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



**Department of Public Safety
Highway Safety Office**

*Fiscal Year 2016
Highway Safety Plan*

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DEPARTMENT OF PUBLIC SAFETY
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS
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June 01, 2015

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

Dear Mr. Murphy:

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

The Department of Public Safety, Highway Safety Office (HSO) is hereby submitting its Fiscal Year 2016 Highway Safety Plan (HSP). The HSP is intended to continue the efforts of addressing the traffic safety needs of the CNMI.

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

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

The DPS – HSO and its sub-grantees continue to monitor and identify problem-solving measures such as professional development, enforcement mobilization/crackdown, educational campaigns and community partnerships to resolve or alleviate the negative impacts of traffic related incidents.

I hope that the CNMI Fiscal Year 2016 HSP is in conformance to the specified requirements. Your continued support and assistance to the Department of Public Safety, Highway Safety Office, and the CNMI as a whole in promoting highway safety throughout the commonwealth is very much appreciated.

Sincerely,

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

Commonwealth of the Northern Mariana Islands (CNMI)

**Fiscal Year 2016
Highway Safety Plan**

Prepared by:

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

James C. Deleon Guerrero
Commissioner
Department of Public Safety
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Approved By:  Date: 06/08/2015
James C. Deleon Guerrero
Commissioner/Governor's Representative

MISSION STATEMENT

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

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

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

EXECUTIVE SUMMARY

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

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

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

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

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

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

HSO is staffed with four (4) personnel: an Officer in Charge, and three (3) program managers. This office coordinates and monitors the administration of Highway Safety Programs of the sub-grantees through the respective Police Directors of Saipan, Rota, and Tinian.

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

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

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

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

PROCESS DESCRIPTION

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

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

Occupant protection/child restraint, distracted driving, and impaired driving remain to be of paramount importance to the CNMI's highway safety program. The usage rate of 91.44% in 2014 compared to 90.51% in 2013 indicates a 98% increase in seat belt usage. The usage rate of 71.20% in 2014, compared to 2013 with 46.54% for child restraint indicates an increase of 65%. With this result, the Department of Public Safety, Highway Safety Office continues to work with numerous stakeholders from public, private, and civic organizations in dealing with highway safety issues. The stakeholders have expressed great interest in protecting motorists and promoting safety on our highways by way of expanded media coverage and prevention educational programs.

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

Highest Priorities:

In 2014, two (2) fatalities occurred in Saipan; No traffic fatality were recorded on Tinian and Rota.

- One (1) Motorcycle Fix Object (Broken Neck Injury)
- One (1) Auto Fix Object/Ran Off Roadway). "Speeding" fatal injury).

In 2015-2016, the CNMI will continue to focus on decreasing its fatality crashes through aggressive enforcement, education, engineering, and emergency medical services to address or mitigate highway safety problems and issues on each island.

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

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

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

PLANNING AND ADMINISTRATION

Program Overview:

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

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

Goals and Performances Measures:

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

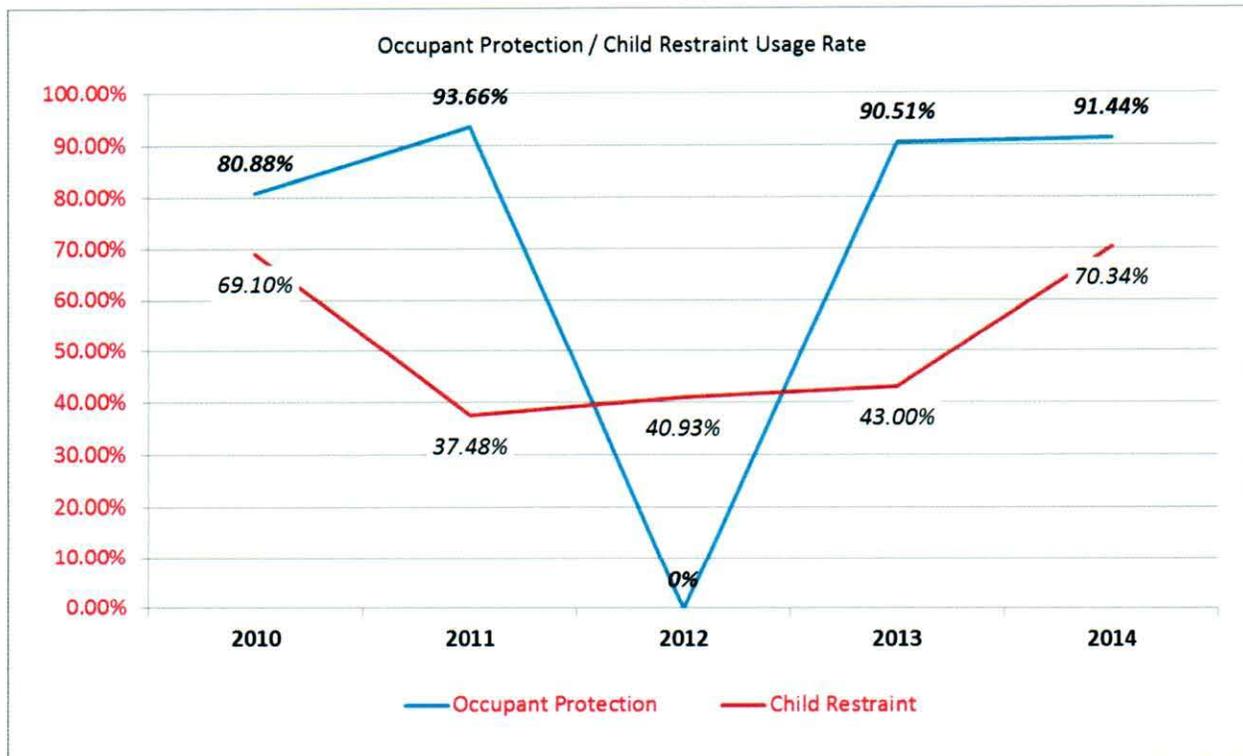
- Develop a coordinated Highway Safety Plan/Performance Plan by July 1, 2016.
- Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan.
- To conduct an active public awareness and community support programs during fiscal year 2015-2016.
- To support and to amend current highway safety traffic laws and legislation.
- To develop the Highway Safety Annual Report for FY 2015 by December 31, 2015.
- To seek full support with the Commissioner of Public Safety/Governor's Representative (GR) to utilize all available means for improving and promoting the CNMI's traffic safety program.

**Department of Public Safety
Saipan Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (MOOP 16-01)

Problem Identification

Through a survey conducted by DPS Traffic Section in July 2014, it was concluded that seat belt usage for vehicle occupants was at 91.44%, and the child restraints survey reflected a 71.20% usage rate. The usage has increased from 2013 with seat belt (11.55%) from 79.89% and child restraint (6.45%) from 79.89%. The numbers of OP/CR usage are in the rise with the efforts of DPS Traffic Section's effort in education and enforcement.



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

There are few contributing factors for the unrestrained child occupant violations. First major factor is the low minimum wage for the CNMI, which is \$6.05 an hour compared to high cost of living. For example, the common necessities of living such as fuel for vehicle costs \$4.95 per gallon for regular unleaded fuel. There is no availability of public transportation.

Another problem the public faces is the utility rate of \$0.47 per kilowatt and certain number of utility surcharge which most households spend about \$400.00 to \$600.00 a month for power and water. With the high cost of living and low minimum wage, the prices of car seats in Saipan which range from \$160.00 to \$300.00 are unaffordable to many households. Even with the availability of the Car Seat Assistance Program which pays a portion of the cost, not all people can afford to pay the difference for a child restraint.

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

Goals and Objectives

To maximize the rate of occupant restraint use; to increase safety belt usage for occupants and child restraint by calendar year 2016, compared to the usage rate that was conducted by DPS in July 2014: 91.44% for seat belts and 71.20% for child restraints.

Decrease unrestrained passenger vehicle occupant fatalities by 50% from 4 in Fiscal Year 2012 to 2 by September 30, 2016.

