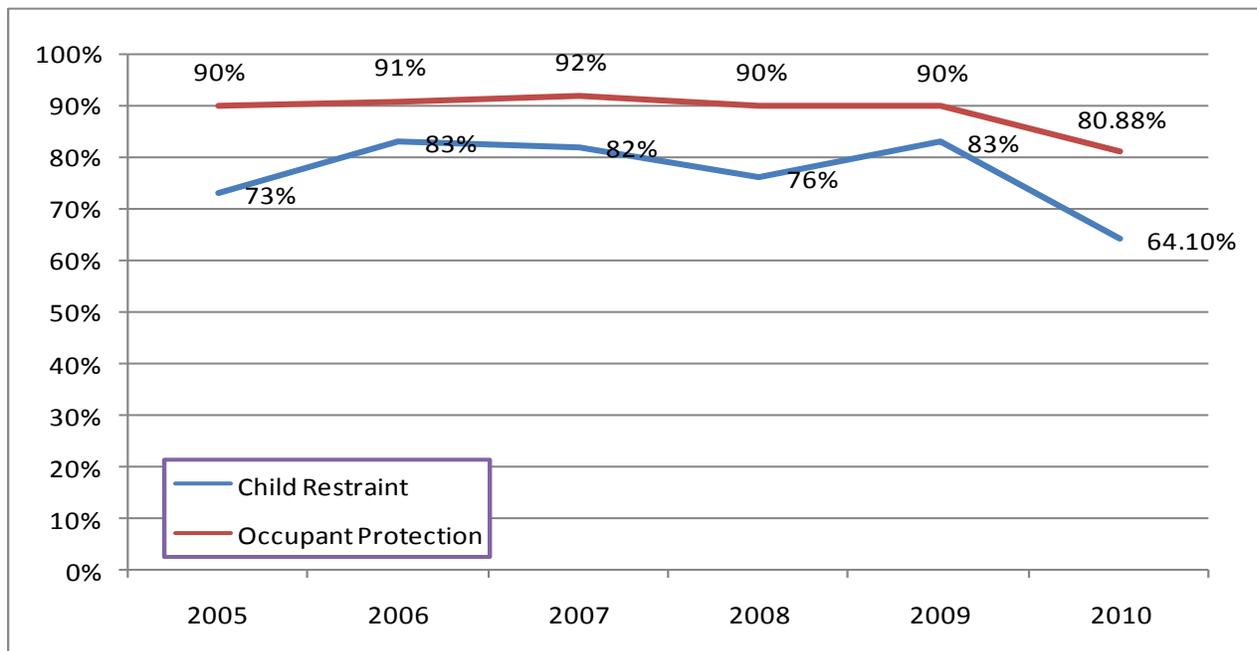
Alcohol Invol	46%	20%	25%	0.56%	42%	40%
DUI Arrests	414	396	283	164	200	187

OCCUPANT PROTECTION/CHILD RESTRAINT (OP/CR)

CNMI has a seat belt usage rate for adults of 80.88% and child restraint usage of 69.10%. However, none of the traffic fatality reports recorded nonuse of seat belts or harnesses by the people killed in the accidents.

Occupant Protection in the CNMI, 2005-2010

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Child Safety Seat Usage % (Observational Survey)	73%	83%	82%	76%	83%	69.10%
Occupant Protection % Usage Rate	90%	91%	92%	90%	89.9%	80.88%



