

**COMMONWEALTH OF THE  
NORTHERN MARIANA ISLANDS**

Farallon de Pajaros

Maug

Asuncion

Agrigan

Pagan

Alamagan

Guguan

Sarigan

Anatahan

Farallon de Mendinilla

Saipan  
Tinian

Rota





## DEPARTMENT OF PUBLIC SAFETY

COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

Jose M. Sablan Building

Caller Box 10007 Susupe, Saipan, MP 96950

Telephone: (670) 664-9000 (24 Hours) Facsimile: (670) 664-9019



June 14, 2013

David Manning Ph.D  
Regional Administrator  
U.S. Department of Transportation  
National Highway Traffic Safety  
Administration, Western Region  
201 Mission Street  
Suite 1600  
San Francisco, California 94105

Dear Dr. Manning

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

On behalf of the CNMI, I am proud to submit the Commonwealth of the Northern Mariana Islands 2014 Highway Safety Plan (HSP). The performance plan is intended to delineate and establish a highway safety program to address traffic safety needs in the CNMI.

As we continue to face challenges in providing an effective highway safety program to our motorists and community as a whole, it is imperative that the CNMI Highway Safety Office (HSO) develops and coordinate safety initiatives to meet this growth and demanding services. The CNMI continues its primary intention of HSO to address every efforts of traffic safety from pedestrian safety, motorcycle safety, impaired driving prevention and enforcement, occupant protection and child restraint education and enforcement, traffic crash reduction, and traffic fatality and personal injuries reduction.

The specified performance measures and goals identify the planned intentions to achieve specified traffic safety objectives. In this way, we should be able to address strengths and weaknesses of our programs. Again, this will delineate project areas requiring greater emphasis for future planning and reporting.

Authorities continue to monitor and identify problem-solving measures such as professional development, enforcement mobilization/crackdown, educational campaigns and community partnerships to resolve or mitigate the negative impacts of traffic related incidents.

I hope that you find our application in conformance to specified requirements and traffic safety objectives. Your continuing support and assistance is very much appreciated and should you have any questions, please call my office at tel. no. 670.664.9022.

I look forward to working with you in achieving national targets with respect to promoting highway safety throughout the nation.

Sincerely,



James C. Deleon Guerrero  
Commissioner, Department of Public Safety  
Governor's Representative  
Commonwealth of the Northern Mariana Islands

Commonwealth of the Northern Mariana Islands

**Year 2014  
Highway Safety Plan**

Prepared by the

**Commonwealth of the Northern Mariana Islands  
Department of Public Safety  
HIGHWAY SAFETY OFFICE**

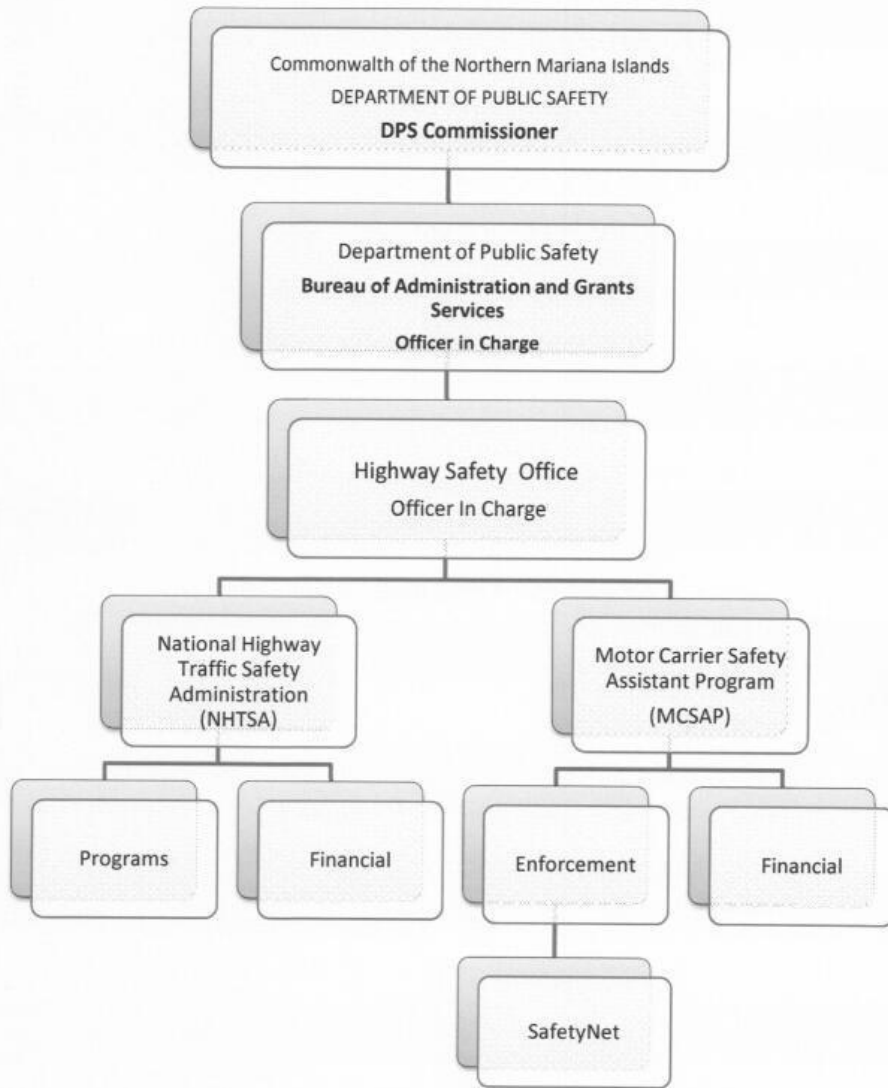
James C. DeLeon Guerrero  
Commissioner  
Department of Public Safety  
Governor's Highway Safety Representative

James Rabauliman  
Acting Commander  
Bureau of Administration & Grants Services

## Table of Contents

<b>FY 2014 Highway Safety Plan-Commonwealth of the Northern Mariana Islands (CNMI) Part A</b>	
Cover Page	1
Commissioner of Public Safety	2-3
Governor’s Highway Safety Representative Letter	
Front Page	4
Table of Contents	5-6
Organizational Chart	7
Mission and Goal Statement	8
<b>Part I...</b> (Executive Summary)	9-13
Appendix A (Certification and Assurances)	14-23
Appendix D (Certification and Assurances)	24-32
<b>Part II...</b> Program Areas	33
Yearly Commonly Reported Statistics	34
Traffic Fatality, Serious Injury Reduction, Fatalities Vehicle Miles Travel (VMT), Unrestraint Occupant Fatalities, Impaired Driving Fatalities and Speeding Related Fatalities in the CNMI.	35-36
CNMI Performance Goal Set for Highway Safety Program for Fiscal Year 2014	37-38
Alcohol and Other Drugs Countermeasures	39-43
Occupant Protection	44-49
Speed Control	50-53
Pedestrian/Bicycle Safety	53-55
Motorcycle	56-58
Emergency Medical Services (EMS)	59-64
Traffic Records	65
Planning & Admin. (P&A)	66

<b>FY 2014 Commonwealth of the Northern Mariana Islands (CNMI) Part B Part III...Financial Section</b>	1
2014 Highway Safety Plan Cost Summary	2
Planning and Administration	3
Occupant Protection/Child Restraint	4-6
Alcohol and Other Drugs Countermeasures	7-9
Police Traffic Services	10-12
Motorcycle Safety	13
Pedestrian/Bicycle Safety	14
Roadway Safety	15
Speed Control	16
Traffic Records	17
Emergency Medical Services	18-19
Paid Media	20
Occupant Protection -405(b)	21
Safety Belt Incentive (406)	22
<b>FY 2014 Project Cost Summary (Form HS 217)</b>	23-27
FY 2014 Equipment Request Listing	28
FY 2014 Travel/Training Request Listing	29-30
Child Car Seat Inspection Station Location (Saipan, Tinian and Rota)	31-32



APPROVED BY:  DATE: 06/27/2013  
 JAMES C. DELEON GUERRERO  
 COMMISSIONER/GOVERNOR'S REPRESENTATIVE

## **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 Asian 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 of this, 136.24 miles have been designated as primary federal-aid highway, while the remaining 255.61 miles are considered secondary municipal/rural roadways. Capital Improvement Projects (CIP) have led to a roadmap of changes such as street naming, road constructions, pedestrian crosswalks, 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/Bicycle Safety, 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 five (5) personnel; an Officer in Charge DPS/HSO, three (3) 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 continuously with planning and implementing public education, enforcement, annual OP/CR Mobilization and Impaired Driving Crackdown activities. Enforcement activities involve High Visibility Enforcement (HVE) comprising of Occupant Protection/Child Restraint (OPCR) and Speed enforcement, Drunk and Drugged Driving (3D) campaign in December and saturation patrols.

Public education activities consist of school presentations, radio talk shows, educational displays, television talk shows, and public / 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 Occupant Protection/Child Restraint (OP/CR) programs while they are out patrolling our highways. They possess the required technical knowledge and expertise that they have acquired through formal training and experience on deterrence, detection, and apprehension of impaired drivers. In addition, an officer confirms for any sign of driver impairment based on the Department's Standard Operating Procedures (SOP) during roadside Checkpoint inspections. The same conclusion can be drawn regarding these officers' technical knowledge and expertise as it pertains to OP/CR program.

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

## **PROCESS DESCRIPTION**

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 quantify 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).

Since DPS Highway Safety Office 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 93.66% in 2011 compared to 80.88% in 2010, The Department of Public Safety, Highway Safety Office noted a 13% increase on belt use by the motoring public. Now, for child restraint usage rate in 2012 shows 40.93% usage rate for the CNMI compared to 2011 with 36.48 %, an increase of 89%. In view of this, Department of Public Safety, Highway Safety Office continued 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 2012 Fatalities: A total of four (4) fatalities; Saipan (4), Tinian (0) and Rota (0).**

**In 2012, (4) Traffic fatalities recorded, (3) fatalities in a Pick Up Truck, a driver and (2) passengers in a moving Pick Up Truck ran off roadway on the morning of June 23, 2012. Alcohol was the main contributing factor of the crash.**

**On September 15, 2012, at about 12:26a.m., (1) traffic fatality recorded and was classified as Auto Ran Off – Fixed Object Overturned.**

In 2013-14, the CNMI will continue to focus on maintaining low percentage of 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 maintain/increase the number of occupant protection, and to increase the usage rate for child restraint.
- 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 2014 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.

**APPENDIX A TO PART 1200 –  
CERTIFICATION AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Commonwealth of the Northern Mariana Islands (CNMI)

Fiscal Year: 2014

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

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

**GENERAL REQUIREMENTS**

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

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

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

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

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

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

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

- Name of the entity receiving the award;
- Amount of the award;

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

**NONDISCRIMINATION**  
**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

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

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



domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

**RESTRICTION ON STATE LOBBYING**  
**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**  
**(applies to subrecipients as well as States)**

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

#### Instructions for Lower Tier Certification

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

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

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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

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

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

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

**POLICY ON SEAT BELT USE**

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

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

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

### **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

### **SECTION 402 REQUIREMENTS**

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

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

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

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

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

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

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

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

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

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

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

  
Signature Governor's Representative for Highway Safety

06/28/2013  
Date

**James C. Deleon Guerrero**

Printed name of Governor's Representative for Highway Safety

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

State: Commonwealth of the Northern Mariana Islands

Fiscal Year: 2014

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

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

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

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

6/27/13  
\_\_\_\_\_  
Date

James C. Deleon Guerrero

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

---

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

---

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

All States: [Fill in all blanks below.]



- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 34.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 32-37.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 81.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 33-36.

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

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

**Legal citations:**

- \_\_\_\_\_ Requirement for all occupants to be secured in seat belt or age appropriate child restraint
- \_\_\_\_\_ Coverage of all passenger motor vehicles
- \_\_\_\_\_ Minimum fine of at least \$25
- \_\_\_\_\_ Exemptions from restraint requirements

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # \_\_\_\_\_.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # \_\_\_\_\_.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_.
  - The State's **occupant protection program assessment**: [Check one box below and fill in any blanks under that checked box.]
    - The State's NHTSA-facilitated occupant protection program assessment was conducted on \_\_\_/\_\_\_/\_\_\_\_;
    - OR**
    - The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
- 

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

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

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

- A copy of [check one box only] the  TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_\_\_.
- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_\_\_.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_\_\_.
- The name and title of the State's Traffic Records Coordinator is \_\_\_\_\_.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_\_\_.
- [Check one box below and fill in any blanks under that checked box.]
  - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application

due date in relation to one or more of the significant data program attributes: pages \_\_\_\_\_.

**OR**

- If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # \_\_\_\_\_.
  - The State's most recent assessment or update of its highway safety data and traffic records system was completed on \_\_\_/\_\_\_/\_\_\_.
- 

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

**All States:**

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

**Mid-Range State:**

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

**High-Range State:**

- [Check one box below and fill in any blanks under that checked box.]
  - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_/\_\_\_/\_\_\_;
- OR**
  - For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

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

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

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

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

[Fill in all blanks below.]

**Prohibition on Texting While Driving**

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

**Legal citations:**

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

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

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines

for repeat offenses, was enacted on \_\_\_/\_\_\_/\_\_\_ and last amended on \_\_\_/\_\_\_/\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

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

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

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

**Motorcycle riding training course:**

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

**Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.

- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # \_\_\_\_\_.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # \_\_\_\_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page # \_\_\_\_\_.
- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_.

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

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

**Impaired driving program:**

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

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

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

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

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):**  
\_\_\_\_\_  
\_\_\_\_\_

**AND**

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

Applying as a Data State –

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

---

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

[Fill in all applicable blanks below.]

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

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

**Legal citations:**

- \_\_\_\_\_ Testing and education requirements
- \_\_\_\_\_ Driving restrictions
- \_\_\_\_\_ Minimum duration

- \_\_\_\_\_ Applicability to novice drivers younger than 21 years of age
- \_\_\_\_\_ Exemptions from graduated driver licensing law

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

**Legal citations:**

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

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

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency. **Legal citation(s):** \_\_\_\_\_

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage. **Legal citation(s):** \_\_\_\_\_

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

Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable. **Legal citation(s):** \_\_\_\_\_

**OR**

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

**OR**

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



## **PART II**

### **PROGRAM AREAS**

**All Highway Safety Programs and/or projects enumerated the fiscal year 2014 Highway Safety Plan will be funded on the condition that CNMI receive federal appropriations.**

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

<b>Data Elements (Year)</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
No. of Vehicle Registered	17,910	12,012	14,935	19,254	15,035	11,729	14,515
Licensed Driver(New & Renewal)	7,772	8,586	3,808	4,189	7,896	490	7,539
Total Crashes Reported	3359	2560	1630	1,868	1211	906	1717
Total Injuries	564	578	52	167	0	51	114
Yearly Fatalities	5	4	9	7	4	2	4

**Yearly DUI Arrests and Fatalities Involved**

<b>Data Elements</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
No. DUI Arrests	396	283	164	247	187	239	162
Yearly DUI Fatalities (Alcohol Involved)	1	1	5	3	5	1	3
DUI Involved Crashes	96	86	40	76	84	55	32

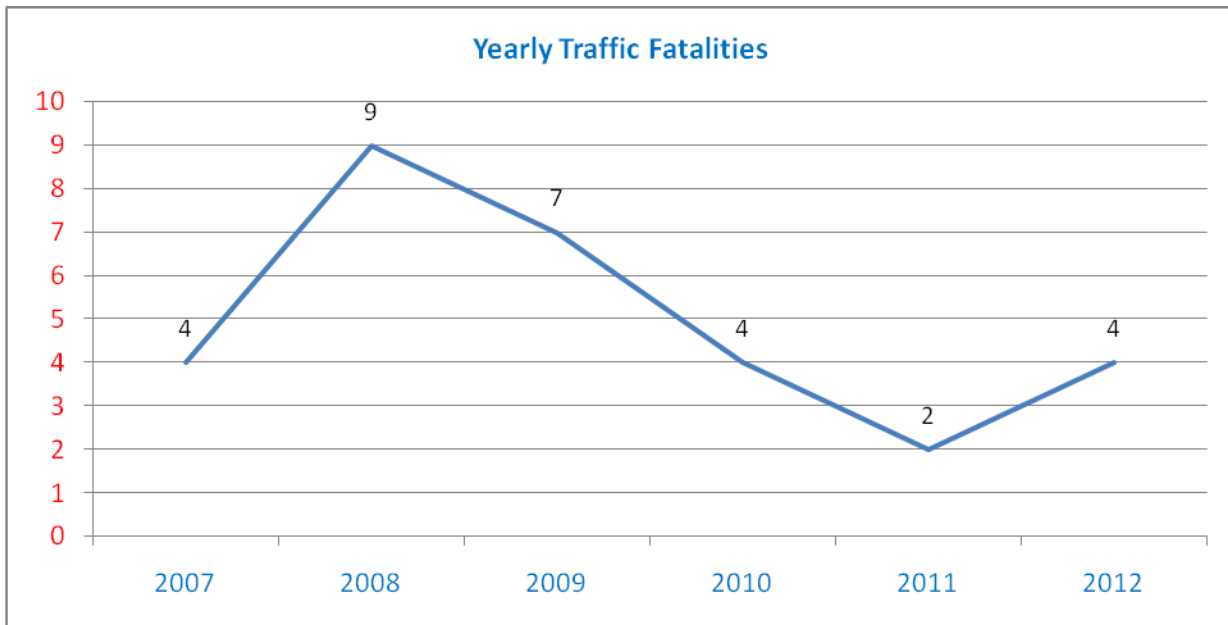
**Yearly Seat Belt Survey Percentage Usage Rate**

<b>Data Element</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Child Restraint % Usage Rate	83%	82%	76%	83%	69.10%	37.48%	40.93%
Occupant Protection % Usage rate	91%	92%	90%	89.9%	80.88%	93.66%	0

**POLICE TRAFFIC SERVICES**

**C-1: TRAFFIC FATALITIES IN THE CNMI: 2007—2011**

YEAR:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	4	9	7	4	2	4



The CNMI’s goal is to maintain or decrease traffic fatalities by 5.2% using 2008-2012 from calendar base years’ average of 4 to 2 by September 30, 2014.