Decrease unrestrained passenger vehicle occupant injuries 10% from 111 in Fiscal Year 2012 to 100 by September 30, 2016.

Increase the number of seat belt citations 10% from 505 during Fiscal Year 2012 to 555 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

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

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

Performance Measures:

- Salary (overtime pay) of twelve (12) police officers at approved OP/CR mobilizations and CPS inspections.
- Conduct a minimum of six (6) OP/CR checkpoints and two (2) CPS check-up events quarterly.
- Funding vehicle rental for low visibility/covert enforcement operations.
- Acquisition of one (1) pick-up truck to haul the OP/CR message board trailer to sites on a daily basis for continuous awareness to all motorists.
- Acquisition of two (2) police package vehicles for OP enforcement to replace the vehicles purchased in 2012.

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

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

Performance Measures:

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

Activity (2.2):

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

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

To target occupants using a positive approach by rewarding those in compliant of seat belt and car seat laws.

Performance Measures:

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

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

Activity (3.1):

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

Performance Measures:

- Bring off-island CPS instructors to certify at least two (2) additional potential instructor candidates for Saipan and one (1) for Tinian.
- Subsidize purchase of child restraints for families.
- Form a Traffic Law Committee to work with local legislations on adjusting outdated fee scheduling of fines and proposing new laws to help keep the traveling community safe on the highways.
- Send two (2) CPSTs to 2015 Lifesavers Conference to gain knowledge on national updates of programs.
- Send two (2) CPSTs to upcoming Kids In Motion (KIMZ) conference to gain knowledge on national updates of programs.

**Department of Public Safety
Rota Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (MOOP 16-02)

Problem Identification

The Rota Department of Public Safety continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2010, 70 safety belt citations were issued to drivers, 62 for passengers, and 6 for children. In 2011, 54 citations were issued for drivers, 40 for passengers, and 0 for children. In 2013, 82 citations were issued to drivers, 25 for passengers, and 14 for children. Finally, in 2014 there were 102 safety belt citations issued to drivers, 45 for passengers, and 4 for children. The average safety belt citation for drivers per year is seen at about 73.8, 49.16 for passengers, and 5.8 for children.

Driver safety belt violation makes up 57.3% while passenger is marked at 38.16% and children violations stand at 4.5%.

The Rota Department of Public Safety still adds emphasis in the area of educating the occupants and instilling a positive behavior with respect to seatbelt usage. Continued enforcement is seen as a step towards achieving and changing this behavior pattern of monitoring public and emphasizing as to the importance of safety belt use. It is necessary to continue our efforts to ensure users surpass the current belt usage rate.

Based on surveys conducted in 2010, the child restraint usage rate was at 88%. Surveys conducted in 2011 were found at 89%, in 2012 at 84%, in 2013 at 82% and lastly in 2014 at 80.64%. This brings a five year average of 84.7%.

Goals and Objectives

Maintain unrestrained passenger vehicle occupant fatalities at 0 in Fiscal Year 2015 to 0 by September 30, 2016.

Decrease unrestrained passenger vehicle occupant injuries 50% from 8 in Fiscal Year 2011 to 4 by September 30, 2016.

To increase the number of seat belt citations 10% from 147 during Fiscal Year 2014 to 162 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

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

Performance Measures:

- During the month of October 2015, officers within the agency will conduct three (3) saturation patrols to enforce seatbelt and child restraint violations during the island's main fiesta event wherein there is a large number of tourist vehicular population as well as locals (3 ops X 4hrs. X 3 officers = 36hrs.of overtime).
- Beginning May and ending in June 2016, officers within the agency will conduct ten (10) OP/CR checkpoints during the Click-It-Or-Ticket month (10 checkpoints X 3hrs. X 7 officers = 210hrs.of overtime).
- Beginning in May and ending in June 2016, officers within our agency will conduct five (5) saturation patrols during the Click-It-Or-Ticket month (5ops X 4hrs x3 officers = 60hrs of overtime).
- During the month of August 2016, officers within the agency will conduct three (3) saturation patrols to enforce seatbelts and child restraint violations as part of back to school safety week (3 ops X 4hrs. X 3 officers = 36hrs.of overtime).
- During the month of September 2016, officers will conduct six (6) OP/CR checkpoints during the Child Passenger Safety Month (6 checkpoints X 3hrs.X 7 officers = 126hrs. of overtime).
- During the month of September 2016, officers within our agency will conduct five (5) saturation patrols during the Child Passenger Safety month (5ops X 4hrs.x3officers = 60hrs).
- During the month of September 2016, officers within our agency and other Child Passenger Safety Technicians will conduct courtesy car seat check-up event for National Seat Check Saturday (1op x 6hrs x 7 CPST = 42hrs of overtime).

Strategy (2): Education

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

Performance Measures:

- Beginning with start-date approval, officers within the agency will conduct educational presentations/contacts at various schools, civic organization meetings and 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 until September 30, 2016.
- Throughout the month of May 2016, officers within the agency will conduct three (3) educational contacts at schools, civic organization meetings and other locations to increase safety awareness on occupant protection during the Click-It-Or-Ticket mobilization month.

- During the months of May and September 2016, officers will acquire sign boards/banners, pamphlets, flyers and educational items for distribution during the Click-It-Or-Ticket and Child Passenger Safety campaigns.

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

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

Performance Measures:

- Within the months of October 2015 a Child Passenger Safety Technician will begin process of becoming a Child Passenger Safety Instructor Candidate and should be full-fledged instructor by September 30, 2016.
- Beginning with start-date approval, Child Passenger Safety Instructor from the agency will conduct two (2) CPST courses and CPST re-certification course through September 30, 2016.
- During the month of August 2016, send one (1) Child Passenger Safety Technician to attend the Kids-In-Motion (KIM) Conference.

**Strategy (3.2): Infrastructure/
Equipment Purchase**

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

Performance Measures:

- During the months of May and September 2016, officers will acquire sign boards/banners, pamphlets, flyers, etc. for distribution during the Click-it-or-Ticket and Child Passenger Safety campaigns.
- Acquisition of one (1) mini-van for transporting of educational materials and car seats to activity sites.

**Department of Public Safety
Tinian Traffic Section**

OCCUPANT PROTECTION/CHILD RESTRAINT (MOOP 16-03)

Problem Identification

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

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

Goals and Objectives

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

Increase the number of seat belt citations by 100% from 4 in 2012 to 8 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measures:

- During the month of May 2016, officers within the agency will conduct six (6) OP/CR checkpoints as part of the Click-it-or-Ticket campaign (6checkpoints X 3hrs X 7officers =126hrs of overtime).
- During the month of May 2016, officers within the agency will conduct three (3) saturation patrols as part of the Click-it-or-Ticket campaign (3ops X 4hrs X 3officers =36hrs of overtime).

- During the month of August 2016, officers within the agency will conduct two (2) saturation patrols to enforce seatbelts and child restraint as part of back to school safety week (2ops X 4hrs X 3officers =24hrs of overtime).
- During the month of September 2016, officers within the agency will conduct two (2) OP/CR checkpoints during the Child Passenger Safety week (2checkpoints X 3hrs X 7officers =42hrs of overtime).
- During the month of September 2016, officers within the agency will conduct one (1) saturation patrol during the Child Passenger Safety week (1op X 4hrs X 3officers =12hrs of overtime).
- During the month of September 2016, Child Passenger Safety Technicians will conduct one (1) courtesy seat check event as part of the National Seat Check Saturday (1op X 6hrs X 5 CPST's =30hrs of overtime).
- Throughout the year, officers / CPST's will conduct one (1) courtesy seat check event quarterly (4ops X 6hrs X 5CPST's =120hrs of overtime).

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

- Conduct one (1) educational presentation at schools and at public events quarterly.
- Acquisition of educational pamphlets, brochures, banners for distribution at educational presentations, checkpoints, and check-up events.
- Acquisition of one (1) flat screen TV to be utilized as educational tool for proper child restraint usage.