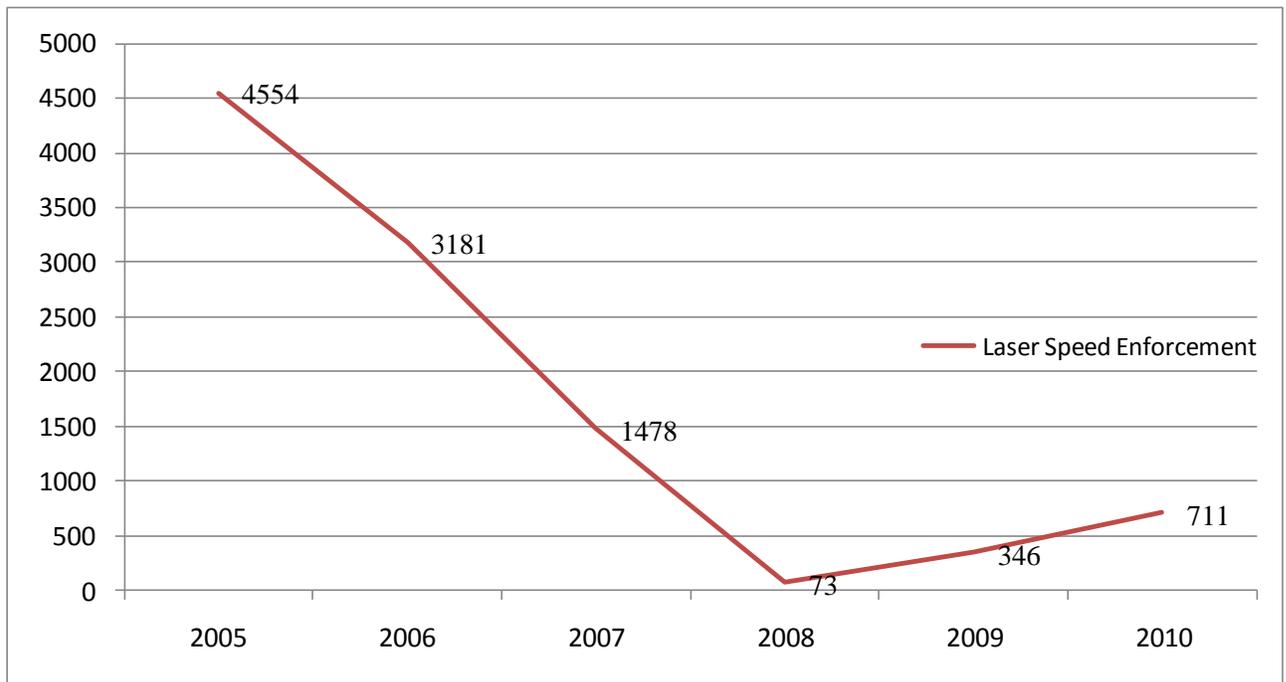
CNMI's goal is to increase safety belt usage rate for adults occupant protection by 10% or from 80.88% to 90% and the same percentage increase for child restraint from 69.10% to 80% by December 2012.

SPEED CONTROL

Speed control enforcement program is a top priority for the police officers in the traffic safety unit. Highway Safety grant funds are used to procure speed enforcement equipment such as Laser Speed Detectors for Saipan, Tinian and Rota to enhance the officer's proficiencies pertaining to enforce and detect violators either exceeding posted limits or driving aggressively at high visibility locations.

LASER SPEED ENFORCEMENT FROM 2005—2010

YEAR:	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Laser Speed Enforcement	4554	3181	1478	73	346	711
Speeding Related Fatalities	0	0	0	0	0	0



CNMI's goal is to continue to maintain speeding related fatality using 2005-2009 calendar base years' average of zero through December 2012.

PEDESTRIAN AND BICYCLE SAFETY

In 2010, CNMI recorded two (2) pedestrian fatalities involving alcohol. The pedestrians were intoxicated and killed by motor vehicles.

The Department of Public Safety and Department of Public Works continues to improve the safety of pedestrians especially on those locations that have a high number of pedestrians crossing, either to and from schools or at tourist districts. Public education on pedestrian/bicycle safety will continually address and/ or mitigate problems in these areas, specifically during school hours, community meetings, and other local events.

In 2009, 2010, and 2011, CNMI noted an increase of bicycle activity for youths as well as adults within the islands. Bicycling is becoming a popular sport for locals, other ethnic groups, and off-island visitors and athletes in preparation for the annually sponsored competitions such as the Saipan Xterra Championships and Tagaman Triathlons. With the global increase in fuel cost, many resident and tourist preferred this mode of transportation due cost and maneuverability, thus quickly gaining access to their intended destinations. Dps continue to focus its efforts on education, enforcement and working closely with the Department of Public Works, Highway & Engineering Sections in addressing bicycle safety like erecting the appropriate safety signs as well as properly marking lanes on our highways.

Pedestrian/Bicycle Fatalities in the CNMI

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Number of Pedestrian Fatalities	2	3	n/a	3	2	2
Number of Bicycle Fatalities	n/a	n/a	n/a	n/a	0	0

The CNMI will continue to reduce the number of pedestrian fatalities by 50% using 2005—2010 calendar base years' average of two (2) to one (1) by December 31, 2012.

The CNMI will continue to maintain zero (0) fatality for Bicycle related fatality using 2010 calendar base year rate of zero by December 31, 2012.

MOTORCYCLE SAFETY

An increase in the number of Motorcycle activity has been noted. The increased activity is attributed to the unpredictable and sudden increase of fuel cost. Many residents as well as tourists resort to this mode of transportation due to high fuel cost, easy maneuverability to gain quick access to many places that cannot be conveniently accessed by larger motorized vehicles. Dps continues its Motorcycle Safety program activities through enforcement, public education and outreach mediums, regardless of the miniscule number of motorcycle incidents recorded.