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

YEAR:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Serious Injuries	4	9	7	n/a	6	11

The CNMI’s goal is to decrease serious traffic injuries to 0.64% by using 2007-2012 calendar base years average of 11 to 7 by September 30, 2014.

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

The CNMI VMT is – 0 -

C-4: Number of Unrestraint Occupant Fatalities

YEAR:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
-------	-------------	-------------	-------------	-------------	-------------	-------------

Actual numbers:	0	0	0	0	0	04
-----------------	---	---	---	---	---	----

To decreased the unrestraint passenger vehicle occupant fatalities in all seating positions to 0.5% using 2007-2012 calendar base year average of 4 to 2 by September 30, 2014.

C-5: Number of Alcohol Impaired Driving Fatalities:

YEAR:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
-------	-------------	-------------	-------------	-------------	-------------	-------------

Actual numbers:	1	5	3	0	1	3
-----------------	---	---	---	---	---	---

The CNMI's goal is to maintain the number of alcohol-impaired driving fatalities .67% using 2007-2012 calendar base year average of 3 to 2 by September 30, 2014.

C-6: Number of Speeding Related Fatalities

YEAR:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
-------	-------------	-------------	-------------	-------------	-------------	-------------

Actual numbers:	n/a	n/a	1	2	1	1
-----------------	-----	-----	---	---	---	---

The CNMI's goal is to maintain the number of speeding related fatalities to 0.5% or less using 2007-2012 calendar base years' average of (2) to (1) by September 30, 2014.

<b>Program Group or Area</b>	<b>Performance Measure</b>	<b>Base Level</b>	<b>Base Date</b>	<b>Goal</b>	<b>By Year</b>
<b>C-1: Total Fatalities</b>	Fatalities	4	2012	To maintain or to decrease to 2	Sept 30, 2014
<b>C-2: Total Serious Injuries</b>	Serious Injuries	11	2012	To decrease to 7	Sept 30, 2014
<b>C-3: Total Fatalities/VMT</b>	Fatalities /VMT	- 0 -	- 0 -	- 0 -	- 0 -
		<b>Occupant Protection</b>			
<b>C-4: Number of Unrestraint Passenger Vehicle Occupant Fatalities, all seat positions</b>	All Occupants	4	2012	To decrease to 2	Sept 30, 2014
<b>B-1: Observed seat belt use for passenger vehicle, front seat outboard occupants</b>	Front Seat Occupants	93.66%	2011	To maintain or to increase by 5%	Sept 30, 2014
Child Safety Seat Usage	Infants	40.93%	2012	To increase to 10%	Sept 30, 2014
All Occupant Fatalities	Restraint	4	2012	To decrease to 2	Sept 30, 2014
		<b>Alcohol</b>			
<b>C-5: Impaired Driving Fatalities</b>	Driver or Motorcycle operator with .08 & above BAC	3	2012	To decrease to 2	Sept 30, 2014
		<b>Speed Control</b>			
<b>C-6: Fatalities</b>	Speed Related Fatalities	1	2012	To decrease to -0-	Sept 30, 2014
		<b>Motorcycle Safety</b>			

<b>C-7: Fatalities</b>	Motorcycle Fatalities	0%	2012	To maintain at 0%	Sept 30, 2014
<b>C-8: Unhelmeted Fatalities</b>	Motorcycle Fatalities	0%	2012	To maintain at 0%	Sept 30, 2014
<b>Driver 20 or Younger</b>					
<b>Program Group or Area</b>	Performance Measure	Base Level	Base Date	Goal	By Year
<b>C-9: Fatal Crashes</b>	Driver 20 or Younger	0	2012	To maintain at -0-	Sept 30, 2014
<b>Pedestrian Fatalities</b>					
<b>C-10: Fatalities</b>	Pedestrians	0	2012	To Maintain at -0-	Sept 30, 2014
<b>Emergency Medical Services</b>					
<b>EMS Response Time</b>	Actual Numbers (Minutes)	6.08	2012	To decrease to 6 minute	Sept 30, 2014

Note: The base level and base date for each performance measure is based upon (6) year moving average  
Not including the current year.

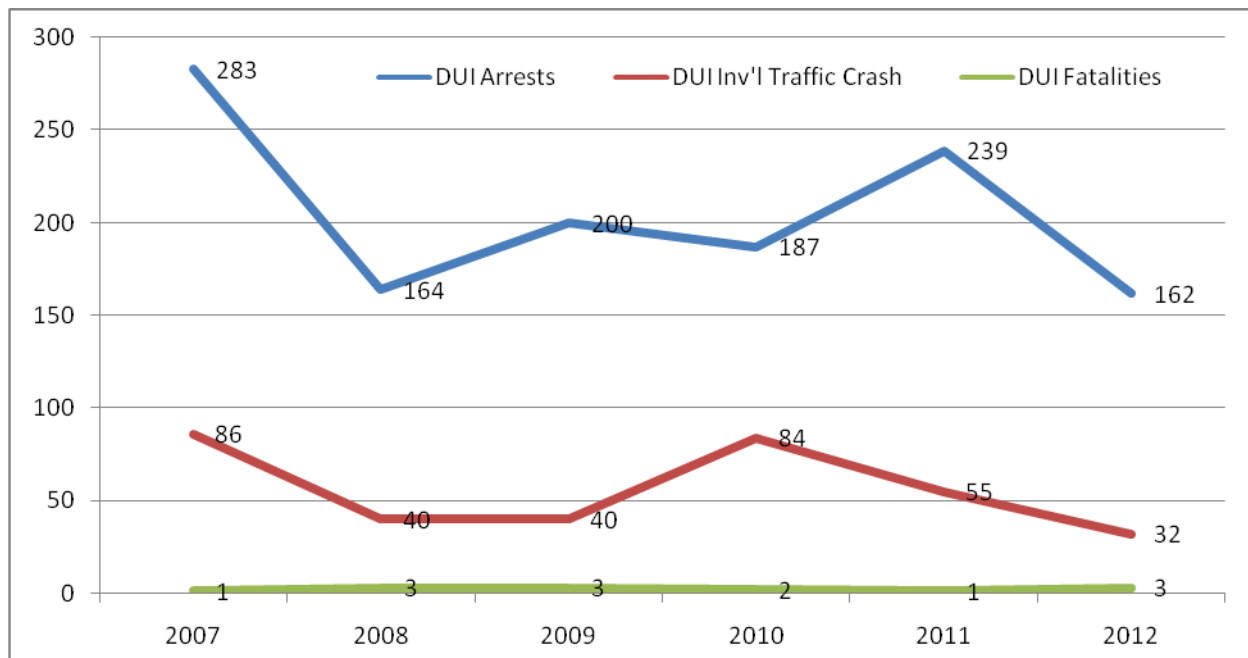
## ALCOHOL AND OTHER DRUGS COUNTERMEASURES

The CNMI continues to see patterns of impaired driving, which still remains to be a problem on our highways and roadways. Constant enforcement efforts in the CNMI must be sustained in order to mitigate this problem and reduce traffic related fatalities and injuries. In 2012, the CNMI recorded three (3) traffic fatality involved alcohol compared to one (1) in 2011, an increase of fatalities from 2011—2012. None was recorded for serious or minor injuries involving DUI related incidents in the years aforementioned.

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

Impaired Driving statistics for the years 2007—2012

	2007	2008	2009	2010	2011	2012
DUI Arrests	283	164	200	187	239	162
Total Fatalities	4	9	7	5	2	4
Alcohol Involved	5	3	2	1	1	3
Fatalities						



## **DPS Saipan:**

### **Problematic Statement:**

Although the numbers of DUI Arrests and Alcohol Related Crashes statistics continued to decline compared to past three (3) years, Saipan continues to face daily challenges as we combat Drunk and/or Drugged Driver on our roadways and highways. These violators have met or exceeded the .08 BAC law to be legally declared impaired. Majority of these situations leads to fatal crashes or increase traffic-related injuries on the roadways and highways.

It is necessary to continue our efforts to ensure impaired drivers are removed from our roadways and highways. Saturation patrols, high/low visibility enforcement and other anti impaired driving mobilization and initiatives are being implemented to assist authorities in their efforts.

CNMI Department of Public Safety in the past few years lacked major Impaired Driver combating tools such as DUI Checkpoint trailers, DUI enforcement vehicles and etc. With current year's acquisitions of DUI Checkpoint trailer and DUI enforcement vehicles, CNMI Department of Public Safety will soon be able to conduct efficient and undisrupted DUI Enforcement and Public Awareness Education to keep Drunk and/or Drugged drivers off the roadway and highways.

### **Objective:**

Reduce impaired driving related crashes by 10% or from 32 in 2012 to 29 by calendar year 2014 and increase the number of DUI arrests by 5% or from 158 in 2012 to 166 by calendar year 2014.

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

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

Conduct educational contacts with motor vehicle operators.

#### **Performance measures:**

Conduct minimum of three (3) educational contacts with motor vehicle operators regarding impacts of impaired driving on a quarterly basis at high schools to target young drivers and at public functions such as school PTA meetings and etc.

Acquisition of educational and awareness material such as caps, shirts, and other promotional accessories for annual nationwide July 4<sup>th</sup> impaired driving prevention, Labor Day, and 3D campaigns.

Acquisition of educational and promotional resources for community outreach programs.

Acquisition of educational pamphlets, signs, and banners for DUI checkpoints and community outreach programs.

### **Strategy (2): Infrastructure**

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

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

#### **Performance measures:**

Send two (2) personnel to DWI/SFST (Standardized Field Sobriety Test) Instructor Certification Training.

PURPOSE: This training/certification is needed as we continue to use the old FST (Field Sobriety Test) which is being challenged by defense attorneys in court.

Bring off island DWI Sobriety Checkpoint course instructor to certify and provide refresher course to at least (30) police officers.

PURPOSE: To increase and gain knowledge with DWI/Sobriety Checkpoint operations.



Bring off island Advance Drug Recognition Expert (ADRE) course instructor to certify at least (30) Police officers.  
PURPOSE: To gain knowledge with proper drug recognition and detection on traffic violator stops and Sobriety Checkpoint events.

**Activity (2.2):**

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

**Performance measures:**

Create Traffic Law Revision Committee consisting, Traffic Section Police Officers, Prosecutors, Judges and Law makers to revisit and revise our current CNMI Traffic laws which was created in 1968 and last revised in 2001.

**Strategy (3): Enforcement**

**Activity (3.1):**

Increase the number of sobriety checkpoints, random inspections, and saturation patrols island wide.

**Performance measures:**

Conduct minimum of three (3) Sobriety checkpoints and/or (3) Saturation patrols per quarter, starting Calendar year 2014.

Conduct daily Zero tolerance DUI enforcements, either high visibility to deter or low visibility to apprehend impaired drivers on our roadways and highway.

Join nationwide anti impaired driving campaigns based on NHTSA calendar, such as July 4<sup>th</sup> impaired driving prevention, Labor Day, and 3D campaigns.

Salary for police officers at approved impaired driving mobilization and selective traffic enforcement.

**DPS Tinian:**

**Performance Measures**

Officers will conduct (20) Sobriety Checkpoints during FY14. In order to maximize enforcement, the Patrol section it will assist the Traffic Section during checkpoints. Officers will also do more STLE enforcements and Laser Enforcement at the same time.

Impaired Driving: This section will decrease the number of impaired driving crashes by conducting sobriety checkpoints and HICI operations. This section will increase the number of DUI arrest up by 4 percent by conducting sobriety checkpoints, STLE enforcement and HIC operations. By conducting these operations our motorized public will be safe on our roadways.

**DPS Rota:**

Rota continues to see patterns of drivers driving impaired or under the influence of alcohol. In 2009, 11 impaired driving arrests were reported. In 2010, 12 impaired driving arrests were reported. In 2011, 17 impaired driving arrests were reported. And in 2012, there were a total of 3 impaired driving arrests reported. These violators must

have met or exceeded the 0.08 BAC law to be legally declared impaired. Majority of these situations leads to fatal crashes or increased traffic-related injuries on the highways and roadways.

Though a noticeable increase is seen in the number of impaired driving arrests in the first 3 years, it is necessary to continue our efforts to ensure impaired drivers are removed on our highways and roadways. Another factor that contributed to the increase in impaired driving arrests can be attributed to the increase in the number of officers on staff. Saturation patrols, high visibility enforcement and other anti-impaired driving mobilizations and initiatives are being implemented to assist authorities in their efforts. This can be seen in the dramatic drop of arrests in 2012.

We would eventually like to see the number of impaired driving incidences at zero. As the data shows, we have done a good job at keeping a low number of alcohol related crashes to a minimum. However, our goal is to eventually have no alcohol related crashes at all. This can be achieved through an increased number of enforcement operations and public education and awareness activities.