Strategy (3): Infrastructure/ Professional Development and Training

Activity (3.1):

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

Attendance at the 2016 Lifesavers Conference and Kids-in-Motion Conference to stay abreast on national updates.

Performance Measures:

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

**Strategy (3.2): Infrastructure/
Equipment Purchase**

Activity (3.2):

For easier transport of OP/CR educational materials, awareness banners, car seats, etc. to be utilized during educational presentations.

Provide office equipment for the OP/CR unit within the Tinian Traffic Section to utilize in the office as well as at educational presentation sites.

Performance Measures:

- Acquisition of one (1) mini-van for transporting of educational materials and car seats to activity sites. This will include markings to identify as an Occupant Protection/Child Restraint vehicle.
- Acquisition of one (1) desktop, one (1) laptop computer, one (1) printer, and one (1) typewriter for Child Restraint Assistance Program.

**Department of Public Safety
Saipan Traffic Section**

POLICE TRAFFIC SAFETY (MOPT 16-01)

Problem Identification

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

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

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

In 2014, DPS Saipan issued a total of 4,445 traffic citations and made 154 DUI arrests. DPS Saipan recorded 1,331 traffic and non-traffic crashes, provided over 219 escorts and directed traffic for highway safety measures. A total of 56 Hit & Run cases were forwarded to TIU in which 19 cases were solved and closed. TIU responded to over 29 traffic crashes involving serious injuries and 2 traffic fatality incidents.

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

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

In 2011, DPS Saipan issued a total of 1,367 traffic citations and made 240 DUI arrests. DPS Saipan recorded 2,369 traffic and non-traffic crashes, provided over 80 escorts and directed traffic for highway safety measures.

A total of 52 Hit & Run cases were forwarded to TIU in which 21 cases were solved and closed. TIU responded to 7 traffic crashes involving serious injuries, and no (0) traffic fatality occurred.

In 2010, DPS Saipan issued a total of 2,195 traffic citations and made 219 DUI arrests. DPS Saipan recorded 2,587 traffic and non-traffic crashes, provided over 180 escorts and directed traffic for highway safety measures. A total of 93 Hit & Run cases were forwarded to TIU in which 21 were solved and closed. Furthermore, TIU responded to 4 traffic fatalities and 3 traffic crashes involving serious injuries.

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

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

Goals and Objectives

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

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

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

Decrease traffic crash rate from 1,676 in 2012 to at least 1,341 or by 20% by September 30, 2016.

To decrease fatalities in speed-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2016.

To decrease injuries in speed-related crashes 20% from 10 during Fiscal Year 2012 to 8 by September 30, 2016.

To increase the number of speed citations 20% from 551 during Fiscal Year 2012 to 661 by September 30, 2016.

To decrease fatalities by 50% from 4 during Fiscal Year 2012, to 2 by September 30, 2016.
To decrease traffic injuries by 10% from 111 during Fiscal Year 2012, to 100 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measures:

- Conduct Day and Night Zero Tolerance Traffic Law Enforcements and provide training to Officer-In-Charge and Supervisors of the Traffic Section.
- Provide necessary equipment, tools, and trainings to Traffic Section officers to enhance their ability in traffic law enforcement and traffic crash investigations.
- Acquisition of one (1) heavy duty truck to haul the OP/CR and Alcohol checkpoint trailers to sites.

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

- Conduct a minimum of four (4) public awareness and educational presentations quarterly by end of fiscal year 2016 about safe and defensive driving.

Activity (2.2):

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

Performance Measures:

- Send two (2) traffic officers to Driver's Education/Defensive Driving Instructors course.

Strategy (3): Infrastructure/ Professional Development and Training

Activity (3.1):

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

Performance Measures:

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

Activity (3.2):

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

Performance Measures:

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

Activity (3.3):

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

Performance Measures:

- Acquire four (4) sets of crash investigation equipment to replace and replenish old and deteriorated set of equipment and have two (2) TIU vehicles equipped with all necessary investigative tools at all times in case multiple incidents occur at the same time.

**Department of Public Safety
Rota Traffic Section
POLICE TRAFFIC SERVICES (MOPT 16-02)**

Problem Identification

Traffic injuries are a major challenge that requires concerted efforts for effective and sustainable prevention. Rota in 2009 recorded a total of 3 traffic-related injuries, 1 of which was found to be serious. In 2010, Rota recorded a total of 9 traffic-related injuries. In 2011, Rota recorded a total of 4 traffic-related injuries, 1 of which was an unfortunate fatality. In 2012, 2 traffic-related injuries were reported. In 2013, no injuries were reported. In 2014 there were a total of 3 traffic-related injuries. Although the numbers recorded are relatively small, based on the island's motoring population this is a high number.

Rota also noticed that the traffic crashes have fluctuated in the past three years. In 2009, a total of 19, in 2010, a total of 24, in 2011 a total of 25, in 2012 a total of 17, and in 2013 a total of 11 traffic crashes were reported. In 2014, a total of 16 traffic crashes were reported. Despite the fluctuation of crash incidents focused attention is still required to bring the number to a minimum. However again, based on population and roadway size this becomes a large number. Rota has also seen an increase in motorcycle activity on the island. With the global rising of fuel cost, many residents and tourists access this mode of transportation due to fuel and maneuverability. Though we have only captured a minimal number of motorcycle incidents in the past three years, authorities continue to focus its efforts on educating and enforcing motorcycle laws on our highways and roadways.

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

Goals and Objectives

To decrease fatalities in speeding-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2016.

To decrease injuries in speeding-related crashes 65% from 3 during Fiscal Year 2012 to 1 by September 30, 2016.

Increase the number of speeding citations 15% from 172 during Fiscal Year 2015 to 198 by September 30, 2016.

Decrease fatalities 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

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

Performance Measures (1.1):

- Beginning with start-date approval, officers within the agency will work overtime traffic enforcement to focus on speed violations. Approximately 20 hours per month on targeted roadways through September 30, 2016 (20 hrs. per officer X 3 officers X 12 months = 720 hrs. of overtime).
- During the month of October 2015, officers within the agency will conduct 3 saturation patrols and laser speed mobilizations to enforce speed violations during the island's main fiesta event wherein there is a large number of tourist vehicular population as well as local. (3 ops X 4hrs. X 3 officers = 36hrs. of overtime).
- During the month of November 2015, officers within the agency will conduct 3 saturation patrols and laser speed mobilizations to enforce speed violations (3 ops X 4hrs. X 3 officers = 36hrs. of overtime).
- During the month of May 2016, officers within the agency will conduct 3 saturation patrols to enforce motorcycle helmet and speed laws (3 ops X 4 hrs. X 3 officers = 36hrs. of overtime).

Strategy (2): Education

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

Performance Measures:

- Beginning with start-date approval, officers within the agency will conduct educational contacts at schools, civic organization meetings and other locations twice a month to increase safety awareness on motorcycle safety and speed, factors of traffic crash injuries. These contacts will be done twice a month until September 30, 2016.
- Throughout the month of April 2016, officers within the agency will conduct 3 educational contacts at schools, civic organization meetings and other locations to increase safety awareness on distracted driving during National Distracted Driving Awareness Month.
- Throughout the month of May 2016, officers within the agency will conduct 3 educational contacts at schools, civic organization meetings and other locations to increase safety awareness on motorcycle safety during Motorcycle Safety Awareness Month.

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

Activity (3.1): To increase the number of trained traffic safety personnel; and enhance their enforcement activities by procuring vehicles and educational materials.

Performance Measures:

- During the month of June 2016, officers within the agency will attend an “At-Scene Traffic Crash/Traffic Investigation” course provided by the Institute of Police Technology Management. Class will be held in Saipan.
- During the month of July 2016, one (1) officer with the traffic section will attend the “Digital Photography for Traffic Crash Investigation” course provided by the Institute of Police Technology Management. Class will be held in Saipan.
- Beginning with start-date approval, acquisition of one (1) police package vehicle for speed and other enforcement operations; and one (1) heavy duty pick-up truck to pull the checkpoint trailers.
- Beginning of start-date approval, acquisition of one (1) desktop computer to
- replace old computer that is no longer working.
- Beginning of start-date approval, purchase of educational materials and banners, to be used and distributed during presentations at various campaign activities.