Zero traffic fatality involving Motorcycle incidents was recorded for the past three (3) years. However, Tinian recorded one fatality in 2010, Moped spill fatality.

Use of Motorcycles in CNMI's highways and roadways:

Mandatory wearing of safety helmet is required for all operators and passengers of motorcycles, motor scooter and mopeds having 2.5 horsepower or greater that can travel at speed in excess of 30 miles per hour on level ground.

	<u>2005</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Fatal Motorcycle Crashes	n/a	n/a	n/a	n/a	0	0
Motorcycle Registered	n/a	n/a	n/a	47	81	63

The CNMI's goal is to maintain zero (0) fatality rate involving motorcycle crashes by December 2012 using 2005—2009 calendar base years' average at zero (0).

TRAFFIC RECORDS

The CNMI's goal in this project is to improve and implement a reliable and efficient Traffic Records Management System that is Model Minimum Uniform Crash Criteria (MMUCC) compliant that can be connected and interfaced with the Courts, Bureau of Motor Vehicle (BMV), Department of Public Works (DPW), EMS and the Attorney General's Office. The Traffic Records Coordinating Committee (TRCC) spearheads this project.

The department's current Records Management System (RMS) that was adopted on 2008 and has proven itself to be unreliable. It does not function as originally intended. Therefore, it is of the utmost importance to replace the current system with one that provides efficient, reliable, accurate, complete data collection and reporting functions. In order to raise the level of its crash data collection and processing, this department would like to adopt the crash reporting system currently operated by Guam Police Department, as all communications with that agency and CNMI TRCC Project Advisory Board uniformly indicates that it meets or exceeds their requirements. Guam's information system captures all pertinent crash data items, including those this department's current system does not. Its data collection and processing functions are more efficient, reliable, and secure than the current system. Adopting it would result in the department producing improved quality crash reports in a timely manner.

DPS would also like to develop and implement a CNMI crash analysis tool based on the Online System for Crash Analysis and Reporting (OSCAR) system. OSCAR is utilized by the Guam Police Department, this online tool would allow this department to quickly produce and deliver quality periodic and ad-hoc crash analysis reports. This task is seemingly impossible using the current system, as its lack of analysis tools, which requires statistical reports to be generated manually.

EMERGENCY MEDICAL SERVICES

EMS Response Time in CNMI

	2010	2011
<u>Actual Numbers (minutes):</u>		
Saipan	6.56	6.12
Rota	n/a	n/a
Tinian	n/a	n/a

The CNMI's goal is to maintain the response time in Saipan using 2010-2011 calendar years' base average of 6.34 minutes to 6 minutes by December 31, 2013.

PLANNING AND ADMINISTRATION (P&A)

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 Performance 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 September 1, 2011.
- 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 2011.
- To support and to amend current highway safety traffic laws and legislation.
- To Develop the Highway Safety Annual Report for FFY 2011 by December 31, 2011.
- 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.

PART III

Financial Section

Fiscal Year 2012

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

FISCAL YEAR 2012 HIGHWAY SAFETY PLAN COST SUMMARY

Project Title	Total
Planning & Administration	\$58,300.00
Occupant Protection/Child Restraint	\$17,500.00
Police Traffic Services	\$300,000.00
Alcohol & Other Countermeasures	\$360,400.00
Emergency Medical Services	\$47,800.00
Paid Media	\$23,300.00
Traffic Records	\$94,800.00
Motorcycle Safety	\$24,500.00
TOTAL Section 402	\$926,600.00
Occupant Protection Incentive – 405	\$168,000.00
TOTAL Section 405	\$168,000.00