### **Strategies and Activities:**

- Beginning with start-date approval, officers within our agency will work overtime traffic enforcement approximately 40 hours per month on targeted roadways through September 30, 2014. (40 hrs. per officer X 5 officers X 12 months = 2,400 hrs. overtime)
- Beginning October 2013, officers within our agency will conduct four sobriety checkpoints per month until January 2014 as part of the Impaired Driving holiday season. (4 CPs X 3 hrs. per X 7 officers X 3 months = 252 hrs. overtime)
- Beginning October 2013, officers within our agency will conduct four saturation patrols and laser speed mobilizations each month until January 2014 as part of the Impaired Driving holiday season. (4 operations X 3 months X 8 officers X 8 hrs. per op = 768 hrs. overtime)
- Beginning December 2013 and ending in January 2014, officers within our agency will conduct 2 educational contacts per month.
- Beginning in October 2013 and ending in January 2014, officers within our agency will conduct public awareness campaigns and events on the island as part of the Impaired Driving holiday season.
- During October 2013, officers within our agency will acquire promotional items and educational paraphernalia for use during the Impaired Driving holiday season
- Beginning December 2013 and ending January 3, 2014, officers will work an additional 4 saturation patrols to crack down on impaired driving during the holiday season. (4 ops X 8 officers X 8 hrs. per op = 256 hrs. overtime)
- Beginning December 2013 and ending on January 3, 2014, officer will conduct an additional six sobriety checkpoints to crack down on impaired driving during the holiday season. (6 CPs X 7 officers X 3 hrs. per CP = 126 hrs. overtime)
- During February 2014, officers within our agency will conduct 2 sobriety checkpoints during the Super Bowl event. (2 CPs X 7 officers X 3 hrs. per CP = 42 hrs. overtime)
- During March 2014, officers within our agency will conduct 2 sobriety checkpoints during the St. Patrick's Day holiday. (2 CPs X 7 officers X 3 hrs. per CP = 42 hrs. overtime)
- During March 2014, officers within our agency will conduct 4 saturation patrols and laser speed mobilizations during the San Isidro Fiesta weekend. (4 ops X 8 officers X 8 hours = 256 hrs. overtime)
- During April 2014, send two officers to attend the Lifesaver's Conference in Nashville, TN
- During May 2014, send three personnel to attend DUI/SFST certification training
- During July 2014, officers within our agency will conduct 4 sobriety checkpoints as part of the Liberation Day holiday. (4 CPs X 7 officers X 3 hrs. per = 84 hrs. overtime)
- During July 2014, officers within our agency will conduct 4 saturation patrols and laser speed mobilizations during the Liberation Day holiday. (4 ops X 8 officers X 8 hours = 256 hrs. overtime)
- Beginning August 2014 and ending in September 2014 officers within our agency will conduct 10 sobriety checkpoints as part of the Impaired Driving National Enforcement Crackdown. (10 CPs X 7 officers X 3 hrs. per = 210 hrs. overtime)

- Beginning August 2014 and ending in September 2014, officers within our agency will conduct 5 saturation patrols and laser speed mobilizations as part of the Impaired Driving National Enforcement Crackdown. (5 ops X 8 officers X 8 hours per op = 320 hrs. overtime)

### **PROJECT DELIVERABLES TIMELINE:**

- October 2013: Initiate and execute additional traffic enforcement schedule for impaired driving to be conducted for a total of 40 hours per month and will be completed by September 30, 2014
- October 2013: Initiate and execute checkpoint operations of 4 sobriety checkpoints per month until January 2014 as part of the Impaired Driving holiday season
- October 2013: Initiate and execute saturation patrol and laser speed mobilization plan of 4 operations per month until January 2014 as part of the Impaired Driving holiday season
- October 2013: Initiate and execute educational contact plan as part of Impaired Driving holiday season
- October 2013: Acquire promotional items and educational paraphernalia for the Impaired Driving holiday season
- November 2013: Acquire replacement traffic cones for sobriety checkpoint trailer
- November 2013: Acquire replacement traffic signs for sobriety checkpoint trailer
- November 2013: Acquisition of fuel and maintenance
- December 2013: Conduct additional 4 saturation patrols until January 3, 2014 for impaired driving during the holiday season
- December 2013: Conduct additional 6 sobriety checkpoints until January 3, 2014 during the holiday season
- February 2014: Conduct 2 sobriety checkpoints during the Super Bowl event
- March 2014: Conduct 2 sobriety checkpoints during the St. Patrick's Day holiday
- March 2014: Conduct 4 saturation patrols and laser speed mobilizations during the San Isidro Fiesta weekend
- April 2014: Send two officers to attend the Lifesaver's Conference in Nashville, TN
- May 2014: Send three personnel to attend DUI/SFST training
- July 2014: Conduct 4 sobriety checkpoints during Liberation Day holiday
- July 2014: Conduct 4 saturation patrols and laser speed mobilizations during the Liberation Day holiday
- July 2014: Acquire promotional items and educational paraphernalia for use in the Impaired Driving National Enforcement Crackdown
- August 2014: Conduct 10 sobriety checkpoints into September 2014 as part of the Impaired Driving National Enforcement Crackdown
- August 2014: Conduct 5 saturation patrols and laser speed mobilizations as part of the Impaired Driving National Enforcement Crackdown

### **Reporting:**

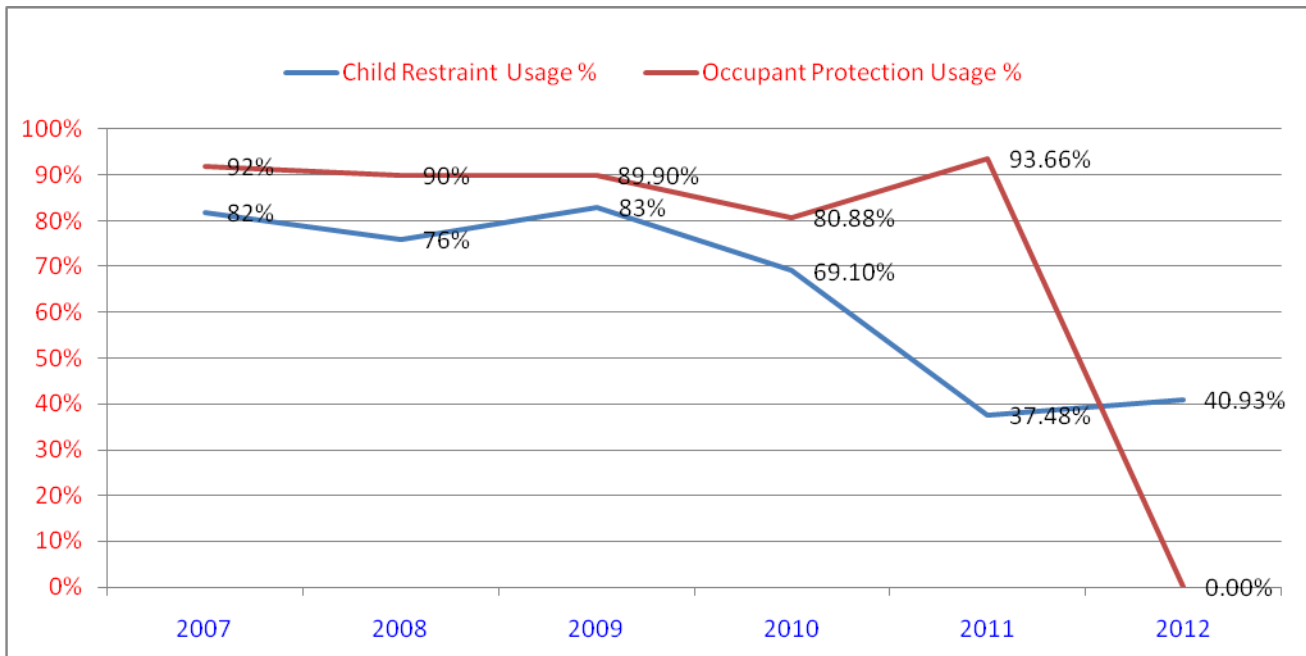
Activities will be monitored by the Highway Safety Coordinator through reports submitted to the Highway Safety Office (HSO) on a monthly basis no later than the 5<sup>th</sup> of each month. Quarterly and annual reports will be submitted to HSO.

## OCCUPANT PROTECTION/CHILD RESTRAINT (OP/CR)

Through a survey conducted by DPS Traffic section in April of 2013, it was concluded that seat belt usage for vehicle occupants, adult use, and passenger usage were 79.89%, 64.75%, 89.29%, and 85.26%, respectively. In 2011, the child restraint usage has risen up from 37.48% to 40.93% in 2012. Furthermore, the occupant usage rate has decreased from 93.66% in 2011 and in 2012 no seat belt survey were conducted due to some confusion regarding the new seat belt methodology implementation late in 2012. In April of 2013, the CNMI traffic personnel from Saipan, Tinian and Rota conducted adult seat belt survey of 79.89% usage rate.

Occupant Protection in the CNMI, 2007-2012

	2007	2008	2009	2010	2011	2012
Child Safety Seat Usage % (Observational Survey)	82%	76%	83%	69.10%	37.48%	40.93%
Occupant Protection % Usage Rate	92%	90%	89.9%	80.88%	93.66%	-



CNMI's goal is to increase safety belt usage rate for child restraint from 40.93% usage rate to 10% by December 2014 and maintain or increase adult's occupant protection by 1.34% from 93.66% in 2011 to 95% by December 2014.

### DPS Saipan:

#### Problem Statement

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

The low fine of twenty-five dollars (\$25.00) for seat belt violations on adult occupants does not serve as a deterrence. With the help from the legislation, the increased fines especially for repeated offenders for adult seat belt violations will act as a deterrence and in return increase the numbers of usage and decrease the numbers of injuries and fatalities as a result of seat belt violations.

One contributing factor for unrestrained child occupants is the price of car seats in the CNMI. The average cost of car seat ranges from \$160 to \$300 dollars. Even with the availability of Car seat vouchers, the CNMI still contains a low percentage of children restraint usage compared to adult seat belt usage.

### **Objective:**

To Maximize rate of occupant restraint use; to Increase safety belt usage for occupants and child restraint by calendar year 2014, compared to the usage rate that was conducted by DPS in April of 2013: 79.89% for adult occupants and 64.75% for child restraint; to decrease unrestrained passenger vehicle occupant fatalities by 50% from 4 in Fiscal Year 2012 to 2 by September 30, 2014; to decrease unrestrained passenger vehicle occupant injuries by 10% from 111 in Fiscal Year 2012 to 100 by September 30, 2014; to increase the number of seat belt citations by 10% from 505 during Fiscal Year 2012 to 555 by September 30, 2014.

### **Performance Measures**

#### **Education**

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

Continue to conduct public education activities to communicate the important on vehicle restraints, instructions on properly usage, and requirements of the CNMI law.

##### **Performance measures:**

Conduct minimum of four (4) OP/CR presentations per quarter at schools and public functions.

##### **Activity (1.2):** Increase the number of occupant compliance with proper seat belt and car seat usage.

- Maximize occupant compliance with seat belt and car seat laws by encouraging multi-agency campaigns and conducting community outreach events, PSA posting safety belt/child seat inspections, and scheduled outreach events.
- Target occupants using a positive approach of rewarding those in compliant with seat belt and car seat laws to encourage more usage of safety restraints.
- Provide funding for additional promotion items and educational material.

##### **Performance measures:**

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

## **Infrastructure**

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

Bring off- island CPS instructors to certify two (2) potential instructor candidates. To have on-island instructors maximize the number of CPS technicians in the department as well as certifying additional fire, nurses, and other highway safety advocates and at the same time recertify current technicians.

- Improve the effectiveness of education of child and passenger safety training, technician certification, recertification, child seat fitting station, and seat distribution programs;
- Maintain CNMI wide pool of certified child passenger safety technicians (CPSTs) who can routinely provide child safety seat check-ups to meet demand within their local communities;
- Subsidize purchase of child safety seats as conditions of federal funding;
- Foster cooperative relationships and resources sharing with CNMI government agencies and private businesses;
- Form a Traffic Law Committee to work with local legislation on adjusting outdated fee scheduling of fines and proposing new laws to help keep the traveling community safe on local highways;
- Send four (4) personnel to lifesavers conference.  
PURPOSE: To have four (4) certified CPS Technician from the police division to gain knowledge in national updates on programs.

## **Enforcement**

### **Activity:**

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

### **Performance measures:**

- Salary of police officers at approved OP/CR mobilizations and CPS inspections;
- Conduct a minimum of six (6) OP/CR checkpoints and CPS check-up events every 3 months.

### **Strategies and Activities:**

1. Send (4) Officers to the "Kid in Motion" conference to gain national updates.

2. Send (4) Officers to the "Life Savers" conference to gain national updates and new program strategies
3. Acquire a warehouse to store check point trailer. To prevent weather wear and tear to prolong the operability of the check point trailer.
4. Bring off- island CPS instructors to certify (2) potential instructors candidates. To have on island instructors to maximize the number of CPS technicians in the department and to recertify previous technicians.
5. Purchase additional (3) set of huggable image training dolls to be used for CPS training /public education.
6. Funding for overtime hours for officers at approved OP/CR mobilization checkpoints and CPS inspections.
7. Bring off- island seatbelt survey instructor to certify DPS officers, to conduct quarterly seat belt surveys.
8. Funding for educational Materials and promotional give always for distribution during public awareness, and activities for scheduled campaigns.
9. Conduct a minimal of (4) OPCR check points quarterly  
To maintain enforcement efforts and to deter non compliant occupants
10. Conduct Minimal of (4) educational presentations to public to maintain public awareness.
11. Conduct daily zero tolerance OPCR enforcement (Day & Night) on and off OPCR campaign mobilizations, to maintain or increase the number occupant restraint usage rate.
12. Conduct a minimal of (2) Covert/ low visibility seatbelt enforcement operation per month.  
To maintain or increase the number of occupant restraint usage rate.
13. Form a Traffic Law Committee to work with local legislation on adjusting outdated fee scheduling of fines and proposing new laws to help keep the traveling community safer out on the local highways.
14. Conduct a minimal of (2) courtesy Car seat Check up events per quarter.  
To educate parents or guardians on proper car seat installation and usage. to promote the car seat coupon program.

## **DPS Tinian:**

### **Goals and Objectives**

This section will continue to boost up the enforcement on seat belt c increase by doing STLE Enforcement, OP/CR checkpoints, and to conduct public education and saturation patrol.

- Officers and Firefighters with the approval of overtime could do more car seat check up events and also OP/CR checkpoints to boost up the usage of child restraints.

- Car Seat Technicians will do more presentations to public schools, private schools, and to the public for more education about the usage of seat belts and child restraints.

## **DPS Rota**

### **Problem Identification**

The Rota Department of Public Safety continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2009, 71 safety belts citation were issued for drivers, 69 for passengers and 4 for children. In 2010, 70 safety belts citations were issued to drivers, 62 for passengers, 4 for children. In 2011, 64 safety belts citation were issued for drivers, 40 for passengers, and 4 for children.

The average safety belt citation for drivers per year is seen at about 68.33, 57 for passengers, and 4 for children. Driver safety belt violation makes up 49.72% while passenger is marked at 46.97% and children violations stands at 3.29%.

Base on Rota's belts use for occupant protection in 2009 of 88% the Rota Department of Public Safety still adds emphasis in the area of educating the occupants and instilling a positive behavior with respect to seatbelt usage. Continued enforcement is seem as a step towards achieving and changing this behavior pattern of monitoring public and emphasizing as to the importance of safety belt use. It is necessary to continue our efforts to ensure users surpass the current belt usage rate. Based on surveys conducted on 2009 the child restraint usages rate was at 88%. Surveys conducted on 2010 found child restraint usage rate at 88%. Surveys conducted on 2011 were found at 89%. This brings a three year average of 88.3%.

### **Strategies and Activities:**

- Beginning with start-date approval, officers within our agency will work overtime traffic enforcement to focus on Occupant protection and child restraint violations approximately 40 hours per month on targeted roadways through November 30, 2014. (40 hrs. per officers X 5 officers X 12 months = 2,400 hrs. overtime)
- Beginning with start-date approval, officers within our agency will conduct educational contacts at schools, civic organization meetings and other locations twice a month to increase safety awareness on occupant protection and child restraints, and factors of traffic crash injuries while not being properly restraint. These contacts will be done twice a month until November 30, 2014.
- During the month of October 2014, officers within our agency will conduct 3 saturation patrols and to enforce seatbelt and child restraints violations during the island's main fiesta event wherein there is a large amount of tourist vehicular population as well as local. (3 operations X 8 hrs. per op. X 7 officers = 168 hrs. overtime)
- During the month of August 2014, officers within our agency will conduct 3 saturation patrols to enforce seatbelts and child restraint violations. As part of back to school safety week. (3 operations X 8 hrs. per op. X 7 officers = 168 hrs. overtime)
- Throughout the month of May 2014, officers within our agency will conduct three educational contacts at schools, civic organization meetings and other locations to increase safety awareness on occupant protection during the Click it or Ticket mobilization month
- Beginning in May and ending in June 2014, officers within our agency will conduct 15 OP/CR checkpoints during the Click it or Ticket month. (15 CP's X 3 Hrs X 7 Officers = 315 hrs.)
- Beginning in May and ending in June 2014, officers within our agency will conduct 10 saturation patrols during the Click it or Ticket month. (10 X 8 hrs. X 8 officers = 640 hrs.)
- During the month of September 2014, officers within our agency will work overtime traffic enforcement to focus on Occupant protection and child restraint violations approximately 40 hours additional for Child Passenger Safety Week and also National Seat check Saturday. (40 hrs. per officers X 5 officers X 1 week= 1,400 hrs. overtime.)