**Department of Public Safety
Tinian Traffic Section**

POLICE TRAFFIC SERVICES (MOPT 16-03)

Problem Identification

The main problem with vehicle operators speeding on our roadways is that there are only a few cars that are on the main roadways. Drivers tend to drive fast when there are no vehicles in front of them. Another problem we have is the shortage of police vehicles within the department itself therefore police visibility is very limited and does not do well as deterrence.

Some street lights in Tinian have been shut down by the utility corporation therefore most roads have very poor lighting. Poor lighting and roadway obstruction have been the cause of most crashes.

There were 24 crashes in 2012, one of which was caused by excessive speed. In 2014, there were a total of 13 crashes with two (2) minor injuries one of which was alcohol related.

Although the numbers may look low, the general population of the island of Tinian is quite small as well.

Goals and Objectives

Increase the number of speeding citations by 200% from 1 during Fiscal Year 2012 to 2 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measures:

- Beginning October 2015 through September 2016, officers within the agency will conduct twelve (12) traffic enforcements such as saturation patrols, HVEs and laser speed to focus on speed violations on targeted roadways (12ops X 4hrs X 3officers =144 hrs of overtime).

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

- Beginning October 2015 through September 2016, officers within the agency will conduct one (1) educational contact at high schools quarterly to increase awareness on speed, motorcycle safety, distracted driving, and traffic crash injuries.
- Acquisition of educational brochures, pamphlets, flyers, etc. for distribution at public education events.

Strategy (3): Infrastructure/ Professional Development & Training

Activity (3.1):

Increase the number of experts and trained personnel within the agency on various traffic areas.

Performance Measures:

- Send four (4) officers to Saipan to attend the At-Scene Traffic Crash/Traffic Homicide Investigation Course.
- Send four (4) officers to Saipan to attend Traffic Crash Reconstruction Course.
- Send three (3) officers to Saipan to attend Motorcycle Certification training.
- Send four (4) officers to Saipan to attend Laser Certification training.

Strategy (3.2): Infrastructure/ Equipment Purchase

Activity (3.2):

Improve the officer's enforcement efforts by increasing the section's vehicle fleet and equipment.

Performance Measures:

- Acquisition of two (2) police package motorcycles which will be utilized during some traffic enforcement activities.
- Acquisition of one (1) laser equipment which will be utilized during speed enforcement activities.

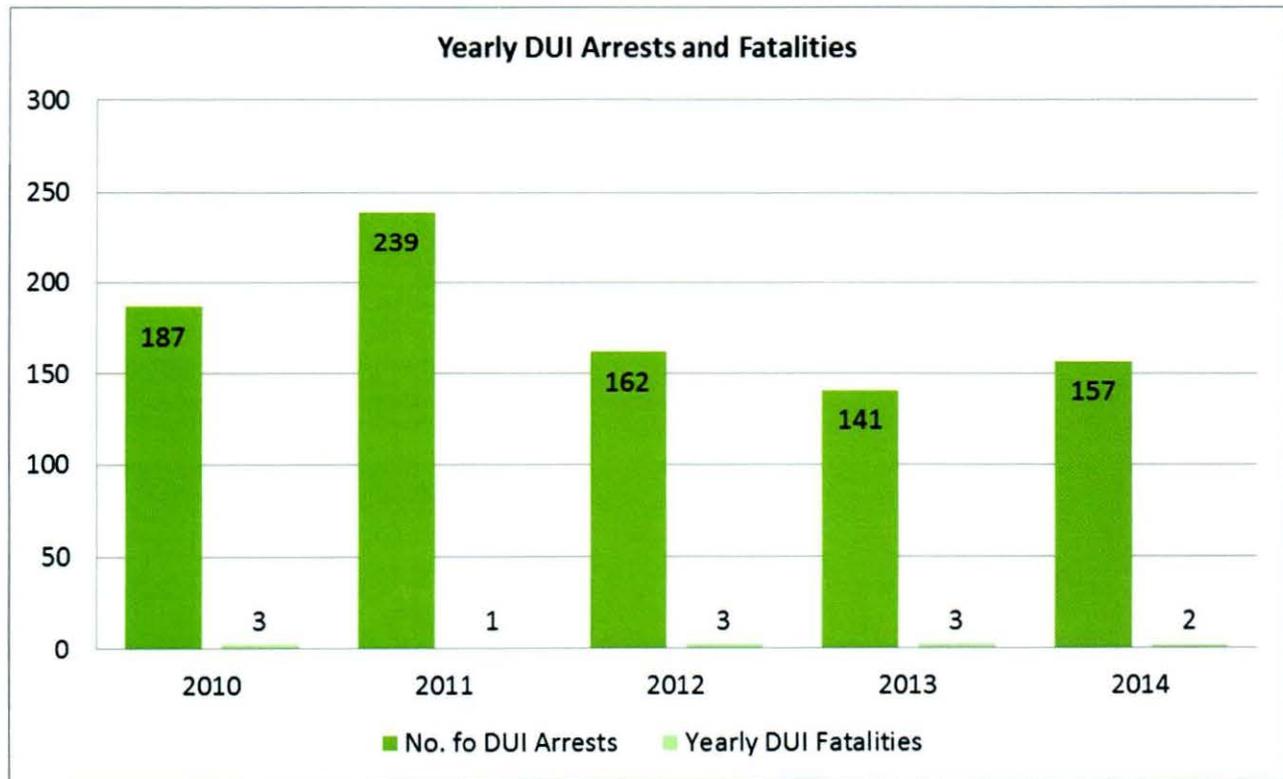
ALCOHOL AND OTHER DRUGS COUNTERMEASURES

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

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

Impaired Driving statistics for the years 2010—2014

	2010	2011	2012	2013	2014
DUI Arrests	187	239	162	141	157
Yearly DUI Fatalities	5	1	3	3	2



**Department of Public Safety
Saipan Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (MOAL 16-01)

Problem Identification

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

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

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

Goals and Objectives

To decrease the number of impaired driving-related crashes 10% from 32 in Fiscal Year 2012 to 29 by September 30, 2016.

To decrease fatalities in impaired driving-related crashes 33.33% from 3 in Fiscal Year 2012 to 2 by September 30, 2016.

To decrease injuries in impaired driving-related crashes 10% from 32 in Fiscal Year 2012 to 29 by September 30, 2016.

To increase the number of DUI arrests 5% from 158 during Fiscal Year 2012 to 166 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measures:

- Conduct minimum of four (4) Sobriety checkpoints and three (3) saturation patrols per quarter, starting calendar year 2016.
- Conduct daily Zero tolerance DUI enforcements, either high visibility to deter or low visibility covert enforcement to apprehend impaired drivers on our roadways and highways.
- Join nationwide anti impaired driving campaigns based on NHTSA calendar, such as July 4th impaired driving prevention, Labor Day, and 3D campaigns.
- Salary for police officers at approved impaired driving mobilization.
- Rent vehicle to initiate covert DWI enforcement.
- Acquisition of two (2) police package vehicles for DUI enforcement to replace vehicles purchased in 2012.

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

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

Performance Measures:

- Conduct minimum of three (3) educational contacts with general public regarding impacts of impaired driving on a quarterly basis at high schools to target young drivers, at public functions such as school PTA meetings and public functions, etc..
- Acquisition of awareness and educational materials for the annual July 4th Impaired Driving Prevention, Labor Day, and 3D campaigns during the holidays.
- Acquisition of educational pamphlets, signs and banners for DUI checkpoints and community outreach programs.