POLICE TRAFFIC SERVICES

<p>1.</p>	<p>Project Title: Saipan DPS – Personnel Training Project Number: PT12-01 Project Description: Funds will be used to bring off-island Advance Traffic Investigation instructors to conduct course for officers from Saipan, Tinian, Rota and possibly other territories. Funds will also be used to bring off-island instructors for the LTI 20/20 instructor training. Request is also made to send two (2) officers to attend the Traffic Crash Reconstruction Training. Project Cost: \$25,000.00</p>
<p>2.</p>	<p>Project Title: Saipan DPS – Equipment Purchase Project Number: PT12-02 Project Description: Funds will be used to purchase the following: Two (2) desktop computers for Traffic Investigation Unit (TIU) for electronic data and preparing investigative reports; two (2) laptops for TIU to record and conduct suspect and witness interviews at scene which will save time and resources; two (2) printers to be utilized at scene for suspect and witness interviews; two (2) sets of crash investigation equipment to replace current old and deteriorated set used on TIU vehicles equipped with investigating tools at all times in case of multiple accidents; two (2) DSLR cameras for TIU to record and preserve all evidence found at scene and for better quality photos on vital evidence; two (2) Speed Measure Awareness Radar Trailer (SMART) equipment to be utilized for public education, awareness, and deterrence; four (4) LTI 20/20 speed detection instruments for enforcement use. At the present time there are only two (2) units. Project Cost: \$16,000.00</p>
<p>3.</p>	<p>Project Title: Saipan DPS – Vehicle Purchase Project Number: PT12-03 Project Description: Funds will be used to purchase two (2) SUV type vehicles equipped with emergency lights and sirens as replacement of existing vehicles which were purchased in 2003 and 2006.. (See PT12-07 for mileage) Project Cost: \$80,000.00</p>
<p>4.</p>	<p>Project Title: Saipan DPS – Communications Project Number: PT12-04 Project Description: Funds will be used to pay for communication costs for monthly recurring fees to include ISP, fax, landline and cellular phones assigned to Traffic Section. Project Cost: \$10,000.00</p>
<p>5.</p>	<p>Project Title: Saipan DPS – Supplies Project Number: PT12-05 Project Description: Funds will be used to purchase office and operational supplies for Saipan Traffic Section. Project Cost: \$5,000.00</p>

6.	<p>Project Title: Saipan DPS – Fuel</p> <p>Project Number: PT12-06</p> <p>Project Description: Funds will be used to purchase fuel and lubrication for existing four (4) vehicles assigned to the Traffic Section for Traffic Investigation, PI&E, and STLE. Monthly average fuel cost per vehicle is \$600.00 X 12mos. X 4=\$28,800.00.</p> <p>Project Cost: \$28,800.00</p>
7.	<p>Project Title: Saipan DPS – Repairs & Maintenance</p> <p>Project Number: PT12-07</p> <p>Project Description: Funds will be used to pay for repair and maintenance costs of existing vehicles assigned to Traffic Investigation Unit (2), PI&E (1), STLE (1). The following are vehicle mileages: 2003 Ford Expediton-137,335, 2006 Chevy Trailblazer-63,741, (2ea) 2007 Ford Crown Victoria-79,865 & 88,772 as of July 31, 2011 reading.</p> <p>Project Cost: \$10,000.00</p>
8.	<p>Project Title: Saipan DPS – Overtime Compensation</p> <p>Project Number: PT12-08</p> <p>Project Description: Funds will be used to pay overtime hours of officers at approved checkpoints, mobilizations, and selective traffic enforcement.</p> <p>Project Cost: \$10,000.00</p>
9.	<p>Project Title: Saipan – Office Rental</p> <p>Project Number: PT12-09</p> <p>Project Description: Funds will be used to pay for rental of office space for the Highway Safety Office.</p> <p>Project Cost: \$20,000.00</p>
10.	<p>Project Title: Tinian DPS – Personnel Training</p> <p>Project Number: PT12-10</p> <p>Project Description: Funds will be used to send four (4) officers to attend the Advance Traffic Investigation training in Saipan.</p> <p>Project Cost: \$6,000.00</p>
11.	<p>Project Title: Tinian DPS – Educational Materials</p> <p>Project Number: PT12-11</p> <p>Project Description: Funds will be used for printing and purchase of educational materials and promotional giveaways for distribution at public education activities/campaigns.</p> <p>Project Cost: \$5,000.00</p>
12.	<p>Project Title: Tinian DPS – Fuel</p> <p>Project Number: PT12-12</p> <p>Project Description: Funds will be used to purchase fuel and lubrication for existing two (2) vehicles and two (2) motorcycles.</p> <p>Project Cost: \$5,000.00</p>