- During the month of September, Officers within our agency will conduct 15 OP/CR checkpoints during the Child passenger safety month. (15 CP's X 3hrs. X 8 officers=315 hrs.)
- During the month of September, Officers with in our agency will conduct 10 saturation patrols during the Child passenger safety month. (10 X 8 hrs. X 8 officers = 640 hrs.)
- During the month of August 2014, send (2) two child passenger safety technicians to attend Kids In Motion conference.
- Beginning with start-date approval, Child Passenger Safety Instructor from our agency will conduct two (2) Child Passenger Safety Technician course and Child passenger safety technician recertification course through November 30, 2014.
- Project director will purchase approved equipment within 30 days of the approved start date

### **Project Deliverables Timeline:**

- January 2014: Plan and execute Child Passenger Safety Technician Course and will be completed by September 30, 2014
- January 2014: Acquire storage trailer type for Child Passenger Safety presentations, and community events.
- January 2014: Acquire funds to continue Child restraint assistance voucher program.
- May 2014: Initiate and execute additional traffic enforcement schedule for Occupant Protection and Child restraint for a total of 40 hours per month and will be completed by September 30, 2014
- May 2014: Conduct 15 OP/CP Checkpoints.
- May 2014: Conduct 10 Saturation Patrols.
- May 2014: Send officers to conduct educational contacts at schools, civic organization meetings, etc. Two presentations a month will be conducted until September 2014
- May 2014: Acquire promotional items and educational paraphernalia for use in educational contacts
- May 2014: Print and acquire community signboards and banners for awareness.
- August 2014: Send two (2) Child Passenger Safety Technicians to Kids in Motion Conference.
- September 2014: Conduct 15 OP/CR Checkpoints.
- September 2014: Conduct 10 Saturation Patrols.
- October 2013: Conduct 3 saturation patrols for seatbelt and child restraint violations during San Francisco de Borja fiesta weekend.
- September 2014: Send officers to conduct educational contacts at schools, civic organization meetings, etc. Two presentations a month will be conducted until September 2014.
- September 2014: Acquire promotional items and educational paraphernalia for use in educational contacts
- September 2014: Plan and executed National Seat Check Saturday.
- September 2014: Print and acquire community signboards and banners for awareness during Child passenger safety month.

### **Reporting:**

- Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports which not exceed the 5<sup>th</sup> of each month. Also, a quarterly report will be submitted to HSO every three months and an annual report will be submitted before the end of the grant year.

## SPEED CONTROL

The Department of Public Safety continue its joined efforts consisting from Patrol/Traffic, Boating, Motor Carrier, Tourism Oriented Policing Section (TOPS) and Community Policing Program Section (COPS) in enforcing Speed by using Laser Speed Enforcement and Aggressive Driving Interdiction Program (ADIP) especially during rush hours in the morning, noon and late afternoon in enforcing aggressive driver's.

### LASER SPEED ENFORCEMENT FROM 2007—2012

YEAR:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Laser Speed Enforcement	1478	73	346	711	649	592
Speeding Related Fatalities	0	0	0	0	1	1

CNMI's goal is to continue to maintain speeding related fatality using 2007-2012 calendar base years' average of one (1) through September 30, 2014.

### Problem Statement:

Speed is one of the daily major problem and factor to crashes with serious injuries and traffic fatalities in Saipan.

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

2012 Citations: (as of July)

Speeding citations- 354

Reckless Driving- 64

Racing- 4 (Age group 17-35)

TOTAL- 422

2011 Citations:

Speeding citations- 649

Reckless Driving- 204

Racing- 07 (Age group 17-35)

TOTAL- 860

2010: issued speeding citations-711

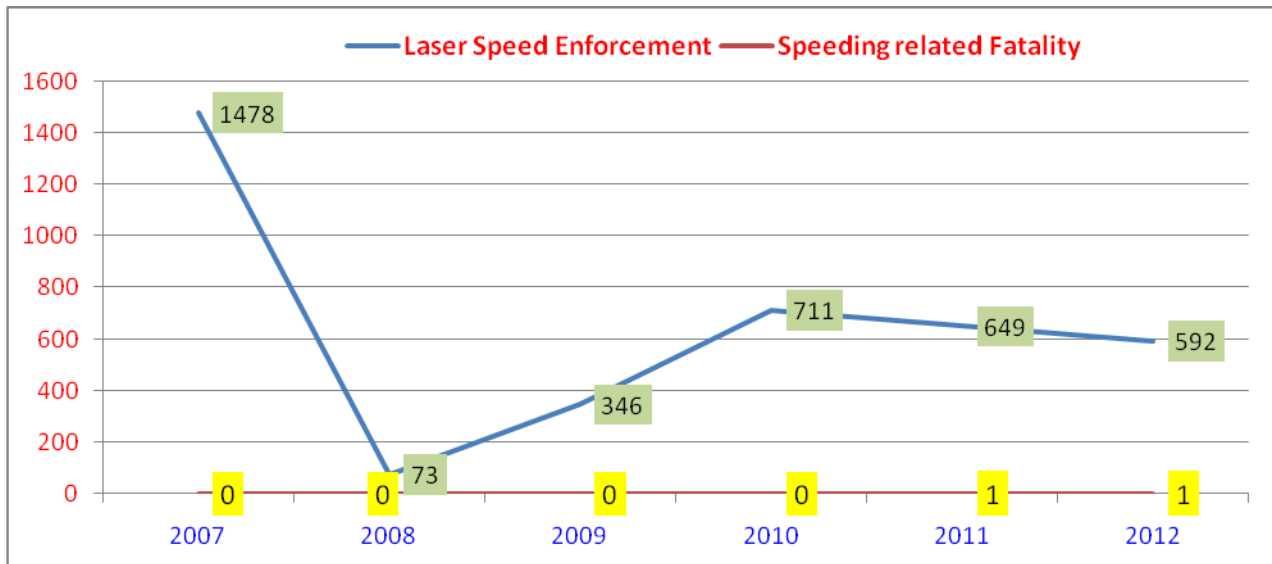
Crashes involving speed:

2010-7

2011-12

2012-6 (as of July)

TOTAL-25



Saipan's Department of Public Safety, Traffic Section is limited to resources in materials and equipment for Speed Enforcement operations and Educational Presentations. Saipan DPS currently have (5) LTI speed measuring device. (1) of the LTI instrument is out of service and only (3) are available for enforcement and (1) which is the LTI 200 is used by our traffic investigators working with the Quickmap program for investigative purposes. However, newly acquired (4) more LTI speed measuring device and (1) SMART trailer in 2013 will greatly assist Police Officers and expand the area of speed enforcement. Traffic officers conduct high visibility enforcement (stationary and mobile) with marked vehicles but this has become a common sight for our motoring public. Motorist would reduce their speed until the marked police vehicle is out of sight and then continue to accelerate.

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

There are secondary gravel intersections on this road with overgrown vegetation that creates blind-spots making the location a high risk area for potential crashes. This area is also a popular tourist site where visitors commute to daily. This area took (3) lives away as a result of illegal drag racing in the past (10) years.

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

To combat these strategies, traffic officers will need to conduct a covert type of operations using unmarked or rent-a-cars to gain entry into the race area without being detected. Once in the vicinity, radio communications and coordination by the covert operations and marked police vehicles will take place to apprehend all participants in the race. And lastly, fine to speeding violation only cost \$30.00 flat so many motorist take the chance and risk it not knowing the effects and consequences of crashes involving speed.

**Objective:**

Decrease the speeding violations and crashes involving speed on the roadways/highways by 15% by next year or by calendar year December 31, 2015.

**Performance Measures:**

Decrease the speeding violation from 440 from the year 2012 to 396 or by 10% during the next year or by calendar year December 31, 2015.

Conduct a minimum of five (10) speed enforcement per month by calendar year December 31, 2015.

**Strategy (1): Education****Activity (1.1):**

Conduct public education on the effects and consequences of speeding.

Conduct educational contacts with general public.

**Performance measures:**

Conduct a minimum of four (4) speed violation presentations.

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

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

Create Traffic Law Revision committee and revise our current outdated CNMI Traffic Law. Influence CNMI law makers to increase speed fines up to 200% or from \$30 to \$90.

**Performance measures:**

Send two (2) officers to off island training for LTI 20/20 instructor training.

PURPOSE: To continue providing training for new officers and provide refresher course to current officers.

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

Increase the number of random checkpoints and saturation patrols.

Target High number of speed violation location for laser enforcement.

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

Conduct high visibility speed deterrence enforcement and implement low visibility slightly enforcement.

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

**Performance measures:**

Provide overtime funding for speeding enforcement laws.

Provide rent a car funding to combat illegal drag racing.

**PEDESTRIAN AND BICYCLE SAFETY**

Bicycle safety in one of the focus since the CNMI noted an increase of bicycle activity for youths as well as adults within the islands. As we have mentioned in the past, bicycling is becoming a popular sport for locals, other ethnic groups, and off-island visitors and athletes cause of high gas price continues to rise as well as in preparation for the annually sponsored competitions such as the Saipan Xterra Championships, Tagaman Triathlons as well as local events on Saipan, Tinian and Rota. With the global increase in fuel cost, many resident and tourist prefer this mode of transportation. Public education on pedestrian and bicycle safety and enforcement will continue as well as to work 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 especially on those recently completed highway through Federal Highway Administration (FHWA) funding.

Pedestrian/Bicycle Fatalities in the CNMI

Year:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
No. of Pedestrian:	n/a	3	2	2	0	0
Fatalities						
Year:	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Number of Bicycle	n/a	n/a	0	0	0	0
Fatalities						

The CNMI will continue to maintain or reduce the number of pedestrian fatalities by 0.5% using 2007—2012 calendar base years’ average of two (2) to one (1) by September 30, 2014.

The CNMI will continue to maintain zero (0) fatality for bicycle related using 2012 calendar base year rate of (0) by September 30, 2014

**Problem Statement:**

Saipan continues to record Auto-Pedestrian crashes on the highways and roadways. As the Auto-Pedestrians crashes occur, follow-up investigations are conducted by Traffic Investigations Unit to gather accurate cause of the crash. For the year 2011 there were a total of (13) Auto-Pedestrian crash, (1) Auto Pedestrian/ Hit & Run, (1) Bicycle- Auto Crash. For the year 2011 there were a total of (8) Auto- Bicycle Crashes, (1) Auto-Bicycle, DUI, (1) Auto-Bicycle Hit & Run, (13) Auto-Pedestrian, (3) Auto-Pedestrian, Hit and Run and (1) Pedestrian-Auto. Data is as follows:

- 2012: (17) Auto-Pedestrian crash
- (10) Auto-Bicycle crashes
- 2011: (14) Auto-Pedestrian crash
- (01) Auto-Bicycle crash

The Public are not aware and educated on properly crossing highways/roadways safely. People carelessly cross the highways/roadways and expect a 2000 plus metal object (vehicle) to stop for them right away. People also do not understand that either driving or even crossing the highway under the influence of alcohol or drugs will impair their perception and reaction time. In year 2009, (1) Auto-Pedestrian (Fatality) crash incident was ruled as Pedestrian

Error for failing to yield to the vehicle traveling on the thru highway. After a follow up investigation by TIU, the Pedestrian was under the influence of alcohol at the time of the crash. In year 2010, (2) Auto-Pedestrian (Fatality) crash incidents were ruled as Pedestrian Error for failing to yield to the vehicle traveling on the thru highway. After a follow up investigation by TIU, the Pedestrians in separate incidents were found to be under the influence of alcohol with exact same Blood Alcohol Concentration level of .215%. Also in year 2010, the (2) Pedestrians involved were wearing dark clothing at the time of the crash and both crashes occurred after 6pm or after sunset.

Saipan is a tropical island with beautiful scenery of the beach and natural growth, whose economy is depended on tourism industry. Due to the tourism industry, Saipan annually hosts minimum of (3) triathlon and more events such as Xterra, Hell of the Marianas, and Tagaman. In the triathlon events, participants utilize our highways for running and biking course. Due to these events, bicycle clubs and riders have dramatically increased. However, a lot of violations and safety hazards are seen on the highway from the athletes, such as traveling on the opposite side of the highways, running red traffic signal lights, failing to yield to vehicles which have the right of the way, and etc. These violations occurred due to the fact that

**Objective:**

Educate the public about J-Walking and safe and best practices on highway/roadway crossing and Roadway safety to all bicyclists and pedestrians.

**Performance Measures:**

Decrease the Auto-Pedestrian crashes from (4) in year 2010 to (1) or by 75% during the next three (3) years or by December 31, 2015.

Conduct a minimum of five (4) public education activities per year on the importance of proper and safe highway/roadway crossing to the general public, government agencies, schools, and private sectors.

**Strategy (1): Education**

**Activity (1.1):**

Conduct public education activities to explain why utilizing marked pedestrian crosswalk is safe and staying away from the highways when they are intoxicated with general public and at schools.

Support and promote nationally recognized “best practice” recommendations.

**Performance measures:**

Conduct a minimum of four (4) Pedestrian/Bicycle safety presentations at schools and public functions per quarter.

Acquisition of banners, signs, brochures, pamphlets, and promotional giveaways.

PURPOSE: For promotion and exposure of program and to educate the public about Pedestrian/Bicycle safety.

**Strategy (2): Infrastructure**

**Activity (2.1):**

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

Meet/Influence CNMI law makers to make “J-Walking” law and regulate tinting on vehicle windows as they do not exists in our local laws.

Work hand in hand with our local agency (DPW) to rehabilitate our crosswalks and road way shoulder lanes for better visibility and lighting.

**Performance measures:**

Make violator stops and educate all and any J-walkers and bicyclist not obeying the traffic laws, such as running the red traffic signal lights or even traveling on the opposite direction on the highways

**Strategy (3): Enforcement**

**Activity (3.1):**

Target highly populated areas and conduct high visibility traffic law enforcements.

**Performance measures:**

Provide funding for overtime enforcement of Pedestrian/ Bicyclist safety laws.

## MOTORCYCLE SAFETY

In the past years, the CNMI showed an increase in the number of motorcycle activity. The increased activity is attributed to the unpredictable and sudden increase of fuel cost. Many residents as well as tourists have resorted to this mode of transportation due to high fuel cost, and the convenience of easy maneuverability in gaining quick access to many places that otherwise a larger motorized vehicle may not be able to. Department of Public Safety continues its Motorcycle Safety program activities through enforcement and public education regardless of the mini scale number of motorcycle incidents recorded.

The CNMI recorded (0) traffic fatality in 2012 involving Motorcycle incidents which has been recorded for the past three (3) years. Use of Motorcycles in CNMI's highways and roadways: Mandated by law, use 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.

	<u>Year: 2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Fatal Motorcycle Crashes	0	0	0	0	0
Motorcycle Registered	81	63	44	62	132

The CNMI's goal is to maintain zero (0) fatality rate involving motorcycle crashes by December 2014 using 2008—2012 calendar base years' average at zero (0).

### **Problem Statement:**

Saipan continues to see large numbers in motorcycles and mopeds on our highway/roadways as the gas prices climb. Based on Bureau of Motor Vehicle's annual report:

In 2012: Total of 132 motorcycles registered.

In 2011: Total of 62 motorcycles/mopeds had registered.

In 2010: Total of 44 motorcycles/mopeds had registered.

Above numbers are registered motorcycles/mopeds from rental companies as Saipan currently have (2) motorcycles/mopeds rentals companies. However due to poor motorcycle/moped law enforcement by local authorities and bad economy, most of privately owned motorcycles/mopeds are not renewed for many years based on our encounters. As we see increasing numbers of motorcycles and mopeds on our highways/roadways, we are expected to see numbers of motorcycles/moped crashes to increase. Motorcycle crashes involves: Auto-Motorcycle, Auto-Moped, Motorcycle spill, and Moped spills on the highways/roadways. If crashes involving motorcycles/moped were to happen, the injury result of the operator will be serious or even fatal.

### **Objective:**

Reduce the numbers of Motorcycles/Mopeds crashes by 25% and maintain (0) helmet law violation.

### **Performance Measures:**

To keep (0) citation record for non-helmet use violation and (0) motorcycle crash fatality or serious injury.

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

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



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

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

**Performance measures:**

Conduct a minimum of four (4) Motorcycles/Mopeds safety presentations annually during public functions and on Sunday motor cycle club gatherings.

Acquisition of banners, signs, brochures, pamphlets, and promotional giveaways to be distributed to present motorcycle clubs and motorcycle/moped rental companies. PURPOSE: For promotion and exposure of program and to educate the public about Motorcycle/Moped safety.