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

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

Performance Measures:

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

Activity (3.2):

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

Performance Measure:

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

**Department of Public Safety
Rota Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (MOAL 16-02)

Problem Identification

Rota continues to see patterns of drivers driving impaired or under the influence of alcohol. In 2010 - 12, in 2011 - 17, in 2012 - 3, in 2013 - 6, and in 2014 - 2 impaired driving arrests were reported. These violators must have met or exceeded the 0.08 BAC law to be legally declared impaired. Majority of these situations lead to fatal crashes or increased traffic-related injuries on the highways and roadways. Though a noticeable increase is seen in the number of impaired driving arrests in the first 3 years, it is necessary to continue our efforts to ensure impaired drivers are removed from our highways and roadways. Another factor that contributed to the increase of impaired driving arrests can be attributed to the increase in the number of officers on staff. Saturation patrols, high visibility enforcement and other anti-impaired driving mobilizations are being implemented to assist authorities in their efforts. This can be seen in the dramatic drop of arrests in 2012. We would eventually like to see the number of impaired incidences at zero. As the data reflects, the number of alcohol related crashes have been kept at a minimal. However, the goal is to eventually have no alcohol related crashes at all. This can be achieved through an increased number of enforcement operations and public education and awareness activities. In the past two (2) years we have been able to successfully reduce the number of alcohol related crashes on the island as well as report a low number of arrests due to the combination of a highly aggressive educational/awareness campaign and enforcement operations. This must continue in order to ultimately achieve our goals.

Goals and Objectives

To decrease the number of impaired driving-related crashes 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2016.

To decrease fatalities in impaired driving-related crashes 100% from 1 in Fiscal Year 2011 to 0 by September 30, 2016.

To decrease injuries in impaired driving-related crashes 65% from 4 in Fiscal Year 2012 to 1 by September 30, 2016.

To increase the number of DUI arrests 33% from 6 during Fiscal Year 2013 to 9 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

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

Performance Measures:

- Beginning October 2015 thru January 2016, officers within the agency will conduct a total of fourteen (14) sobriety checkpoints as part of the Impaired Driving holiday season (14 checkpoints X 3hrs. per site X 7 officers = 294hrs. of overtime).
- Beginning October 2015 thru January 2016, officers within the agency will conduct a total of ten (10) saturation patrols and HVE enforcement as part of the Impaired Driving holiday season (10 ops X 4hrs. X 3 officers = 120hrs.of overtime).
- During February 2016, officers within the agency will conduct two (2) sobriety checkpoints during the Super Bowl event (2 checkpoints X 3hrs. X 7 officers = 42hrs. of overtime).
- During March 2016, officers within the agency will conduct two (2) sobriety checkpoints during the St. Patrick's Day holiday (2 checkpoints X 3hrs. X 7 officers = 42hrs.of overtime).
- During March 2016, officers within the agency will conduct three (3) saturation patrols and HVE enforcements during the San Isidro Fiesta weekend (3 ops X 4hrs. X 3 officers = 36hrs.of overtime).
- During April 2016, officers within the agency will conduct two (2) sobriety checkpoints as part of the Easter Holiday weekend (2 checkpoints X 3hrs. X 7 officers = 42hrs.of overtime).
- During April 2016, officers within our agency will conduct two (2) saturation patrols and HVE activities during the Easter Holiday weekend (2 ops X 4hrs. X 3 officers = 24hrs.of overtime).
- During July 2016, officers within the agency will conduct two (2) sobriety checkpoints as part of the Liberation Day holiday (2 checkpoints X 3hrs. X 7 officers = 42hrs.of overtime).
- During July 2016, officers within our agency will conduct two (2) saturation patrols and HVE enforcements during the Liberation Day holiday (2 ops X 4hrs. X 3 officers = 24hrs.of overtime).
- Beginning August 2016 and ending September 2016, officers within the agency will conduct four (4) sobriety checkpoints as part of the Impaired Driving National Enforcement Crackdown (4 checkpoints X 3hrs. X 7 officers = 84hrs.of overtime).
- Beginning August 2016 and ending September 2016, officers within the agency will conduct five (5) saturation patrols and HVE enforcements as part of the Impaired Driving National Enforcement Crackdown (5 ops X 4hrs. X 3officers = 60hrs.of overtime).

Strategy (2): Education

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

Performance Measures:

- Beginning December 2015 and ending January 2016, officers within the agency will conduct two (2) educational contacts at schools and at civic organization events.
- Beginning in November 2015 and ending in January 2016, officers within our agency will conduct public awareness campaigns and events on the island as part of the Impaired Driving holiday season.
- At the beginning of the fiscal year, officers will acquire educational items for distribution during the various Impaired Driving activities.

Strategy (3): Infrastructure/ Professional Development and Training

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

Performance Measures:

- Send one (1) officer to attend the 2016 Lifesavers Conference in Long Beach, CA.
- Send three (3) personnel to attend the DUI/SFST certification training, ARIDE course, and Sobriety Checkpoint course in Saipan.
- Send two (2) personnel to attend the Pre-HSP meeting in Saipan.

**Department of Public Safety
Tinian Traffic Section**

ALCOHOL & OTHER COUNTERMEASURES (MOAL 16-03)

Problem Identification

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

With only two (2) traffic officers, manpower and vehicles are requested from the Patrol Section to conduct checkpoints or other enforcement activities. This increases police visibility as well.

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

Goals and Objectives

To maintain (0) number of impaired driving-related crashes, injuries and fatalities through September 30, 2016.

To decrease the number of DUI arrests 100% from 1 during Fiscal Year 2012 to 0 by September 30, 2016.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Performance Measure:

- Beginning November 2015 through January 2016, officers within the agency will conduct eight (8) sobriety checkpoints as part of the Impaired Driving holiday season (8 checkpoints X 3hrs X 7officers = 168hrs of overtime).
- Beginning November 2015 through January 2016, the officers within the agency will conduct four (4) saturation patrols as part of the Impaired Driving holiday season (4ops X 4hrs X 3officers=48hrs of overtime).
- During the month of February 2016, officers within the agency will conduct two (2) sobriety checkpoints as part of the Super bowl event (2checkpoints X 3hrs X 7officers=42hrs of overtime).

- During the month of February 2016, officers within the agency will conduct one (1) saturation patrol as part of the Super bowl event (1op X 4hrs X 3officers =12hrs of overtime).
- During the month of March 2016, officers within the agency will conduct two (2) sobriety checkpoints as part of St. Patrick's Day holiday (2checkpoints X 3hrs X 7 officers=42hrs of overtime).
- During the month of July 2016, officers within the agency will conduct two (2) sobriety checkpoints as part of the July 4th holiday (2checkpoints X 3hrs X 7officers=42hrs of overtime).
- During the month of July 2016, officers within the agency will conduct one (1) saturation patrol as part of the July 4th holiday (1op X 4hrs X 3officers=12hrs of overtime).
- During the month of August 2016, officers within the agency will conduct four (4) sobriety checkpoints as part of the Impaired Driving National Crackdown (4checkpoints X 3hrs X 7officers =84hrs of overtime).
- During the month of August 2016, officers within the agency will conduct two (2) saturation patrols as part of the Impaired Driving National Crackdown (2ops X4hrs X 3officers = 24hrs of overtime).

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

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

Strategy (3): Infrastructure/

Professional Development and Training

Activity (3.1):

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

Performance Measures:

- Send three (3) officers to Saipan to attend the SFST course.
- Send two (2) officers to Saipan to attend the ARIDE training course.
- Send two (2) officers to Saipan to attend the Intoximeter Certification training course.

**Department of Fire and EMS
Saipan EMS/Rescue Section**

Emergency Management Services (MOEM 16-01)

- Rescue Extrication and Equipment Training/Certification (Task 1)

Problem Identification

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

The Department of Fire –Office of the EMS/Rescue Section finds a need to provide traffic related on-the-job training in the island of Saipan for EMS/Rescue personnel from the islands of Rota and Tinian. In addition to such trainings, all personnel will also be afforded the opportunity to partake in a recertification course. This traffic-related training program affords our EMTs to be proficient in their EMT knowledge and skills as it relates to motor vehicle crashes or traffic-related injuries and the on-the-job experience to be gained by this opportunity will far exceed expectations. Statistics continue to show that emergency response to motor vehicle crashes or traffic-related incidents in Rota and Tinian are far less than Saipan. Definitive care for even rapidly extricated victims in motor vehicle crashes for immediate transport goes to the only healthcare facility in Saipan until they are stabilized for medical evacuation to Guam, Hawaii, and U.S. mainland, or other places.