<p>13.</p>	<p>Project Title: Tinian DPS – Repairs & Maintenance Project Number: PT12-13 Project Description: Funds will be used to pay for repair and maintenance costs of the existing two (2) vehicles which were purchased in 2002 & 2006; and the two (2) motorcycles. Vehicle mileage are 109,671 and 67,480. Project Cost: \$5,000.00</p>
<p>14.</p>	<p>Project Title: Tinian DPS – Communications Project Number: PT12-14 Project Description: Funds will be used to pay for communication costs for Tinian Traffic Section to include landlines, cell phones, and internet services. Project Cost: \$3,000.00</p>
<p>15.</p>	<p>Project Title: Tinian DPS – Office Supplies Project Number: PT12-15 Project Description: Funds will be used to purchase necessary office supplies for Tinian Traffic Section. Project Cost: \$1,000.00</p>
<p>16.</p>	<p>Project Title: Rota DPS – Overtime Compensation Project Number: PT12-16 Project Description: Funds will be used to pay overtime hours of officers at approved crash reduction mobilizations. Project Cost: \$10,000.00</p>
<p>17.</p>	<p>Project Title: Rota DPS – Communication Project Number: PT12-17 Project Description: Funds will be used to establish dedicated lines for the Traffic Section, continued DSL internet services for online communication & research, and to acquire two (2) cell phones & services, and ISP/LAN service for crash connectivity. Project Cost: \$6,000.00</p>
<p>18.</p>	<p>Project Title: Rota DPS – Educational Materials Project Number: PT12-18 Project Description: Funds will be used for printing and purchase of educational materials and promotional giveaways for distribution during activities/campaigns. Project Cost: \$4,000.00</p>
<p>19.</p>	<p>Project Title: Rota DPS – Fuel Project Number: PT12-19 Project Description: Funds will be used to purchase fuel and lubrication for the existing one (1) and anticipated three (3) Traffic vehicles, and the two (2) existing motorcycles. Project Cost: \$10,000.00</p>

20.	<p>Project Title: Rota DPS – Office Supplies Project Number: PT12-20 Project Description: Funds will be used to purchase office supplies copier paper & supplies, writing pads, etc. for Traffic Section. Project Cost: \$1,000.00</p>
21.	<p>Project Title: Rota DPS – Equipment Purchase Project Number: PT12-21 Project Description: Funds will be used to purchase one (1) desktop computer and software and hardware for traffic records database; one (1) SLR digital camera; and two (2) Tru Cam Laser (Speed Measuring Device). Project Cost: \$12,000.00</p>
22.	<p>Project Title: Indirect Cost @ 16.45% \$27,200.00</p>
	<p>Estimated Carry-Forward from FY11 \$318,000.00</p>
	<p>TOTAL PROJECT COSTS: \$300,000.00</p>

ALCOHOL AND OTHER COUNTERMEASURES

<p>1.</p>	<p>Project Title: Saipan DPS – Personnel Training Project Number: AL12-01 Project Description: Funds will be used to bring instructor to conduct DUI/SFST Instructor Certification Training for Saipan, Tinian, and Rota officers. At the present time DPS continues to use the old FST which is being challenged by defense attorneys in court. Funds will also be used to send two (2) officers to Breathalyzer Instrument Instructor/Technician Certification Training as there is only one instructor who is in Rota. Project Cost: \$32,000.00</p>
<p>2.</p>	<p>Project Title: Saipan DPS – Equipment Purchase Project Number: AL12-02 Project Description: Funds will be used to purchase the following: DUI Deterrence and Detection equipment to enhance and give DUI enforcement officers more effective measures in detection and apprehension of impaired drivers; One (1) Message trailers which will be displayed on the highway to send message and for public education as this instrument has LED light systems which displays clear and bright messages even at night; One (1) DUI Mobile Checkpoint Trailer to replace the current trailer which is old and had deteriorated beyond repair. It will serve to transport all sobriety checkpoint equipment to the sites and will be used to process impaired drivers, plus also to be used for education and display to the community about the impact of DUI. Project Cost: \$40,000.00</p>
<p>3.</p>	<p>Project Title: Saipan DPS – Vehicle Purchase Project Number: AL12-03 Project Description: Funds will be used to purchase two (2) DUI enforcement vehicles (1-SUV type for hauling trailer) to replace the existing vehicles which are constantly experiencing mechanical problems. Three (3) existing vehicles are 2008 Ford Crown Victoria (see AL12-04 for mileage). Project Cost: \$56,000.00</p>
<p>4.</p>	<p>Project Title: Saipan DPS – Repair & Maintenance Project Number: AL12-04 Project Description: Funds will be used to pay for repair and maintenance costs of existing three (3) DUI enforcement vehicles, should the request for two (2) new vehicles listed on Project No: AL12-03 not be approved. Existing three (3) 2008 Ford Crown Victoria mileage: 80,302, 78,859, and 73,903. Project Cost: \$15,000.00</p>
<p>5.</p>	<p>Project Title: Saipan DPS – Fuel Project Number: AL12-05 Project Description: Funds will be used to purchase fuel and lubrication for DUI enforcement vehicles (existing 3 units and anticipated 2 new). Monthly average fuel cost per vehicle is \$600.00 x 12mos.x 3 = \$21,600.00 PLUS 2 (AL12-03) = Project Cost: \$36,000.00</p>
<p>6.</p>	<p>Project Title: Saipan DPS – Overtime Compensation Project Number: AL12-06</p>