**Strategy (2): Infrastructure**

**Activity (2.1):**

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

**Performance measures:**

Visit schools and public functions with local motorcycle club members to promote motorcycle safety measure.

**Activity (2.2):**

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

**Performance measures:**

Send (4) Police Officers to Motorcycle Operator Instructors Course.

**Strategy (3): Enforcement**

**Activity (2.1):**

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

Increase high visibility with Police Motorcycles and implement low visibility covert traffic law enforcement.

**Performance measures:**

Provide funding for overtime enforcement of Motorcycles/Mopeds safety laws.

The CNMI Department of Public Safety, Saipan continues to collect and store data for the traffic records system as we have changed from the old LEMIS system to RMS system in 2009, newly acquired RMS system has endured high cost to the CNMI Department of Public Safety with thousands of dollars for a system that failed to collect and store data and information for accurate traffic records.

Traffic personnel currently input data and information manually into a separate storage to keep statistics which requires manpower hours. This setback has caused a lot of inconvenience in maintaining accurate traffic records, resulting in an inaccurate data.

The objectives is to improve and upgrade our current system in which data could be accessed and shared with the Judiciary, Corrections, Attorney General's Office, Records Office, the Bureau of Motor Vehicles and other agencies. This will give sufficient time to collect all data and information to fulfill the requirement of traffic management.

## **Emergency Medical Services**

### **Training and Certification**

The National Highway Traffic Safety Administration has provided a national priority list of issues that they would like to address in improving highway traffic safety to reduce injuries or fatalities that occur on the nation's roadways. EMS is also included in that national priority list and it is essential and a vital link for improving the chances of survival of those that become victims. If we are not successful in our highway traffic safety education and injury prevention efforts because motorists and pedestrians fail to use good judgment, we must resort to emergency response. It is a known fact that early recognition of injuries, immediate response, treatment and prompt transportation of patients to the hospital by EMTs is crucial to survival for victims involved in motor vehicle crashes or traffic-related incidents. In the CNMI these injuries are linked primarily to speed or aggressive drivers, driving under the influence of alcohol, the lack of or improper use of seatbelts or child restraining devices, inclement weather or unsafe road conditions, and driver or pedestrian error.

Drivers, passengers, or pedestrians often require treatment and/or transport to a medical facility as a result of a significant mechanism of injury (trauma to the head, neck or spine, chest or abdomen, etc.) they have suffered when involved in motor vehicle crashes or traffic-related incidents. These injuries do not discriminate between restrained or unrestrained adult or pediatric motor vehicle occupants or even the most careful pedestrians. These injuries range from bruises, fractures, to paralysis that may result in shock from internal or external bleeding and even death. These conditions or injuries require prehospital care by properly trained EMTs through early recognition in the field and prompt transportation to a hospital where the patient will receive definitive care within the "Golden Hour" and this is where EMTs become the vital link in their chances of survival.

The Department of Public Safety-Fire Division, Office of EMS/Rescue Section needs to continue to provide traffic-related training and certification courses for EMS/Rescue personnel for the islands of Saipan, Rota, and Tinian from EMT-Basic (EMT-B), Basic Life Support (BLS) for Healthcare Providers (HCP), and other specialized training such as Prehospital Trauma Life Support (PHTLS) that provide emphasis on trauma-related injuries from motor vehicle crashes or other traffic-related incidents. EMT-B is conducted in accordance to the U.S. Department of Transportation National Standard Curriculum and requires a minimum of 110 contact hours, BLS-HCP is conducted in accordance to the American Heart Association Emergency Cardiac Care (ECC) Guidelines and requires a minimum of 8 contact hours, and PHTLS is conducted in accordance to the American College of Surgeons Committee on Trauma Guidelines and requires a minimum of 40 contact hours that includes didactic, clinical, and field evaluations.

These courses are conducted at least twice a year depending on our personnel's recertification cycle. Furthermore, these traffic-related courses are required training for EMS/Rescue personnel to perform their duties as EMTs when responding to and transporting from motor vehicle crashes or traffic-related incidents. They obtain the necessary knowledge, skills, and abilities to properly assess, immediately treat, and expeditiously transport patients suffering from serious injuries or fatalities as a direct result from motor vehicle crashes or traffic-related incidents. EMT-B is conducted in accordance to the U.S. Department of Transportation National Standard Curriculum and requires a minimum of 110 contact hours, BLS-HCP is conducted in accordance to the American Heart Association Emergency Cardiac Care (ECC) Guidelines and requires a minimum of 8 contact hours, and PHTLS is conducted in accordance to the American College of Surgeons Committee on Trauma Guidelines and requires a minimum of 40 contact hours that includes didactic, clinical, and field evaluations.

These courses are conducted at least twice a year depending on our personnel's recertification cycle. Furthermore, these traffic-related courses are required training for EMS/Rescue personnel to perform their duties as EMTs when responding to and transporting from motor vehicle crashes or traffic-related incidents. They obtain the necessary knowledge, skills, and abilities to properly assess, immediately treat, and expeditiously transport patients suffering from serious injuries or fatalities as a direct result from motor vehicle crashes or traffic-related incidents.

In addition, we will continue to seek and obtain national EMS certification through the National Registry of EMTs

(NREMT) to demonstrate the minimum level of competency as compared to other providers in this profession. The goal is to achieve at least an 80% pass ratio on the initial certification exam taken by EMS/Rescue personnel. Having well-trained and competent EMTs to respond to motor vehicle crashes that deal with critical and dangerous situations or treat seriously injured victims from traffic-related incidents requires continuous EMS professional education, training, and certification. In DPS-Fire, EMT-B and BLS-HCP is the minimum certification and staffing requirement to work on the ambulance or rescue unit. Funding is needed to sustain recruitment and retention of EMS instructors, administer the NREMT exams, and recertify EMS/Rescue personnel at all levels to include maintaining sufficient instructional materials, equipment, and supplies. We have began process for an Advanced EMT class for our personnel.

### **Public Education and Injury Prevention**

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

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

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

### **Rescue Extrication Training and Equipment/Certification**

A term frequently used in relation to trauma prehospital care is the “Golden Minute,” which refers to the optimum time limit of ten minutes between the time of injury at an accident scene to the arrival of EMTs and treatment at the emergency room, and the “Golden Hour,” which refers to the optimum time limit of one hour between the time of injury at an accident scene to surgery in the operating room at the hospital. The clock begins running at the time of injury, not at the time of EMT arrival at the scene.

If the patient is not treated immediately, or when EMTs are involved in lengthy extrication times or have to deal with multiple victims, or if there is a delay in ambulance response time, much of the “golden minute or hour” may have already ticked away. These kinds of situations are often stressful and gruesome for EMTs and require years of

experience to overcome and become proficient in developing the needed skill sets to properly assess and treat trauma patients from motor vehicle crashes or traffic-related incidents. The best method to accomplish this goal is through constant “hands-on” experience.

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

The traffic-related on-the-job training program will be conducted on a rotational basis until all EMS/Rescue personnel from these two areas have completed the program. Furthermore, EMS/Rescue personnel from Saipan will continue to use this opportunity to network with their peers in Rota and Tinian while their counterparts undergo the traffic-related on-the-job training in Saipan as part of an exchange program. The on-the-job training and exchange program will be conducted in a manner that will also assist the department in mitigating overtime and backfill of EMS/Rescue personnel participating in these programs.

**Objectives:**

- 1. Conduct traffic-related “train-the-trainer” EMS courses.
- 2. Administer the National Registry of EMTs certification exam.
- 3. Certify EMS staff as EMT-Basic Instructors.
- 4. Certify EMS staff as BLS for Healthcare Providers Instructors.
- 5. Certify and recertify EMS/Rescue personnel.

**Performance Measures:**

- 1. Number of traffic-related “train-the-trainer” EMS courses conducted.
- 2. Number of National Registry of EMTs certification exam administered.
- 3. Number of EMS staff certified as EMT-B Instructors.
- 4. Number of EMS staff recertified as BLS-HCP Instructors.
- 5. Number of EMS/Rescue personnel certified and recertified in EMT-B, BLS-HCP, and PHTLS.

**Strategy (1):**

Instructor Certification

**Strategy (2):**

Certification and Recertification

**Strategy (3):**

National Certification

**Monitoring:**

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

**Activity (1.1):**

Conduct traffic-related “train-the-trainer” EMS courses to qualified EMS instructors from Saipan, Rota, and Tinian

**Performance measures:**

1 traffic-related “train-the-trainer” EMS course conducted

**Activity (1.2):**

Certify EMS staff as EMT-B instructors from Saipan, Rota, and Tinian

**Performance measures:**

4 EMS staff certified as EMT-B

**Activity (1.3):**

Certify EMS staff as BLS-HCP instructors from Saipan, Rota, and Tinian

**Performance Measures:**

10 EMS staff certified as BLS-

**Activity (2.1):**

Certify and recertify EMS/Rescue personnel from Saipan, Rota, and Tinian in EMT-B, BLS-HCP, PHTLS

**Performance measures:**

115 EMS/Rescue personnel recertified in EMT-B, BLS-HCP, PHTLS

**Activity (2.2):**

**Performance measures:**

**Activity (2.3):**

**Performance Measures:**

**Activity (3.0):**

Administer the National Registry of EMTs certification exam for all EMS/Rescue personnel

**Performance measures:**

80% pass ratio by EMS/Rescue personnel on initial exams

**Activity (3.1):**

**Performance measures:**

**Activity (3.2):**

**Performance Measures:**

## Status Update

HSP Year:

Year Objective Initiated:

In Saipan, we now have 90 personnel this fiscal year; whereas, Tinian has 15 and Rota has 5. We continue to have 3 lead EMT-B instructors, 1 EMT-B skills instructor, and 10 BLS-HCP instructors between the three islands. We need to maintain at least 4 EMT-B and 10 BLS-HCP instructors to adequately and effectively conduct these traffic-related training and certification programs which will improve and sustain the quality of training and education being conducted to EMS/Rescue personnel in responding to motor vehicle crashes or traffic-related injuries. We also need to bring EMS instructors from the U.S. Mainland to conduct traffic-related “train-the-trainer” programs to certify and recertify local EMS instructors on an ongoing basis. To date, we’ve recertified at least 90 EMS/Rescue personnel in EMT-B and PHTLS from Saipan, 15 from Tinian and 5 from Rota in EMT-B. . All BLS-HCP instructors have attended the 2010 ECC Guidelines update as part of their instructor requirement and now needs to conduct a “roll-out” for all EMS/Rescue personnel between the three islands.

### Emergency Medical Service Response Time in the CNMI

	Year: <b>2010</b>	<b>2011</b>	<b>2012</b>
<u>Actual Numbers (minutes):</u>			
Saipan	6.56	6.12	6.08
Rota	n/a	n/a	n/a
Tinian	n/a	n/a	n/a

The CNMI’s goal is to maintain the response time in Saipan using 2010-2012 calendar years’ base average of 6.25 minutes to 6 minutes by December 31, 2014.

## **Professional Development and System Monitoring**

The geographic location of the CNMI from the U.S. Mainland or even Guam and Hawaii and the physical separation between the islands of Saipan, Rota, and Tinian will continue to make it difficult for EMS professionals in the CNMI EMS System to network and share information with other EMS systems and professionals nationally and even between our islands as it pertains to traffic safety and emergency medical response. Although communication has improved with internet access, the lack of direct and interoperable communications and almost non-existing and costly distance learning access has made it even more challenging to address the issue of professional development for EMS/Rescue personnel in the area of traffic education, program and system monitoring of EMS to motor vehicle crashes or traffic-related incidents such as response times, scene times, and transport times.

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

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

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



## **Traffic Records**

### **Problem Statement:**

The Department of Public Safety, Saipan continues to collect and store data for the traffic record system as we have changed from old LEMIS system to RMS system in 2009. Newly acquired RMS system has endured high cost to the CNMI Department of Public Safety with thousands of dollars for a system that failed to collect and store data and information for accurate traffic records. We currently inputs traffic records into a separate storage to keep statistics which requires manpower hours and unnecessary resources. This setback had caused a lot of inconveniences of keeping accurate traffic records, thus retrieving data will result in inaccurate output.

### **Objective:**

Improve and upgrade our current system to in which we could access and share data with Judiciary, Corrections, Attorney General's office, Records office, Division of Motor Vehicle, and etc. Improve and upgrade our current system to generate statistics we need as inputted instead of manually inputting data in separate electronic storage which requires a lot of manpower hours.

### **Performance Measures:**

Improve and upgrade our current system to provide and store accurate report data. This will give sufficient time frame to collect all data and information to fulfill the requirements of traffic record management. The security and constant input of all data will enhance the performance of the system. Acquire new desktop and laptop computers along with desktop printer specifically for Traffic Record statistician use.

### **Strategy (1): Infrastructure**

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

Support 408 NHTSA grant. Acquire upgraded system to improve our traffic record management. The system will connect with other government agencies which are involved, such as Attorney General's Office, Superior Court, Division of Motor Vehicle and Corrections. This system will be use for data collection in the field by police officers with the use of computer laptops installed in the police vehicles. This will enable better input of data and information needed for accurate record management.

### **Performance measures:**

Until the system has been upgrade, data will continue to be input with accuracy and monthly update. This will be a check and balance for the system capability to substantiate accuracy and dependability.

## **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 July 1, 2013.
- 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 2013-14.
- To support and to amend current highway safety traffic laws and legislation.
- To develop the Highway Safety Annual Report for FY 2013 by December 31, 2013.
- 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.

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

**Part III**

**FINANCIAL SECTION**

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

## FISCAL YEAR 2014 HIGHWAY SAFETY COST SUMMARY

Project Title	Total
Planning & Administration (M0PA)	\$67,300.00
Occupant Protection/Child Restraint (M0OP/M0CR)	\$284,475.00
Police Traffic Services (M0PT)	\$191,000.00
Alcohol & Other Countermeasures (M0AL)	\$254,522.00
Emergency Medical Services (M0EM)	\$200,000.00
Paid Media (M0PM)	\$20,000.00
Traffic Records (M0TR)	\$22,000.00
Motorcycle Safety (M0MC)	\$73,361.00
Roadway Safety (M0RS)	\$51,000.00
Speed Enforcement (M0SE)	\$46,000.00
Pedestrian/Bicycle Safety (M0PS)	\$31,361.00
<b>TOTAL Section 402</b>	<b>\$1,241,019.00</b>
<b>405 Occupant Protection – Safetea-lu</b>	<b>\$67,000.00 (Estimated FY13 Carry-Forward)</b>
<b>406 Safety Belts Incentive</b>	<b>\$624,000.00 (Estimated FY13 Carry-Forward)</b>
<b>408 State Traffic Safety Info. System-Safetea-lu</b>	<b>\$53,600.00 (Estimated FY13 Carry-Forward)</b>
<b>405(b) Occupant Protection</b>	<b>\$50,044.00</b>
<b>405(c) State Traffic Safety Info. System</b>	<b>\$500,000.00</b>
<b>TOTAL Section 405</b>	<b>\$550,044.00</b>

**PLANNING AND ADMINISTRATION**

<b>PLANNING &amp; ADMINISTRATION</b>	
Planning & Administration	67,300.00
- Estimated FY13 Carry-Forward	\$25,000.00
<b>TOTAL PROJECT COST</b>	<b>\$67,300.00</b>

**PLANNING AND ADMINISTRATION**

1.	<p><b>Project Title: Program Administration</b></p> <p><b>Project Number: MOPA14-01</b></p> <p>Project Description: Funds will be used for operational costs related to the highway safety program administration for the CNMI. This includes travel to meetings and conferences for the Governor’s Representative (GR) and the HSO Coordinator such as the Lifesavers Conference, GHSA Executive Seminar &amp; Annual Meeting, NHTSA Region 9 Partner’s Meeting, Pre-HSP Meeting. Funds will also pay for office supplies, communication costs, fuel costs for HSO vehicle, and freight &amp; handling costs for HSO. Funding will also be used to cover the costs for salary and fringe (50%) for the Financial Manager.</p> <p><b>Travel:</b> For GR and HSO Coordinator to attend meetings and conferences: \$25,200.00</p> <p><b>Supplies, Communication, Fuel, Freight &amp; Handling:</b> \$20,000.00</p> <p><b>Salary &amp; Fringe:</b> \$22,100.00</p>
	<b>TOTAL PROJECT COST: \$67,300.00</b>