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

Goals & Objectives

Conduct traffic related training to all Department of Fire and EMS personnel between the islands of Saipan, Tinian, and Rota. This will allow them to enhance their knowledge and skills to properly assess, immediately treat, and expeditiously transport patients suffering from traffic-related injuries or fatalities.

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

Strategies and Activities

Strategy (1): Traffic-related Training

Activity (1.1):

Conduct traffic-related trainings for EMS/Rescue personnel from Rota and Tinian.

Performance Measures:

- Rota EMS personnel are scheduled for recertification on May 2016.
- Tinian EMS personnel are scheduled for recertification on April 2016.

Activity (1.2):

Attend Pre-Hospital Trauma Life Support Course.

Performance Measures:

- Tinian and Rota EMS/Rescue personnel to attend Pre-Hospital Trauma Life Support course on October 2015 through November 2015.

Strategy (2): Exchange Program

Activity (2.1):

Maintain traffic-related peer-to-peer exchange program between the islands of Saipan, Tinian, and Rota.

Performance Measures:

- Tinian and Rota EMS/Rescue personnel will earn hands-on experience on traffic-related crash call responses. Thirteen (13) from Tinian and five (5) from Rota will be participating on the exchange program.

- Professional Development and System Monitoring (Task 2)

Problem Identification

The geographic location of the CNMI from the U.S. mainland or even Guam and Hawaii and the physical separation between the islands of Saipan, Rota, and Tinian will continue to make it difficult for EMS professionals in the CNMI EMS System to network and share information with other EMS systems and professionals nationally and even between our islands as it pertains to traffic safety and emergency medical response. Although communication has improved with internet access, the lack of direct and interoperable communications 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 conference at EMS associations or organizations involved in the decision-making process towards national or federal policies that affects federal traffic-related funding, training and education, and national certification has proven beneficial although a lot more still needs to be done.

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

Goals and Objectives

Attend annual conferences to obtain national updates on various highway safety program/issues, etc.

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

Strategies and Activities

Strategy (1): Infrastructure/ Professional Development and Training

Activity (1.1):

Attend 2016 Annual Lifesavers Conference in Long Beach, California.

Attend 2016 Annual Kids-in-Motion Conference in Orlando, Florida.

Performance Measures:

- One (1) EMS/Rescue personnel from any of the islands of Saipan, Rota, or Tinian to attend the Lifesavers Conference.
- One (1) EMS/Rescue personnel any of the islands of Saipan, Rota, or Tinian to attend the Kids in Motion Conference.

Strategy (2): Infrastructure/ System Monitoring and Networking

Activity (2.1):

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

Conduct traffic-related EMS system networking with Guam EMS.

Performance Measures:

- Two (2) EMS staff to conduct quarterly system monitor between the three islands.
- Two (2) EMS staff to conduct traffic-related EMS system networking with Guam EMS.

- **Training and Certification (Task 3)**

Problem Identification

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 restraint 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 pre-hospital 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.

Goals and Objectives

To conduct traffic-related "train-the-trainer" EMS courses.

Administer the National Registry of EMTs certification exam.

Certify EMS staff as EMT-Basic Instructors.

Certify EMS staff as BLS for Healthcare Provider Instructors.

Certify and recertify EMS/Rescue personnel in EMT-B, BLS-HCP, and PHTLS.

Strategy and Activities:

Strategy (1): Instructor Certification

Activity (1.1):

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

Performance Measures:

- Three (3) EMS personnel to attend the traffic-related “train-the-trainer” EMS course.

Activity (1.2):

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

Performance Measures:

- Three (3) EMS staff will be certified NAEMT Instructors by October 2015.

Activity (1.3):

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

Performance Measures:

- Fourteen (14) EMS staff will re-certified as BLS-HCP instructors in December 2015.

Strategy (2): Certification and Recertification

Activity (2.1):

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

Performance Measures:

- Seventy-nine (79) EMS/Rescue personnel will be recertified in EMT-B, BLS-HCP, PHTLS.

Activity (2.2):

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

Performance Measures:

- EMS/Rescue personnel will meet at least 80% passing ratio.

- **Public Education and Injury Prevention (Task 4)**

Problem Identification

Highway traffic safety and EMS work “hand-n-hand” as it is evident in the establishment of a national office addressing both. Starting with education and prevention to enforcement and when those efforts fail then we transition into emergency response. EMS personnel play a very active and critical role in these efforts to reduce traffic crashes and resulting deaths, injuries, and property damage. EMTs witness first-hand the detrimental effects of speeders or aggressive drivers, adult or minors consuming alcohol and driving under the influence, the lack of or improper use of seatbelts or child restraint devices for infants and children, driving in inclement weather or on unsafe road conditions, or simply driver or pedestrian error.

In the last four (4) years, EMS have been involved in increasing awareness of occupant protection for younger adults, advocating for stricter traffic laws in the hopes of addressing or eliminating traffic fatalities and injuries involving children and young adults here in the CNMI through our EMSC grant program that specifically targets families, women, and children.

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

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

Goals and Objectives

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

Strategies and Activities

Strategy (1): Education

Activity (1.1):

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

Performance Measures:

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

Activity (2.1):

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

Performance Measures:

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

Activity (3.1):

Conduct Make the Right Call and First There First Care presentations to public and private schools, day-care centers, community college, government agencies, or non-profit organizations.

Performance Measures:

- Conduct Make the Right Call and First There First Care presentations at least once a month.

**Department of Public Safety
Saipan Traffic Section**

TRAFFIC RECORDS (MOTR 16-01)

Problem Identification

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

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

Furthermore, Saipan Department of Public Safety does not have a full time traffic statistician (examination announcement in progress) and gathering accurate and consistent traffic statistics is difficult. Currently, Saipan Traffic Section consists of eight (8) sworn police officers. All eight (8) officers are assigned with multiple highway safety tasks, such as public education, enforcement, investigations and more. Gathering accurate and consistent traffic data requires a full time personnel specifically dedicated to Traffic Records.

Goals and Objectives

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

Strategies and Activities

Strategy (1): Infrastructure/

Professional Development and Training

Activity (1.1):

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

Performance Measures:

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

Activity (2.1):

Complete the hiring process of a Statistician to be responsible of traffic records collection and inputting on a daily basis. Also to provide updates, reports, etc.

Performance Measures:

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

**Department of Public Safety
Saipan Traffic Section**

MOTORCYCLE SAFETY (MOMC 16-01)

Problem Identification

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

2014: total of 65
2013: total of 125
2012: total of 132
2011: total of 62
2010: total of 44

Above numbers are registered motorcycles/scooters from private owners and also many from rental companies as Saipan currently has three (3) rental companies. However due to poor motorcycle/scooter law enforcement by local authorities and bad economy, most of the privately owned motorcycles and scooters registrations have not been renewed for many years based on our encounters. As we see increasing numbers of this mode of transportation on our highways/roadways, we also expect to see increase in the number of crashes. Motorcycle/Scooter crashes involve: Auto-Motorcycle, Auto-Scooter, Motorcycle and Scooter spills on the highways/roadways. When crashes involving motorcycles/scooters were to happen, the result of injuries to the operator are serious or fatal.

Goals and Objectives

Reduce the number of Motorcycle/Scooter crashes by 25% or from (12) in 2014 to (9) by September 2016; and maintain zero (0) helmet law violation.