	<p>Project Description: Funds are requested to pay overtime hours of officers at approved DUI mobilizations such as sobriety checkpoints and awareness campaigns.</p> <p>Project Cost: \$10,000.00</p>
7.	<p>Project Title: Saipan DPS – Educational Materials</p> <p>Project Number: AL12-07</p> <p>Project Description: Funds will be used for printing and purchase of educational/promotional giveaways to be distributed during Impaired Driving Prevention, 3D, July 4th, and Labor Day Crackdown campaigns.</p> <p>Project Cost: \$6,000.00</p>
8.	<p>Project Title: Tinian DPS – Personnel Training</p> <p>Project Number: AL12-08</p> <p>Project Description: Funds will be used for two (2) officers to attend the DUI/SFST Instructor Certification Training and the Breathalyzer Instrument Technician training in Saipan.</p> <p>Project Cost: \$2,000.00</p>
9.	<p>Project Title: Tinian DPS – Vehicle Purchase</p> <p>Project Number: AL12-09</p> <p>Project Description: Funds will be used to purchase one (1) pick-up truck to haul the recently purchased DUI trailer for sobriety checkpoint purposes.</p> <p>Project Cost: \$30,000.00</p>
10.	<p>Project Title: Tinian DPS – Educational Materials</p> <p>Project Number: AL12-10</p> <p>Project Description: Funds will be used for printing and purchase of educational materials for distribution at schools and other public education activities.</p> <p>Project Cost: \$3,000.00</p>
11.	<p>Project Title: Tinian DPS – Repair & Maintenance</p> <p>Project Number: AL12-011</p> <p>Project Description: Funds will be used to pay for repair and maintenance costs of 1 DUI enforcement vehicle purchased in 2004 with mileage of 75,495.</p> <p>Project Cost: \$5,000.00</p>
12.	<p>Project Title: Tinian DPS – Fuel</p> <p>Project Number: AL12-12</p> <p>Project Description: Funds will be used to purchase fuel and lubrication for 1 DUI enforcement vehicle and/or anticipated new pick-up truck.</p> <p>Project Cost: \$5,000.00</p>
13.	<p>Project Title: Rota DPS – Overtime Compensation</p> <p>Project Number: AL12-13</p> <p>Project Description: Funds will be used to pay for overtime hours of officers at approved DUI mobilizations such a sobriety checkpoints and awareness campaigns to include 3D, July 4th, Labor Day mobilizations.</p> <p>Project Cost: \$10,000.00</p>
14.	<p>Project Title: Rota DPS – Educational Materials</p>

	<p>Project Number AL12-14</p> <p>Project Description: Funds will be used for printing and purchase of educational materials and promotional giveaways during public awareness activities/campaigns.</p> <p>Project Cost: \$4,000.00</p>
15.	<p>Project Title: Rota DPS – Personnel Training/Travel</p> <p>Project Number: AL12-15</p> <p>Project Description: Funds will be used to send two (2) officers to attend the DUI/SFST Instructor Certification Training in Saipan.</p> <p>Project Cost: \$2,000.00</p>
16.	<p>Project Title: Rota DPS – Vehicle Purchase</p> <p>Project Number: AL12-16</p> <p>Project Description: Funds will be used to purchase two (2) police package vehicles for impaired driving enforcement. The only vehicle Rota Traffic Section has is a 2007 Ford Explorer with mileage of 31,590 as of July 31, 2011.</p> <p>Project Cost: \$55,000.00</p>
17.	<p>Project Title: Salary, Highway Safety Technician</p> <p>Project Number: AL12-17</p> <p>Project Description: Funds are requested to pay for salary (plus benefits) of Highway Safety Technician-Alcohol Program at the DPS Highway Safety Office.</p> <p>Project Cost: \$24,000.00</p>
18.	<p>Project Title: Indirect Cost @ 16.45%</p> <p>\$25,400.00</p>
	<p>Estimated Carry-Forward from FY11</p> <p>\$332,000.00</p>
	<p>TOTAL PROJECT COSTS: \$360,400.00</p>