**OCCUPANT PROTECTION/CHILD RESTRAINT**

<b>OCCUPANT PROTECTION/ CHILD RESTRAINT</b>	
Rota Traffic Section OP/CR Enforcement	\$103,175.00
Tinian Traffic Section OP/CR Enforcement	\$40,500.00
Saipan Traffic Section OP/CR Enforcement	\$140,800.00
- Estimated FY13 Carry-Forward	\$200,000.00
<b>TOTAL PROJECT COST</b>	<b>\$284,475.00</b>

**OCCUPANT PROTECTION/CHILD RESTRAINT**

1.	<p><b>Project Title: Rota Traffic Section Occupant Protection/Child Restraint Enforcement</b></p> <p><b>Project Number: MOOP14-01</b></p> <p>Project Description: The Rota DPS Traffic Section will use funds to pay for overtime hours for officers to enforce the occupant protection violations, mandatory seat belt law, and aggressive seatbelt enforcement. Approximately 378 overtime hours for seven (7) officers will be used to conduct OP/CR checkpoints, saturation patrols, STLE, Click-It-Or-Ticket mobilization and the Child Passenger Safety month campaign. Funds will also be used towards the purchase of child safety seats, promotional items, and the printing of educational materials to distribute at meetings, child inspection sites, school presentations and other activities. Request to purchase one (1) checkpoint trailer. The funds will also be used to send two (2) officers to attend Kids-In-Motion Conference, and six (6) officers to attend Child Passenger Safety Technician Course in Saipan.</p> <p><b>Overtime: \$33,675.00</b></p> <p>OP/CR Checkpoints:</p> <ul style="list-style-type: none"> <li>- CIOT mobilization 15 checkpoints x 3 hours each.</li> <li>- CPS mobilization 15 checkpoints x 3 hours each.</li> </ul> <p>Saturation Patrol/STLE/HiCI Activities:</p> <ul style="list-style-type: none"> <li>- Back to School Safety Week 3 HiCI x 8 hours each.</li> <li>- October Fiesta enforcement 3 HiCI x 8 hours each.</li> <li>- CIOT mobilization 10 HiCI x 8 hours each.</li> <li>- CPS mobilization 10 HiCI x 8 hours each.</li> </ul> <p>Increased Enforcement Activities:</p> <ul style="list-style-type: none"> <li>- Monthly boost in enforcement x 40 hours each.</li> <li>- CPS mobilization increased enforcement x 40 hours each.</li> </ul> <p>TOTAL of 378 hrs.</p> <p><b>Travel/Training: \$17,000.00</b></p> <ul style="list-style-type: none"> <li>-To send two (2) officers to the Kids-In-Motion Conference @\$4,000.00 each.</li> <li>-To send six (6) officers to attend the CPS Training course in Saipan @ \$1,500.00 each.</li> </ul> <p><b>Educational Materials - \$15,000.00 &amp; Supplies: \$2,500.00</b></p> <p><b>Equipment: \$35,000.00</b></p> <p><b>TOTAL Project Cost: \$103,175.00</b></p>
----	--

**OCCUPANT PROTECTION/CHILD RESTRAINT**

1.	<p><b>Project Title: Tinian Traffic Section Occupant Protection/Child Restraint Enforcement</b></p> <p><b>Project Number: M0OP14-02</b></p> <p>Project Description: Funds will be used for two (2) officers and one (1) nurse to attend Child Passenger Safety Technician training course in Saipan. Funds will also be used towards the purchase office &amp; operational supplies, child safety seats, promotional items, and printing of educational materials to distribute at meetings, child inspection sites, school presentations, and other activities. Travel/Training funds is requested to send two (2) officers to attend the Kids-In-Motion and the Lifesavers Conferences.</p> <p><b>Travel/Training: \$20,500.00</b></p> <ul style="list-style-type: none"><li>- To send two (2) officers &amp; one (1) nurse to attend CPS Technician training &amp; three (3) re-certification course in Saipan @ \$1,500.00 each</li><li>- To send two (2) officers to attend the Kids-In-Motion and the Lifesavers Conference @4,000.00 each.</li></ul> <p><b>Educational Materials - \$10,000.00 &amp; Supplies: \$10,000.00</b></p> <p><b>TOTAL Project Cost: \$40,500.00</b></p>
----	---

## OCCUPANT PROTECTION/CHILD RESTRAINT

1.	<p><b>Project Title: Saipan Traffic Section Occupant Protection/Child Restraint Enforcement</b> <b>Project Number: MOOP14-03</b></p> <p>Project Description: Funds will be used to pay for 228 overtime hours for officers to conduct OP/CR checkpoints, OP/CR educational presentations, and Child Restraint check-up events to continue aggressive child restraint and seat belt enforcement programs. Travel/Training funds will be used for four (4) officers to attend the Kids-In-Motion Conference &amp; Lifesavers Conference, and three (3) officers to attend other occupant protection-related trainings; to bring off-island instructors to Saipan to conduct CPS technician trainings and re-certification for Saipan, Tinian, and Rota Child Passenger Safety Technicians and to have the two (2) instructor candidates certified. Additional funds will be used to purchase child safety seats, operational supplies, promotional items and printing of educational materials such as posters, flyers, brochures, banners, etc. to distribute at meetings, child inspection sites, school presentations and other OP/CR activities. In addition, funds are requested for rental of vehicles for low visibility covert seat belt operations; and rental of a warehouse to store OP/CR checkpoint trailer and other equipment to prolong operational condition.</p> <p>In addition, funds will be used to cover the costs for salary and fringe for Program Manager (50%).</p> <p><b>Salary and Fringe:</b> \$ 22,100.00</p> <ul style="list-style-type: none"><li>- To continue to fund for Program Manager (50%).</li></ul> <p><b>Overtime:</b> \$35,800.00</p> <ul style="list-style-type: none"><li>- 24 OP/CR checkpoints x 6 hours = 144 hours.</li><li>- 12 OP/CR Educational Presentations x 3 hours = 36 hours.</li><li>- 8 Child Restraint Check-up events x 6 hours = 48 hours.</li></ul> <p><b>Travel/Training:</b> \$40,000.00</p> <ul style="list-style-type: none"><li>- Four (4) to Kids-In-Motion and Lifesavers Conferences @ \$4,000.00 each.</li><li>-Three (3) to occupant protection-related trainings @ \$4,000.00 each.</li><li>-To bring off-island instructors to conduct CPS technician training &amp; re-certification of current technicians @ \$12,000.00</li></ul> <p><b>Educational Materials:</b> \$20,000.00 <b>&amp; Supplies:</b> \$5,500.00</p> <p><b>Rental Others:</b> \$17,400.00</p> <ul style="list-style-type: none"><li>- \$100.00 per vehicle X 2 vehicles a day X 12 months = \$2,400.00</li><li>- 15,000 sq.ft. @ \$1.00 per square foot of warehouse space to store OP/CR checkpoint trailer and other equipment.</li></ul> <p><b>TOTAL PROJECT COST: \$140,800.00</b></p>
----	---



**ALCOHOL AND OTHER DRUGS COUNTERMEASURES**

<b>ALCOHOL &amp; OTHER COUNTERMEASURES</b>	
Saipan Traffic Section Alcohol Enforcement	\$118,522.00
Rota Traffic Section Alcohol Enforcement	\$85,000.00
Tinian Traffic Section Alcohol Enforcement	\$51,000.00
- Estimated FY13 Carry-Forward	\$245,000.00
<b>TOTAL PROJECT COST</b>	<b>\$245,522.00</b>

**ALCOHOL AND OTHER DRUGS COUNTERMEASURE**

1.	<p><b>Project Title: Saipan Traffic Section Alcohol &amp; Other Countermeasures Enforcement</b>  <b>Project Title: MOAL14-01</b></p> <p>Project Description: The Saipan Traffic Section will use funds pay for 204 overtime hours for officers to conduct Sobriety/DUI checkpoints and educational presentations. Funds will also be used to bring a DRE instructor to conduct training and to certify at least thirty (30) police officers; and to send two (2) officers to attend a SFST/DWI instructor course. Funds are also requested to purchase operational supplies; promotional items; and printing of educational brochures, posters, flyers, etc. to distribute at checkpoint events, 3-D campaign activities, school presentations, and other activities. Advertising funds are also requested to pay for newspapers, magazines, billboards, etc. during campaigns. Funds will also be used to rent a warehouse to store DUI checkpoint trailer and other equipment to prolong operational condition.</p> <p>In addition, funds will be used to cover the costs for salary and fringe (50%) for Alcohol Program Manager.</p> <p><b>Salary and Fringe:</b> \$14,722.00          - To fund 50% for Program Manager</p> <p><b>Overtime:</b> \$40,800.00          - 24 Sobriety/DUI checkpoints x 7 hours each.          - 12 Sobriety/DUI Educational Presentations x 36 hours each.</p> <p><b>Travel/Training:</b> \$28,000.00          - To bring DRE instructor to conduct training and certify officers =\$20,000.00          - To send two (2) officers to attend SFST/DWI instructor course @ \$4,000.00 each.</p> <p><b>Educational Materials:</b> \$15,000.00 &amp; <b>Supplies:</b> \$5,000.00</p> <p><b>Rental Others:</b> \$15,000.00          - 15,000 sq. ft. @ \$1.00 per square foot of warehouse space to store DUI checkpoint trailer and other equipment.</p> <p><b>TOTAL PROJECT COST: \$118,522.00</b></p>
----	---

**ALCOHOL AND OTHER DRUGS COUNTERMEASURES**

1.	<p><b>Project Title: Rota Traffic Section Alcohol &amp; Other Countermeasures</b></p> <p><b>Project Number: MOAL14-02</b></p> <p>Project Description: The Rota Traffic Section will use funds to pay for 380 overtime hours for officers to conduct Sobriety Checkpoints, saturation patrols, and monthly impaired driving enforcement. Funds will also be used to send two (2) personnel to attend the Lifesaver’s Conference, and three (3) personnel to attend the DUI/SFST training in Saipan; to purchase promotional items and printing of educational materials such as flyers, brothers, posters, banners, etc. to distribute at meetings, checkpoint events, 3-D campaign activities, and school presentations. Funds are requested for purchase of operational supplies to include traffic cones and traffic signs for sobriety checkpoint trailer; and for fuel of DUI enforcement vehicle.</p> <p><b>Overtime: \$37,500.00</b></p> <p>Sobriety Checkpoints</p> <p>Drive Sober or Get Pulled Over:</p> <ul style="list-style-type: none"> <li>- October 2013 – January 2014: 18 checkpoints x 3 hours each</li> <li>- February 2014 (Super Bowl) : 2 checkpoints x 3 hours each</li> <li>- March 2014 (St. Patrick’s Day) : 2 checkpoints x 3 hours each</li> <li>- July 2014 (Liberation Day) : 4 checkpoints x 3 hours each</li> <li>- August 2014 (IDNEC) : 10 checkpoints x 3 hours each</li> </ul> <p>Saturation Patrol/STLE/HiCI Activities</p> <p>Drive Sober or Get Pulled Over:</p> <ul style="list-style-type: none"> <li>- October 2013 – January 2014: 16 HiCI x 8 hours each</li> <li>- March 2014 (San Isidro Fiesta Weekend) : 4 HiCI x 8 hours each</li> <li>- July 2014 (Liberation Day) : 4 HiCI x 8 hours each</li> <li>- August – September 2014: 5 HiCI x 8 hours each</li> </ul> <p>Increased Enforcement Activities</p> <p>-Monthly boost in enforcement: 40 hours</p> <p>TOTAL OF 380 hours</p> <p><b>Travel/Training: \$12,500.00</b></p> <ul style="list-style-type: none"> <li>- To send two (2) personnel to attend Lifesavers Conference @ \$4,000.00 ea. = \$8,000.00</li> <li>- To send three (3) personnel to attend the DUI/SFST Training in Saipan @ \$1,500.00 ea. = \$4,500.00</li> </ul> <p><b>Educational Materials: \$ 15,000.00 &amp; Supplies: \$10,000.00</b></p> <p><b>Fuel Cost: \$10,000.00</b></p>
	<p><b>TOTAL PROJECT COST: \$85,000.00</b></p>

**ALCOHOL AND OTHER DRUGS COUNTERMEASURES**

1.	<p><b>Project Title: Tinian Traffic Section Alcohol &amp; Other Countermeasures</b></p> <p><b>Project Number: MOAL14-03</b></p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 40 overtime hours to conduct 3-D checkpoints, etc. Funding will also be used to send four (4) officers to attend the SFST Training and the DRE Training course; to purchase office &amp; operational supplies; purchase &amp; printing of educational and promotional materials for distribution at public education activities.</p> <p><b>Overtime: 15,000.00</b></p> <ul style="list-style-type: none"><li>- 2 Sobriety Checkpoints per day x 10 months x 2 hours each.</li></ul> <p><b>Travel/Training: \$16,000.00</b></p> <ul style="list-style-type: none"><li>- To send two (2) officers to attend SFST training @ \$4,000.00 each.</li><li>- To send two (2) officers to attend DRE training @ \$4,000.00 each.</li></ul> <p><b>Educational Materials: \$10,000.00 &amp; Supplies: \$10,000.00</b></p> <p><b>TOTAL PROJECT COST: \$51,000.00</b></p>

**POLICE TRAFFIC SERVICES**

<b>POLICE TRAFFIC SERVICES</b>	
Saipan - Police Traffic Services	\$78,000.00
Rota – Police Traffic Services	\$75,000.00
Tinian – Police Traffic Services	\$38,000.00
- Estimated FY13 Carry-Forward	\$245,000.00
<b>TOTAL PROJECT COST</b>	<b>\$191,000.00</b>

**POLICE TRAFFIC SERVICES**

1.	<p><b>Project Title: Saipan – Police Traffic Services</b></p> <p>Project Number: MOPT14-01</p> <p>Project Description: The Saipan Police Traffic Section will use funds to bring off-island instructors to train and certify minimum of thirty (30) police officers with At-Scene Basic Traffic Crash Investigation course; Digital Photography for Law Enforcement course; and Interviewing Techniques for the Traffic Crash Investigators course. Also to send two (2) Traffic Investigators to Energy Methods and Damage Analysis for Traffic Re-Constructionists. Funding will also be used to purchase office &amp; operational supplies to include traffic investigation tools, traffic cones, etc.; and to purchase Crash Investigation Software. Funds will also be used to pay for communication services such as cellular phones, internet services, and landlines for Traffic Section.</p> <p><b>Travel/Training: \$68,000.00</b></p> <ul style="list-style-type: none"> <li>- To bring off-island instructor to conduct At-Scene Basic Crash Investigation = \$20,000.00</li> <li>- To bring off-island instructor to conduct Digital Photography for Law Enforcement Course = \$20,000.00</li> <li>- To bring off-island instructor to conduct Interviewing Techniques for the Traffic Crash Investigators course = \$20,000.00</li> <li>- To send two (2) Traffic Investigators to attend Energy Methods &amp; Damage Analysis for Traffic Re-Constructionists = \$4,000.00 each.</li> </ul> <p><b>Supplies: \$5,000.00</b></p> <p><b>Communication: \$5,000.00</b></p> <p><b>TOTAL PROJECT COST: \$78,000.00</b></p>
----	---

**POLICE TRAFFIC SERVICES**

1.	<p><b>Project Title: Rota – Police Traffic Services</b></p> <p><b>Project Number: MOPT14-02</b></p> <p>Project Description: The Rota Traffic Section will use funds to pay for 352 overtime hours to conduct Speed/Saturation Patrol/ STLE/HiCI activities. Funds will be used to send four (4) to Saipan to attend the Digital Photography for Traffic Crash Investigation course and four (4) to attend the At-Scene Traffic Crash Investigation course. Funding is requested for communication services such as internet service and landlines for Rota Traffic Section; to purchase one (1) LED Sign Trailer, one (1) wide-angle lenses and one (1) telephoto lenses for Nikon Camera currently being used for Traffic Crash investigations.</p> <p><b>Overtime: \$25,000.00</b></p> <p>Saturation Patrol/STLE/HiCI Activities:</p> <ul style="list-style-type: none"> <li>-October 2013 (San Francisco de Borja Fiesta): 3 HiCI x 8 hours each</li> <li>-November 2013: 3 HiCI x 8 hours each</li> <li>-May 2014: 3 HiCI x 8 hours each</li> </ul> <p>Increased Enforcement Activities:</p> <ul style="list-style-type: none"> <li>-Boost in enforcement: 40 hours each</li> <li>-Speed Enforcement Monthly: 20 hours x 12 months</li> </ul> <p>TOTAL of 352</p> <p><b>Travel/Training: \$12,000.00</b></p> <ul style="list-style-type: none"> <li>- To send four (4) personnel to attend the Digital Photography for Traffic Crash Investigation course in Saipan = \$1,500.00 each.</li> <li>- To send four (4) personnel to attend the At-Scene Traffic Crash Investigation course in Saipan = \$1,500.00 each.</li> </ul> <p><b>Communication: \$3,000.00</b></p> <p><b>Equipment: \$35,000.00</b></p> <ul style="list-style-type: none"> <li>- To purchase one (1) LED Sign Trailer = \$25,000.00</li> <li>- To purchase Nikon Camera lenses = \$10,000.00</li> </ul>
	<p><b>TOTAL PROJECT COST \$75,000.00</b></p>