Maintain zero (0) fatality and serious injury rate.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

Activity (1.2):

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

Performance Measures:

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

Strategy (2): Education

Activity (2.1):

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

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

Performance Measures:

- Conduct a minimum of four (4) Motorcycle/Scooter safety presentations annually during public functions and on weekend motorcycle club gatherings.
- Acquisition of banners, signs, brochures, pamphlets, and educational materials to be distributed to motorcycle clubs and motorcycle/scooter rental companies to promote and expose program and to educate the public about motorcycle/scooter safety.

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

Activity (3.1):

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

Performance Measures:

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

Activity (3.2):

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

Performance Measures:

- Provide training to police officers on Motorcycle Operators Instructor course and Motorcycle Crash Investigation course.

Activity (3.3):

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

Performance Measures:

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

Department of Public Safety
Saipan Traffic Section
ROADWAY SAFETY (MORS 16-01)

Problem Identification

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

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

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

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

- 2014: 4,445 traffic citations
154 DUI arrests
1,331 traffic and non-traffic crashes
219 escorts
56 hit & run – 19 of those cases forwarded to TIU were solved and closed
29 crashes involving serious injuries

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

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

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

- 2010: 2,195 traffic citations
 - 219 DUI arrests
 - 2,587 traffic and non-traffic crashes
 - 180 escorts
 - 93 hit & run – 21 of those cases forwarded to TIU were solved and closed
 - 4 traffic fatalities
 - 3 crashes involving serious injuries

The reason for stating 90% of the crashes are “Driver Error” is due to the fact that from 2010 to present, the Saipan Traffic Sections’ Traffic Investigator along with the U.S. Department of Homeland Security-ICE jointly investigated and have successfully prosecuted five (5) individuals including a Bureau of Motor Vehicle’s Driver’s License Examiner Supervisor for fraudulently producing and issuing CNMI driver’s licenses. Traffic Investigators have encountered and confiscated over 38 valid CNMI’s driver’s licenses produced fraudulently from motorists. The investigation is still ongoing and Traffic Investigators continue to confiscate and investigate fraudulently issued CNMI driver’s licenses possessed by motorists on the highways during traffic violator stops, crashes and checkpoints.

The CNMI legislature in 2011 passed a Public Law 17-45 which requires the Bureau of Motor Vehicle and high schools to offer Driver’s Education classes to the general public. However, these classes have yet to be offered, leaving many young or new vehicle operators unfamiliar with the rules of the road or defensive driving which attributes to many traffic crashes.

Goals and Objectives

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

Decrease traffic crashes by at least 15% from 1,676 in 2012 to 1,425 by September 30, 2016.

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

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of random checkpoints and saturation patrols.

Performance Measures:

- Conduct Roadway Safety Enforcements on the highways/roadways with LTI 20/20 to enforce speed laws daily.

- Provide salary for police officers at approved impaired driving mobilization and selective traffic law enforcement.

Activity (1.2):

Increase high visibility and implement low visibility traffic law enforcements.

Performance Measures:

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

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

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

Activity (2.2):

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

Performance Measures:

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

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

Activity (3.1):

Implement Defensive Driving and Driver's Education as requirements for all new CNMI drivers' license applicants.

Performance Measures:

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

Activity (3.2):

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

Performance Measures:

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

**Department of Public Safety
Saipan Traffic Section**

SPEED CONTROL (MOSE 16-01)

Problem Identification

Speed is one of the daily major problem and factor to crashes with serious injuries and traffic fatalities on the island of Saipan. The Saipan DPS Traffic Section has stepped up its enforcement efforts and increased Speed Enforcements on the highways with the newly acquired speed measuring devices but continues to see speed violations and crashes involving speed with injuries and fatality.

Speed citation data are as follows:

2014 Citations:

Speed – 1,328

Reckless Driving – 174

Racing – 2 (Age group 17-35)

TOTAL – 1,504

2013 Citations:

Speed – 655

Reckless Driving – 141

Racing – 3 (Age group 17-35)

TOTAL – 799

2012 Citations:

Speed – 551

Reckless Driving – 104

Racing -10 (Age group 17-35)

TOTAL – 665

2011 Citations:

Speed – 644

Reckless Driving – 204

Racing -7 (Age group 17-35)

TOTAL – 860

2010 Citations:

Speeding – 713

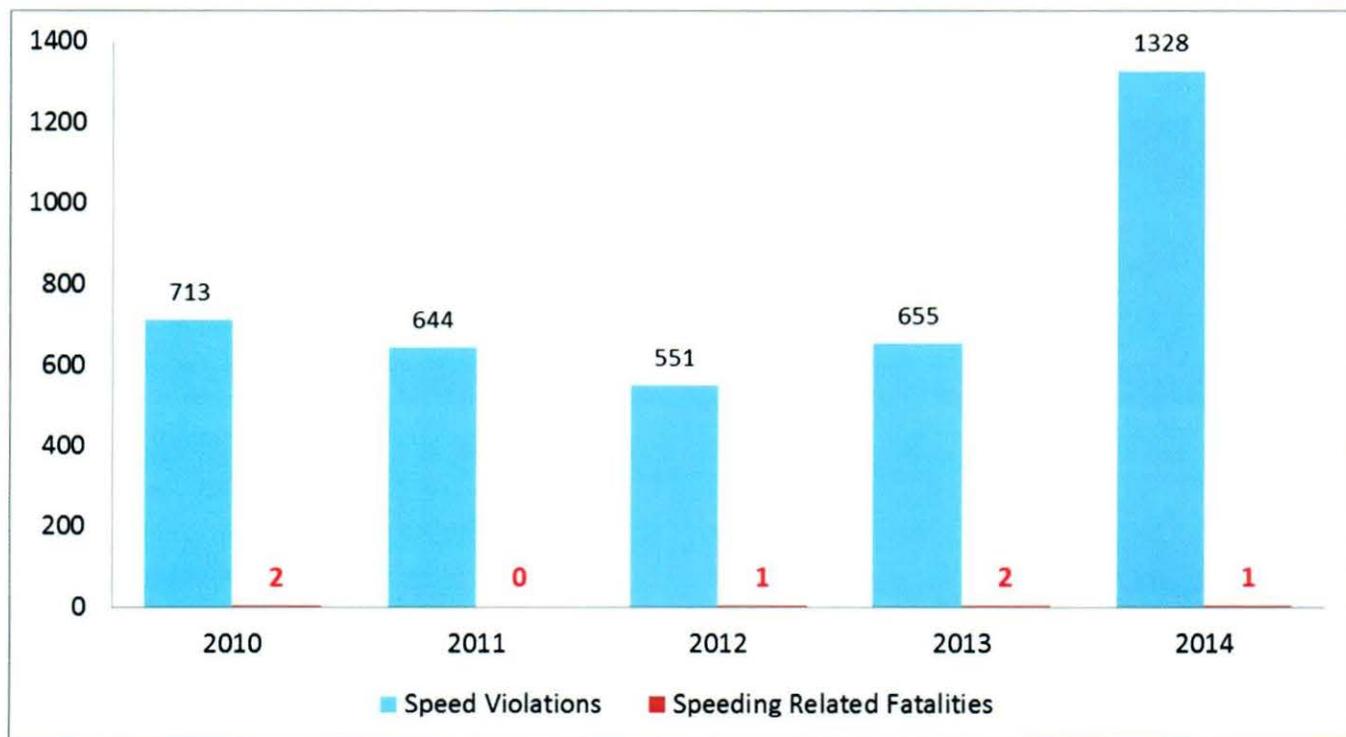
Reckless Driving – 220

Racing -1 (Age group 17-35)

TOTAL – 934

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

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



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

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

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

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

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

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

Goals and Objectives

Decrease the number of speed-related crashes on the highways/roadways by 15% from 199 in 2013 to 169 by December 31, 2016.

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

Increase the number of random checkpoints and saturation patrols.

Target high number of speed violation location for speed enforcement.

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

Conduct high visibility speed deterrence enforcement.

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

Performance Measures:

- Conduct a minimum of four (4) speed enforcement per month by September 30, 2016.
- Provide overtime funding for speed enforcement activities.
- Provide vehicle rental funding for covert operations.