MOTORCYCLE SAFETY

1.	<p>Project Title: Saipan DPS – Educational Materials Project Number: MC12-01 Project Description: Funds will be used for printing and purchase of educational materials such as banners, signs, brochure & pamphlets, and promotional giveaways to be distributed to motorcycle clubs and motorcycle/scooter rental companies. Project Cost: \$2,500.00</p>
2.	<p>Project Title: Saipan DPS – Personnel Training/Travel Project Number: MC12-02 Project Description: Funds will be used to send two (2) officers to attend Motorcycle Safety training off-island. Project Cost: \$8,000.00</p>
3.	<p>Project Title: Tinian DPS – Educational Materials Project Number: MC12-03 Project Description: Funds will be used for printing and purchase of educational materials and promotional giveaways for distribution at public education activities. Project Cost: \$2,500.00</p>
4.	<p>Project Title: Tinian DPS – Personnel Training Project Number: MC12-04 Project Description: Funds will be used to send two (2) officers to attend Motorcycle Safety training off-island. Project Cost: \$8,000.00</p>
5.	<p>Project Title: Indirect Cost @ 16.45% \$3,500.00</p>
	<p>Estimated Carry-Forward from FY11 \$5,300.00</p>
	<p>TOTAL PROJECT COSTS: \$24,500.00</p>

PAID MEDIA

1.	Project Title: Saipan DPS – Advertising Project Number: PM12-01 Project Description: Funds are requested for payment of advertising Highway Safety public awareness messages on newspapers, magazines, television station, radio stations, digital messaging boards, etc. for all the various campaigns throughout the year. Project Cost: \$20,000.00
2.	Project Title: Indirect Cost @ 16.45% \$3,300.00
	Estimated Carry-Forward from FY11 - \$42,000.00
	TOTAL PROJECT COSTS: \$23,300.00

PLANNING & ADMINISTRATION

1.	Project Title: Program Administration Project Number: PA12-01 Project Description: Funds will be used to administer the highway safety program for the CNMI. Funds will also be used for travel to meetings and conferences such as the Lifesaver Conference, GHSA Executive Seminar & Annual Meeting, NHTSA Region 9 Leadership/Partner's Meeting, Pre-HSP Meeting, and program monitor reviews to the islands of Rota and Tinian. Project Cost: \$50,000.00
2.	Project Title: Indirect Cost @ 16.45% \$8,300.00
	Estimated Carry-Forward from FY11 \$29,000.00
	TOTAL PROJECT COSTS: \$58,300.00

EMERGENCY MEDICAL SERVICES

1.	Project Title: Traffic Safety Public Education and Injury Prevention (Campaign) Project Number: EMS12-01 Project Description: The project will enhance and 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 or Ticket, Drunk and Drugged Driving Prevention, and Child Passenger Safety campaigns to eliminate traffic fatalities and injuries. Project Cost: \$41,000.00
2.	Project Title: Indirect Cost @ 16.45% \$6,800.00
	Estimated Carry-Forward from FY11 \$1,100.00
	TOTAL PROJECT COSTS: \$47,800.00

TRAFFIC RECORDS

1.	<p>Project Title: Procure Crash Reporting System Project Number: TR12-01 Project Description: Funds will be used to purchase software to adopt Guam's Traffic Records Management System with modifications to the applicable tables for CNMI values including compliance with MMUCC requirements and to map interface with the crash diagramming tool. Project Cost: \$74,000.00</p>
2.	<p>Project Title: Training Project Number: TR12-02 Project Description: Funds will be used for maintenance and training support for TR12-01 request. Project Cost: \$5,000.00</p>
3.	<p>Project Title: Travel Project Number: TR12-03 Project Description: Funds will be used to pay travel costs of three (3) TRCC members to travel to Guam for fact finding and to review the system first hand. Project Cost: \$2,400.00</p>
4.	<p>Project Title: Indirect Cost @ 16.45% \$13,400.00</p>
	<p>Estimated Carry-Forward from FY11 \$71,000.00</p>
	<p>TOTAL PROJECT COST: \$94,800.00</p>

OCCUPANT PROTECTION/CHILD RESTRAINT (OP/CR)

1.	Project Title: Personnel Training Project Number: OP12-01 Project Description: Funds will be used to bring off-island CPS instructors to certify additional police, fire, and other child passenger safety advocates. Project Cost: \$15,000.00
2.	Project Title: Indirect Cost @ 16.45% \$2,500.00
	Estimated Carry-Forward from FY11 \$296,000.00
	TOTAL PROJECT COST: \$17,500.00

OCCUPANT PROTECTION INCENTIVE – SAFETEALU (K2)