**POLICE TRAFFIC SERVICES**

1.	<p><b>Project Title: Tinian – Police Traffic Services</b></p> <p><b>Project Number: MOPT14-03</b></p> <p>Project Description: The Tinian Traffic Services will use funds to pay for communication services such as internet, cellular phones, and landlines for Tinian Traffic Section; to purchase office &amp; operational supplies; and to purchase one (1) Stalker Radar Message Board Trailer to be used on any traffic events such as checkpoints, mobilizations, traffic accidents, and car seat check-up events. Funds will be used to send officers to Saipan to attend At-Scene Traffic Crash Investigation course in Saipan.</p> <p><b>Travel/Training: \$6,000.00</b></p> <ul style="list-style-type: none"><li>- To send four (4) personnel to attend At-Scene Traffic Crash Investigation Course in Saipan = \$1,500.00 each.</li><li>-</li></ul> <p><b>Communication: \$7,000.00</b></p> <p><b>Supplies: \$10,000.00</b></p> <p><b>Equipment: \$15,000.00</b></p>
	<p><b>TOTAL PROJECT COST: \$38,000.00</b></p>

**MOTORCYCLE SAFETY**

<b>MOTORCYCLE SAFETY</b>	
Saipan Traffic Section – Motorcycle Safety	\$73,361.00
- Estimated FY13 Carry-Forward	\$25,000.00
<b>TOTAL PROJECT COST</b>	<b>\$73,361.00</b>

**MOTORCYCLE SAFETY**

1.	<p><b>Project Title: Saipan Traffic Section – Motorcycle Safety</b></p> <p><b>Project Number: MOMC14-01</b></p> <p>Project Description: The Saipan Traffic Section will use funds to pay for 30 overtime hours of motorcycle safety enforcement per quarter. Funds will be used to send four (4) officers to attend Motorcycle/Scooter Operator’s Safety course to be certified as instructors, and two (2) officers to attend Motorcycle Crash Investigation course; to purchase promotional items and printing of educational materials to distribute at meetings, public education events, etc.; to pay for advertising costs of newspapers, magazines, radio &amp; television air-time for public education on motorcycle safety. Funding will also be used to purchase boots and helmets for Traffic-Motor Unit officers.</p> <p>Funds will be used to pay for salary and fringe of Motorcycle Safety Program Manager (25%).</p> <p><b>Salary and Fringe: \$7,361.00</b></p> <ul style="list-style-type: none"> <li>- To fund 25% of Program Coordinator</li> </ul> <p><b>Overtime: \$20,000.00</b></p> <ul style="list-style-type: none"> <li>- 30 hours x 4 (quarterly) = 120 hours.</li> </ul> <p><b>Travel/Training: \$24,000.00</b></p> <ul style="list-style-type: none"> <li>- To send four (4) officers to attend Motorcycle/Scooter Operator’s Safety course @ \$4,000.00 each.</li> <li>- To send two (2) officers to attend Motorcycle Crash Investigation course @ \$4,000.00 each.</li> </ul> <p><b>Educational Materials: \$5,000.00</b></p> <p><b>Advertising: \$5,000.00</b></p> <p><b>Supplies: \$12,000.00</b></p> <ul style="list-style-type: none"> <li>- 12 ea. Boots X \$600.00 = \$7,200.00</li> <li>- 12 ea. Helmets X \$400.00 = \$4,800.00</li> </ul> <p><b>TOTAL PROJECT COST: \$73,361.00</b></p>
----	--

**PEDESTRIAN/BICYCLE SAFETY**

<b>PEDESTRIAN / BICYCLE SAFETY</b>	
Saipan Traffic Section – Pedestrian/Bicycle Safety	\$31,361.00
<b>TOTAL PROJECT COST</b>	<b>\$31,361.00</b>

**PEDESTRIAN/BICYCLE SAFETY**

1.	<p><b>Project Title: Saipan Traffic Section –Pedestrian/ Bicycle Safety</b></p> <p><b>Project Number: MOPS14-01</b></p> <p>Project Description: The Saipan Traffic Section will use funds to pay for 25 overtime hours quarterly of Pedestrian/Bicycle Safety enforcement. Funds will be used to send two (2) traffic personnel to attend pedestrian/bicycle safety-related trainings and/or conferences; to purchase promotional items and printing of educational materials to distribute at meetings, public education events, etc.; to pay for advertising costs of newspapers, magazines, radio &amp; television air-time for public education on pedestrian &amp; bicycle safety.</p> <p>Funds will also be used to cover the costs of salary and fringe of Pedestrian/Bicycle Safety Program Coordinator (25%).</p> <p><b>Salary and Fringe: \$7,361.00</b></p> <ul style="list-style-type: none"> <li>- To fund 25% of Program Coordinator.</li> </ul> <p><b>Overtime: \$10,000.00</b></p> <ul style="list-style-type: none"> <li>- 25 hours x 4 (quarterly) = 100 hours.</li> </ul> <p><b>Travel/Training: \$8,000.00</b></p> <ul style="list-style-type: none"> <li>- To send two (2) officers to attend Pedestrian/Bicycle Safety-related training @ \$4,000.00 each.</li> </ul> <p><b>Educational Materials: \$3,000.00</b></p> <p><b>Advertising: \$3,000.00</b></p>
	<b>TOTAL PROJECT COST: \$31,361.00</b>



**ROADWAY SAFETY**

<b>ROADWAY SAFETY</b>	
Saipan Traffic Section – Roadway Safety	\$51,000.00
<b>TOTAL PROJECT COST</b>	<b>\$51,000.00</b>

**ROADWAY SAFETY**

1.	<p><b>Project Title: Saipan Traffic Section – Roadway Safety</b> <b>Project Number: MORS14-01</b> Project Description: The Saipan Traffic Section will use funds to pay for 40 overtime hours for Roadway Selective Traffic Law Enforcement per quarter. Funds will also be used send four (4) officers to be certified as Defensive Driver Instructors; and to purchase educational materials.</p> <p><b>Overtime: \$30,000.00</b> - 40 hours X 4 (quarterly) = 160 hours</p> <p><b>Travel/Training: \$16,000.00</b> - To send four (4) personnel to attend Defensive Driver Instructor course @ \$4,000.00</p> <p><b>Educational Materials: \$5,000.00</b></p>
	<b>TOTAL PROJECT COST: \$51,000.00</b>

**SPEED CONTROL**

<b>SPEED ENFORCEMENT</b>	
Saipan Traffic Section – Speed Enforcement	\$46,000.00
<b>TOTAL PROJECT COST</b>	<b>\$46,000.00</b>

**SPEED CONTROL**

1.	<p><b>Project Title: Saipan Traffic Section – Speed Enforcement</b></p> <p><b>Project Number: MOSE14-01</b></p> <p>Project Description: The Saipan Traffic Section will use funds to pay for 160 overtime hours for speed enforcement per quarter. Funding will be used to send two (2) officers to be certified as LTI Speed Detecting Tool Instructor; to purchase promotional items, printing of educational materials such as brochures, flyers, posters; and to pay for advertisement costs of newspapers, magazines, radio &amp; television air-time for public education on speed enforcement.</p> <p><b>Overtime: \$20,000.00</b></p> <ul style="list-style-type: none"> <li>- 40 hours x 4 (quarterly) = 160 hours</li> </ul> <p><b>Travel/Training: \$8,000.00</b></p> <ul style="list-style-type: none"> <li>- To send two (2) personnel to be certified as LTI Speed Detecting Tool Instructor @ \$4,000.00 each.</li> </ul> <p><b>Educational Material: \$5,000.00</b></p> <p><b>Advertisement: \$5,000.00</b></p> <p><b>Rental Others: \$8,000.00</b></p> <ul style="list-style-type: none"> <li>- For vehicle rental to be utilized during covert operation to crack down illegal drag racers on the highways.</li> </ul>
	<b>TOTAL PROJECT COST: \$46,000.00</b>

**TRAFFIC RECORDS**

<b>TRAFFIC RECORDS</b>	
Saipan Traffic Section – Traffic Records	\$22,000.00
- Estimated FY13 Carry-Forward	\$130,000.00
<b>TOTAL PROJECT COST</b>	<b>\$22,000.00</b>

**TRAFFIC RECORDS**

1.	<p><b>Project Title: Traffic Records</b>  <b>Project Number: MOTR14-01</b>            Project Description: Funds will be used to send four (4) individuals consisting of Bureau of Motor Vehicle, Traffic Section, Highway Safety Office, and Judicial personnel to attend Traffic Records Forum. Funds will also be used to purchase desktop, printer, and laptop for Traffic Statistician use; and to purchase office supplies.</p> <p><b>Travel/Training: \$16,000.00</b></p> <ul style="list-style-type: none"> <li>- To send four (4) individuals consisting of BMV, Traffic Section, HSO, and Judicial personnel to attend Traffic Records Forum @ \$4,000.00 each.</li> </ul> <p><b>Office Equipment: \$3,000.00</b></p> <ul style="list-style-type: none"> <li>- One (1) desktop computer</li> <li>- One (1) laptop computer</li> <li>- One (1) printer</li> </ul> <p><b>Supplies: \$3,000.00</b></p>
<b>TOTAL PROJECT COST:\$22,000.00</b>	

**EMERGENCY MEDICAL SERVICES**

<b>EMERGENCY MANAGEMENT SERVICES</b>	
Saipan – Emergency Medical Services	\$200,000.00
- Estimated FY13 Carry-Forward	\$60,000.00
<b>TOTAL PROJECT COST</b>	<b>\$200,000.00</b>

**EMERGENCY MEDICAL SERVICES**

1.	<p><b>Project Title: Emergency Medical Services – Trauma Training and Certification - EMT</b>  <b>Project Number: MOEM14-01</b>                      Project Description: The project will conduct the U.S. DOT Emergency Medical Technician (EMT) initial and refresher training and certification of all EMS personnel between the islands of Saipan, Tinian, and Rota to enhance and maintain their knowledge and skills to properly assess, immediately treat, and expeditiously transport patients suffering from serious traffic-related injuries or fatalities; and to include a “Train the Trainer” component.</p> <p><b>Project Cost: \$20,000.00</b></p>
2.	<p><b>Project Title: Emergency Medical Services – Trauma Training and Certification – BLS</b>  <b>Project Number: MOEM14-02</b>                      Project Description: The project will conduct the American Heart Association Basic Life Support for Healthcare Providers initial and refresher training and certification in conjunction with the EMT training and certification to properly assess, immediately treat, and expeditiously transport patients suffering from serious traffic-related injuries or fatalities; and to include a “Train the Trainer” component.</p> <p><b>Project Cost: \$20,000.00</b></p>
3.	<p><b>Project Title: Emergency Medical Services – Rescue Extrication Training</b>  <b>Project Number: MOEM14-03</b>                      Project Description: The project will allow for updated rescue extrication training for all EMS personnel that includes classroom lessons as well as hands-on scenarios and field operation and provide for a “Train the Trainer” component to increase outreach and maintain training needs in the future.</p> <p><b>Project Cost: \$20,000.00</b></p>
4.	<p><b>Project Title: Emergency Medical Services – Rescue Extrication Supplies</b>  <b>Project Number: MOEM14-04</b>                      Project Description: To purchase basic life support supplies that will enhance the level of care for trauma patients by reducing the risks of nerve injury and paralysis such as extrication equipment and supplies, oxygen equipment and supplies, splints and bandaging supplies, etc. to be used when treating trauma patients from motor vehicle crashes or traffic-related incidents.</p> <p><b>Project Cost: \$10,000.00</b></p>

5.	<p><b>Project Title: Emergency Medical Services – Traffic Safety Public Education &amp; Injury Prevention Campaign</b></p> <p><b>Project Number: MOEM14-05</b></p> <p>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-It-Or-Ticket, Drive Sober or Get Pulled Over, and Child Passenger Safety campaigns to eliminate traffic fatalities and injuries.</p> <p><b>Project Cost: \$25,000.00</b></p>
6.	<p><b>Project Title: Emergency Medical Services – Traffic Safety Public Ed. and Injury Prevention Vehicles</b></p> <p><b>Project Number: MOEM14-06</b></p> <p>Project Description: To purchase vehicles for Tinian and Rota to be used for traffic safety public education and trauma injury prevention campaigns throughout the islands to ensure continuity and accessibility throughout the communities during different events throughout the year. The availability of vehicles to move personnel and haul equipment such as trailers, props, and public education materials and our ability to be present at these different events are crucial in maintaining our success in keeping the public informed and educated on these issues.</p> <p><b>Project Cost: \$50,000.00</b></p>
7.	<p><b>Project Title: Emergency Medical Services – Professional Development &amp; Program Monitoring</b></p> <p><b>Project Number: MOEM14-07</b></p> <p>Project Description: The project will allow EMS personnel to network and share information with other traffic safety professionals nationally and even between the islands as it pertains to traffic safety, traffic enforcement, and trauma emergency response. Research in medicine continues to produce new and best practices and innovative technologies that affect pre-hospital trauma patient care in responding to and transporting from motor vehicle crashes or traffic-related injuries. This project will broaden their horizons and see first-hand how other systems function and more importantly improve patient outcomes from intentional or unintentional traumatic injuries.</p> <p><b>Project Cost: \$35,000.00</b></p>
8.	<p><b>Project Title: Emergency Medical Services – Program Management</b></p> <p><b>Project Number: MOEM14-08</b></p> <p>Project Description: To provide funds to be used for program operations including reporting, monitoring, technical assistance and development of plans for EMS. Funds will also be used to procure and pay for supplies and communication services.</p> <p><b>Project Cost: \$20,000.00</b></p>
	<p><b>TOTAL PROJECT COST: \$200,000.00</b></p>

**PAID MEDIA**

<b>PAID MEDIA</b>	
Saipan – Paid Media	\$20,000.00
- Estimated FY13 Carry-Forward	\$20,000.00
<b>TOTAL PROJECT COST</b>	<b>\$20,000.00</b>

**PAID MEDIA**

1.	<p><b>Project Title: Paid Media</b> <b>Project Number: MOPM14-01</b> Project Description: Funds will be used to pay for advertising costs of highway safety public awareness messages on newspapers, magazines, billboards, radio &amp; television air-time, etc. for the various campaigns throughout the year such as CLICK-IT-OR-TICKET, DRIVE SOBER OR GET PULLED OVER, Child Passenger Safety Awareness, etc.</p>
	<p><b>Project Cost: \$20,000.00</b></p>

**OCCUPANT PROTECTION – 405(b)**

<b>OCCUPANT PROTECTION – 405(b)</b>	
Saipan – Occupant Protection	\$50,044.00
- Estimated FY13 Carry-Forward	\$65,000.00
<b>TOTAL PROJECT COST</b>	<b>\$50,044.00</b>