1.	<p>Project Title: Salary – Highway Safety Technician Project Number: OPI12-01 Project Description: Funds will be used to pay for salary (plus benefits) of Highway Safety Technician, Occupant Protection program at the DPS Highway Safety Office. Project Cost: \$26,400.00</p>
2.	<p>Project Title: Saipan DPS – Equipment Purchase Project Number: OPI12-02 Project Description: Funds will be used to purchase one (1) digital video recorder; one (1) projector; two (2) LED message trailers; one (1) OP checkpoint trailer; outdoor chairs, tables and tents which will be used at presentations, public awareness activities, and for OP checkpoint and check-up events, etc. Project Cost: \$10,000.00</p>
3.	<p>Project Title: Saipan DPS – Educational Materials Project Number: OPI12-03 Project Description: Funds will be used for printing and purchase of educational materials and promotional giveaways for distribution during public awareness activities/campaigns. Project Cost: \$3,000.00</p>
4.	<p>Project Title: Saipan DPS – Personnel Training/Travel Project Number: OPI12-04 Project Description: Funds will be used to send two (2) officers and two (2) HSO staffs to the Lifesavers OR Kids-In-Motion conferences. Project Cost: \$16,000.00</p>
5.	<p>Project Title: Saipan DPS – Vehicle Purchase Project Number: OPI12-05 Project Description: Funds will be used to purchase one (1) van type vehicle for OP/CPS mobilization. The existing van being utilized for these purposes was purchased in 2001 with mileage of 55,451 as of July 31, 2011. Project Cost: \$ 30,000.00</p>
6.	<p>Project Title: Saipan DPS – Overtime Compensation Project Number: OPI12-06 Project Description: Funds will be used to pay for overtime hours of officers at approved OP/CR mobilization checkpoints and CPS inspections. Project Cost: \$10,000.00</p>
7.	<p>Project Title: Tinian DPS – Personnel Training/Travel Project Number: OPI12-07 Project Description: Funds will be used to send two (2) officers to attend the Lifesavers OR Kids-in-Motion conferences to acquire better knowledge and to be updated on OP/CR field. Project Cost: \$8,000.00</p>
8.	<p>Project Title: Tinian DPS – Educational Materials Project Number: OPI12-08 Project Description: Funds will be used for printing and purchase of educational materials and promotional giveaways for distribution during public awareness activities/campaigns. Project Cost: \$3,000.00</p>

9.	<p>Project Title: Rota DPS – Overtime Compensation Project Number: OPI12-09 Project Description: Funds will be used to pay for overtime hours of officers at approved OP/CR mobilizations such as checkpoints, STLE, etc. Project Cost: \$10,000.00</p>
10.	<p>Project Title: Rota DPS – Educational Materials Project Number: OPI12-10 Project Description: Funds will be used for printing and purchase of educational materials and promotional giveaways for distribution during public awareness activities/campaigns. Project Cost: \$3,000.00</p>
11.	<p>Project Title: Rota DPS – Personnel Training/Travel Project Number: OPI12-11 Project Description: Funds will be used to send two (2) officers to attend the Lifesavers OR Kids-in-Motion conferences. Project Cost: \$8,000.00</p>
12.	<p>Project Title: Rota DPS – Supplies Project Number: OPI12-12 Project Description: Funds will be used to purchase two (2) portable tent structures for community outreach programs/display presentations; and for Car Seat Assistance Voucher program. Project Cost: \$1,000.00</p>
13.	<p>Project Title: Rota DPS – Vehicle Purchase Project Number: OPI12-13 Project Description: Funds will be used to acquire one (1) van type vehicle for OP/CR use. There is no dedicated vehicle for the OP program in Rota at the present time. Project Cost: \$25,000.00</p>
14.	<p>Project Title: Indirect Cost @ 16.45% \$14,600.00</p>
	<p>TOTAL PROJECT COSTS: \$168,000.00</p>



2012 HIGHWAY SAFETY PLAN
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

FY 2012 PROJECT COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

STATE: C.N.M.I. BUDGET OBLIGATION: HCS 217 NO: 12-00-00 DATE: AUG. 24, 2011

Program Area	Approved Program Cost	Basis for % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/Decreased	% Change	
PA-12	\$58,300.00			\$ -	\$ -		\$ -
OP-12	\$17,500.00			\$ -	\$ -		\$ -
PT-12	\$300,000.00			\$ -	\$ -		\$ -
AL-12	\$360,400.00			\$ -	\$ -		\$ -
EM-12	\$47,800.00			\$ -	\$ -		\$ -
PM-12	\$23,300.00			\$ -	\$ -		\$ -
TR-12	\$94,800.00			\$ -	\$ -		\$ -
MS-12	\$24,500.00			\$ -	\$ -		\$ -
Total 402	\$926,600.00			\$ -	\$ -		\$ -

State Official Authorized Signature

Gregory F. Castro
Director Gregory F. Castro
Highway Safety Coordinator
Date: 23 Aug 11

Ramon C. Marinas
Ramon C. Marinas
Commissioner/GR
Date: 22 Aug 11