**OCCUPANT PROTECTION – 405(b)**

1.	<p><b>Project Title: Occupant Protection – 405(b)</b></p> <p><b>Project Number: OP14-01</b></p> <p>Project Description: Funds will be used to cover the costs for salary and fringe for OP/Child Restraint Program Coordinator; travel for two (2) HSO staff to attend the 2014 Lifesavers Conference, KIMZ Conference, NHTSA-Region 9 Leadership Meeting, Pre-HSP Meeting, GHSA and any other occupant protection-related trainings and meetings. Funds are also requested to purchase a laptop computer, television and DVD players for the Highway Safety Office and the hospital to show child safety seat and seat belt videos to ensure proper installations, usage and the importance of the seats. It will be shown at HSO to parents/caregivers that are availing to the car seat assistance program; and at the hospital before newborn babies are discharged. This will include the purchase of educational child safety seat videos.</p> <p><b>Salary and Fringe:</b> \$29,444.00</p> <ul style="list-style-type: none"> <li>- To continue to fund Program Coordinator.</li> </ul> <p><b>Travel/Training:</b> \$16,000.00</p> <ul style="list-style-type: none"> <li>- To send two (2) to Lifesavers Conference and KIMZ Conference @ \$4,000.00 each</li> <li>- To send two (2) to attend Leadership and Pre-HSP Meeting @ \$4,000.00 each</li> </ul> <p><b>Equipment:</b> \$4,600.00</p> <ul style="list-style-type: none"> <li>- Two (2) flat screen televisions and two (2) DVD players.</li> <li>- One (1) laptop computer for Occupant Protection program.</li> </ul>
	<b>TOTOAL PROJECT COST: \$50,044.00</b>

**SAFETY BELT INCENTIVE (406)**

<b>SAFETY BELT INCENTIVE (406)</b>	
Safety Belt	\$449,000.00
- Estimated FY13 Carry-Forward	\$624,000.00
<b>TOTAL PROJECT COST</b>	<b>\$449,000.00</b>

**SAFETY BELT INCENTIVE (406)**

1.	<p><b>Project Title: Safety Belt - 406</b></p> <p><b>Project Number: SB14-01</b></p> <p>Project Description: Funds will be used to purchase three (3) pick-up trucks – one (1) each for Saipan, Tinian, and Rota; four (4) trailers and four (4) message board signs- two (2) each for Saipan, one (1) each Tinian, and Rota. These sign boards will be placed at various locations within each island for Safety Belt awareness/public education. Funds are also requested for payment of advertisement costs to include production and airing of TV and radio ads, newspapers, magazines, etc.; and to purchase promotional items and educational materials to be distributed at Safety Belt public education activities on each island.</p> <p><b>Vehicle: \$105,000.00</b></p> <ul style="list-style-type: none"> <li>- To purchase three (3) pick-up trucks to haul the Safety Belt message board trailers @ \$35,000.00 each.</li> </ul> <p><b>Equipment: \$284,000.00</b></p> <ul style="list-style-type: none"> <li>- To purchase four (4) trailers @ \$55,500.00 each.</li> <li>- To purchase four (4) message board signs @ \$15,500.00 each.</li> </ul> <p><b>Educational Materials: \$30,000.00</b></p> <ul style="list-style-type: none"> <li>- To purchase promotional items and printing of educational materials.</li> </ul> <p><b>Advertisement: \$30,000.00</b></p> <ul style="list-style-type: none"> <li>- To pay for production &amp; airing of TV and radio ads; placement of ads on newspapers, magazines, banners, etc.</li> </ul> <p><b>TOTOAL PROJECT COST: \$449,000.00</b></p>
----	--





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

**FY 2014 PROJECT COST SUMMARY**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

STATE: C.N.M.I.      BUDGET OBLIGATION: HCS 217 No: 14-00-00      DATE: JUNE 2013

Program Area	Approved Program Cost	Basis for % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/ (Decreased)	% Change	
MOPA-14	\$67,300.00			\$ -	\$ -		\$ -
MOOP-14	\$284,475.00			\$ -	\$ -		\$ -
MOPT-14	\$191,000.00			\$ -	\$ -		\$ -
MOAL-14	\$254,522.00			\$ -	\$ -		\$ -
MOEM-14	\$200,000.00			\$ -	\$ -		\$ -
MOPM-14	\$20,000.00			\$ -	\$ -		\$ -
MOTR-14	\$22,000.00			\$ -	\$ -		\$ -
MOMC-14	\$73,361.00			\$ -	\$ -		\$ -
MORS-14	\$51,000.00			\$ -	\$ -		\$ -
MOSE-14	\$46,000.00						
MOPS-14	\$31,361.00						
<b>TOTAL SECTION 402</b>	<b>\$1,241,019.00</b>						



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

				Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/ (Decreased)	% Change	
405 OP-Safetee-lu (Est. FY13 Carry-Forward)	\$67,000.00	\$ -	\$ -		\$ -	-	
406 Safety Belts (Est. FY13 Carry-Forward)	\$624,000.00	\$ -	\$ -		\$ -	-	
408 State Traffic (Est. FY13 Carry-Forward)	\$53,600.00	\$ -	\$ -		\$ -	-	
405(b) OP	\$50,044.00	\$ -	\$ -		\$ -	-	
405© State Traffic	\$500,000.00	\$ -	\$ -		\$ -	-	
<b>Total Section 405</b>	<b>\$550,044.00</b>	\$ -	\$ -		\$ -	-	
<b>TOTAL</b>	<b>\$1,791,063.00</b>						



2014 HIGHWAY SAFETY PLAN  
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

James Babauliman  
Acting Commander, Bureau of  
Administration & Grants Services  
Date: 06.26.12

James C. Devedo  
Commissioner/Governor's  
Representative  
Date: 06/27/2013

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

State: Mariana Islands

**Highway Safety Plan  
Transaction**

Page: 1

**2014-HSP-1**  
For Approval

Report Date: 06/27/2013

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	1	Plan	PA-2014-00-00-00			\$0.00	\$67,300.00	\$0.00 \$0.00
	<b>Planning and Administration Total</b>					<b>\$0.00</b>	<b>\$67,300.00</b>	<b>\$0.00 \$0.00</b>
<b>Alcohol</b>								
	4	Plan	AL-2014-00-00-00			\$0.00	\$254,522.00	\$0.00 \$0.00
	<b>Alcohol Total</b>					<b>\$0.00</b>	<b>\$254,522.00</b>	<b>\$0.00 \$0.00</b>
<b>Emergency Medical Services</b>								
	5	Plan	EM-2014-00-00-00			\$0.00	\$200,000.00	\$0.00 \$0.00
	<b>Emergency Medical Services Total</b>					<b>\$0.00</b>	<b>\$200,000.00</b>	<b>\$0.00 \$0.00</b>
<b>Motorcycle Safety</b>								
	8	Plan	MC-2014-00-00-00			\$0.00	\$73,361.00	\$0.00 \$0.00
	<b>Motorcycle Safety Total</b>					<b>\$0.00</b>	<b>\$73,361.00</b>	<b>\$0.00 \$0.00</b>
<b>Occupant Protection</b>								
	2	Plan	OP-2014-00-00-00			\$0.00	\$284,475.00	\$0.00 \$0.00
	<b>Occupant Protection Total</b>					<b>\$0.00</b>	<b>\$284,475.00</b>	<b>\$0.00 \$0.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	11	Plan	PS-2014-00-00-00			\$0.00	\$31,361.00	\$0.00 \$0.00
	<b>Pedestrian/Bicycle Safety Total</b>					<b>\$0.00</b>	<b>\$31,361.00</b>	<b>\$0.00 \$0.00</b>
<b>Police Traffic Services</b>								
	3	Plan	PT-2014-00-00-00			\$0.00	\$191,000.00	\$0.00 \$0.00
	<b>Police Traffic Services Total</b>					<b>\$0.00</b>	<b>\$191,000.00</b>	<b>\$0.00 \$0.00</b>
<b>Traffic Records</b>								
	7	Plan	TR-2014-00-00-00			\$0.00	\$22,000.00	\$0.00 \$0.00

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

State: Mariana Islands

**Highway Safety Plan  
Transaction**

Page: 2

2014-HSP-1

Report Date: 06/27/2013

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>Traffic Records Total</b>					\$0.00	\$22,000.00	\$0.00	\$0.00
<b>Roadway Safety</b>								
	9	Plan	RS-2014-00-00-00		\$0.00	\$51,000.00	\$0.00	\$0.00
<b>Roadway Safety Total</b>					\$0.00	\$51,000.00	\$0.00	\$0.00
<b>Speed Management</b>								
	10	Plan	SC-2014-00-00-00		\$0.00	\$46,000.00	\$0.00	\$0.00
<b>Speed Management Total</b>					\$0.00	\$46,000.00	\$0.00	\$0.00
<b>Paid Advertising</b>								
	6	Plan	PM-2014-00-00-00		\$0.00	\$20,000.00	\$0.00	\$0.00
<b>Paid Advertising Total</b>					\$0.00	\$20,000.00	\$0.00	\$0.00
<b>NHTSA 402 Total</b>					\$0.00	\$1,241,019.00	\$0.00	\$0.00
<b>MAP 21 405b OP High</b>								
	12	Plan	M1PE-2014-00-00-00		\$0.00	\$50,044.00	\$0.00	\$0.00
<b>405b High Public Education Total</b>					\$0.00	\$50,044.00	\$0.00	\$0.00
<b>MAP 21 405b OP High Total</b>					\$0.00	\$50,044.00	\$0.00	\$0.00
<b>MAP 21 405c Data Program</b>								
	13	Plan	M3DA-2014-00-00-00		\$0.00	\$500,000.00	\$0.00	\$0.00
<b>405c Data Program Total</b>					\$0.00	\$500,000.00	\$0.00	\$0.00
<b>MAP 21 405c Data Program Total</b>					\$0.00	\$500,000.00	\$0.00	\$0.00
<b>Total</b>					\$0.00	\$1,791,063.00	\$0.00	\$0.00
<b>NHTSA Total</b>					\$0.00	\$1,791,063.00	\$0.00	\$0.00

**FY14 Equipment Request Listing:**

<u>Equipment</u>	<u>Qty</u>	<u>Price</u>	<u>Source</u>	<u>Project #</u>
OP Checkpoint Trailer	1	\$35,000.00	OP/CR	M00P14-01
LED Sign Trailer	1	\$25,000.00	PT	M0PT14-02
Nikon Camera Lenses	2	\$10,000.00	PT	M0PT14-02
Radar Message Board Trailer	1	\$15,000.00	PT	M0PT14-03
Desktop Computer	1	\$1,100.00	TR	M0TR14-01
Laptop Computer	1	\$1,100.00	TR	"
Printer	1	\$800.00	TR	"
Vehicle (4x4 Pick-up Truck)	1	\$50,000.00	EM	M0EM14-06
Flat Screen TV	2	\$1,350.00	OP-405(b)	M00P14-01
DVD Players	2	\$400.00	OP-405(b)	"
Laptop Computer	1	\$1,100.00	OP-405(b)	"
Pick-Up Truck	3	\$35,000.00	Safety Belt (406)	SB14-01
Trailer	4	\$55,500.00	"	"
Message Board Signs	4	\$15,500.00	"	"

**FY14 Travel/Training Request Listing:**

<u>Activity</u>	<u>No. of Attendees</u>	<u>Location</u>	<u>Cost Estimate</u>	<u>Source</u>	<u>Project #</u>
Lifesavers Conf.	2	Nashville, TN	\$4,000.00 ea.	P&A	M0PA14-01
GHS A Exec. Seminar	2		\$4,000.00 ea.	"	"
GHS A Annual Mtg.	2		\$4,000.00 ea.	"	"
Region 9 Partner's Mtg.	2		\$4,000.00 ea.	"	"
Pre-HSP Mtg.	2		\$4,000.00 ea.	"	"
KIMZ Conf.	2	Santa Ana Pueblo, NM	\$4,000.00 ea.	OP/CR	M0OP14-01
CPS Tech. Trng.	6	Saipan	\$1,600.00 ea.	"	"
CPS Tech. Trng.	3	Saipan	\$1,500.00 ea.	"	M0OP14-02
KIMZ Conf.	2	Santa Ana Pueblo, NM	\$4,000.00 ea.	"	"
KIMZ Conf.	4	Santa Ana Pueblo, NM	\$4,000.00 ea.	"	M0OP14-03
Lifesavers Conf.	4	Nashville, TN	\$4,000.00 ea.	"	"
OP-related trainings	3		\$10,000.00 ea.	"	"
CPS Tech. Trng.	3	Saipan	\$4,000.00 ea.	"	"
DRE Training	2	Saipan	\$20,000.00	AL	M0AL14-01
SFST/DWI Instr. Course	2	Nashville, TN	\$4,000.00 ea.	"	"
Lifesavers Conf.	2		\$4,000.00 ea.	"	M0AL14-02
SFST/DUI Trng.	3		\$4,000.00 ea.	"	"
SFST Training	2		\$4,000.00 ea.	"	M0AL14-03
DRE Training	2		\$4,000.00 ea.	"	"
At-Scene Basic Trng.	2	Saipan	\$20,000.00	PT	M0PT14-01
Digital Photograph. Trng2		Saipan	\$20,000.00	"	"
Interviewing Techniques for Traffic Crash Investigator	2	Saipan	\$20,000.00	"	"
Energy Methods & Damage Analysis	2		\$4,000.00 ea.	"	"
Digital Photo. Trng.	4	Saipan	\$1,500.00 ea.	"	M0PT14-02
At-Scene Basic Trng.	4	Saipan	\$1,500.00 ea.	"	"

<u>Activity</u>	<u>No. of Attendees</u>	<u>Location</u>	<u>Cost Estimate</u>	<u>Source</u>	<u>Project #</u>
Trauma Trng -EMT	22	Saipan	\$1,500.00 ea.	EM	MOEM14-01
Trauma Trng-BLS	22	Saipan	\$1,500.00 ea.	"	"
Rescue Extrication Trng.1	2	Saipan	\$20,000.00	"	"
Lifesavers Conf.	2	Nashville, TN	\$4,000.00 ea.	"	"
KIMZ Conf.	2	Santa Ana Pueblo, NM	\$4,000.00 ea.	"	"
CPS Tech. Trng.	4	Saipan	\$1,500.00 ea.	"	"
Traffic Records Forum	4		\$4,000.00 ea.	TR	MOTR14-01
Motorcycle/Scooter Operator's Safety Course	4		\$4,000.00 ea.	MC	MOMC14-01
Motorcycle Crash Investigation Course	2		\$4,000.00 ea.	"	"
Pedestrian/Bicycle Safety-related Trng/Conf.	2		\$4,000.00 ea.	PS	MOP14-01
Defensive Driver Instructor Course	4		\$4,000.00 ea.	RS	MORS14-01
LTI Speed Detecting Tool Instructor Course	2		\$4,000.00 ea.	SE	M0SE14-01
Lifesavers Conf.	2	Nashville, TN	\$4,000.00 ea.	OP-405(b)	OP14-01
KIMZ Conf.	2	Santa Ana Pueblo, NM	\$4,000.00 ea.	"	"



## Child Car Seat Inspection Station Locator

### **Saipan**

**1.) Department of Public Safety-Highway Safety Office**

Jose M. Sablan Bldg.  
Saipan MP 96950  
Tel# (670) 664-9128  
(670) 664-9125 / (670) 483-5817

Hours: 9am-11am & 1pm-3pm  
Monday to Friday  
Closed: Saturday, Sunday, & Holidays

**2.) Department of Public Safety -Traffic Section**

Jose M. Sablan Bldg., Susupe  
Saipan MP 96950  
(670) 664-9001/9085  
Call for an appointment

### **Fire Station**

**3.) Station # 1- Susupe Fire Station**  
Tel# (670) 664-9003/04  
Call for an appointment

**4.) Station# 2 Garapan Fire Station**  
Tel# (670) 664-9076  
Call for an appointment

### **Tinian**

**5.) Department of Public Safety-Traffic Section**

Tinian MP 96952  
Tel# (670) 433-9222  
(670) 433-2041  
Call for an appointment

### **Rota**

**6.) Department of Public Safety-Traffic Section**

Songsong Village  
Rota MP 96951  
Tel# (670) 532-9530  
Call for an appointment

The Commonwealth of the Northern Mariana Islands (CNMI) consists of three (3) main islands which are Saipan, Tinian, and Rota. The population breakdown (per 2010 census report) is as follows:

<u>ISLAND</u>	<u>POPULATION</u>	<u>No of CPS Technicians</u>	<u>No. of Stations</u>
SAIPAN	48220	15	4
TINIAN	3136	4	1
ROTA	2527	8	1

Presently in Saipan, there are four (4) Child Seat Inspection Stations which are located in Susupe and Garapan. Additional stations have been opened in Kagman and Koblerville which will soon have assigned CPS technicians. This will increase the number of stations in Saipan to six (6).

The inspection stations in Tinian and Rota are located in the main villages of the islands.