Strategy (2): Education

Activity (2.1):

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

Performance Measures:

- Conduct a minimum of four (4) speeding violation presentations quarterly at the high schools, the community college, and at civic organization events.

Strategy (3): Infrastructure/ Professional Development and Training

Activity: (3.1):

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

Create Traffic Law Revision committee and revise our current CNMI Traffic Law. Influence the CNMI law makers to increase speed fines by 200% from \$30.00 to \$90.00 to serve as a deterrence tool to all motorists.

Performance Measures:

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

**Department of Public Safety
Saipan Traffic Section**

PEDESTRIAN/BICYCLE SAFETY (MOPS 16-01)

Problem Identification

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

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

2014: 17 Auto-Pedestrian crashes
19 Auto-Bicycle crashes

2013: 20 Auto-Pedestrian crashes
14 Auto-Bicycle crashes

2012: 17 Auto-Pedestrian crashes
10 Auto-Bicycle crashes

2011: 14 Auto-Pedestrian crashes
1 Auto-Bicycle crash

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

Goals and Objectives

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

Strategies and Activities

Strategy (1): Enforcement

Activity (1.1):

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

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

Performance Measures:

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

Strategy (2): Education

Activity (2.1):

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

Support and promote nationally recognized “best practices” recommendations.

Performance Measures:

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

Strategy (3): Infrastructure/ Professional Development and Training

Activity (3.1):

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

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

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

Performance Measures:

- Make violator stops to educate all jaywalkers and bicyclists not obeying the traffic laws such as running the red traffic signal lights or even traveling on the opposite direction on the highways.
- Send two (2) traffic officers to attend bicycle/pedestrian safety conference that covers this program area to obtain ideas and national updates.
- Bring IPTM instructors to certify thirty (3) officers with Bicycle/Pedestrian Crash Investigation Course.

Summary of the CNMI's Commonly Reported Statistics

Data Elements (Year)	2010	2011	2012	2013	2014
No. of Vehicle Registered	15,035	11,729	14,515	15,493	19,505
Licensed Driver (New & Renewal)	7,896	490	7,539	6,831	7,106
Total Crashes Reported	1,211	906	1,717	1,923	1,360
Total Injuries	0	51	114	230	300
Yearly Fatalities	4	1	4	4	2

Yearly DUI Arrests and Fatalities Involved

Data Elements	2010	2011	2012	2013	2014
No. DUI Arrests	187	239	162	147	157
Yearly DUI Fatalities (Alcohol Involved)	3	1	3	3	2
DUI Involved Crashes	84	55	32	31	0

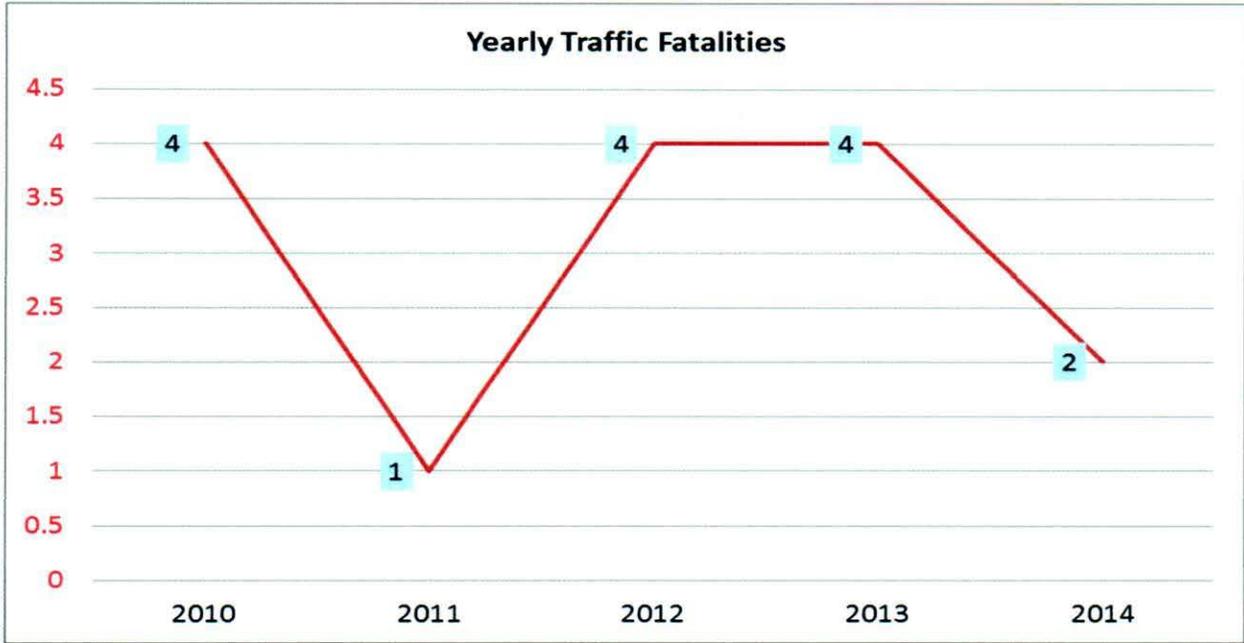
Yearly Seat Belt Survey Percentage Usage Rate

Data Element	2010	2011	2012	2013	2014
Child Restraint % Usage Rate	69.10%	37.48%	40.93%	43%	71.20%
Occupant Protection % Usage rate	80.88%	93.66%	n/c	90.51%	91.44%

*n/c = not collected

C-1: TRAFFIC FATALITIES IN THE CNMI: 2010—2014

YEAR:	2010	2011	2012	2013	2014
	4	1	4	4	2



The CNMI’S goal is to decrease traffic fatalities from three (3) (2010 to 2014 average) to two (2) by September 30, 2016.

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

YEAR:	2010	2011	2012	2013	2014
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Serious Injuries	3	11	11	8	15
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The CNMI’s goal is to decrease serious traffic injuries from ten (10) (2010 – 2014 average) by 20% or eight (8) by September 30, 2016.

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

The CNMI VMT is – 0 –

C-4: Number of Unrestrained Occupant Fatalities

YEAR:	2010	2011	2012	2013	2014
Actual numbers:	0	0	04	01	0

To reduce unrestrained passenger vehicle occupant fatalities all seat positions by 100% from one (1) (2010-2014 average) to zero (0) by September 30, 2016.

C-5: Number of Alcohol Impaired Driving Fatalities:

YEAR:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Actual numbers:	3	1	3	3	0

The CNMI's goal is to decrease the number of alcohol-impaired driving fatalities 50% from two (2) (2010-2014 average) to one (1) by September 30, 2016.

C-6: Number of Speeding Related Fatalities

YEAR:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Actual numbers:	2	0	1	2	1

The CNMI's goal is to reduce the number of speeding related fatalities by 100 % from one (1) (2010 – 2014 average) to zero (0) by September 30, 2016.

C-7: Number of Motorcycle Fatalities

YEAR:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Actual numbers:	2	0	0	1	0

The CNMI's goal is to decrease the number of motorcycle related fatalities from one (1) (2010 – 2014 average) to zero (0) by September 30, 2016.

C-8: Unhelmeted Motorcyclist Fatalities

YEAR:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Actual numbers:	2	0	0	1	1

The CNMI's goal is to decrease the number of unhelmeted motorcyclist fatalities from one (1) (2010 – 2014 average) to zero (0) September 30, 2016.

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

YEAR:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Actual numbers:	2	1	0	1	0

The CNMI's goal is to maintain the number of drivers age 20 or younger involved in fatal crashes from zero (0) (2010 – 2014 average) to zero (0) September 30, 2016.

C-10: Number of Pedestrian Fatalities

YEAR:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Actual numbers:	2	0	0	1	0

The CNMI's goal is to reduce the number pedestrian fatalities by 100% from one (1) (2010 – 2014 average) to (0) by September 30, 2016.

C-11: Number of Bicyclist Fatalities

YEAR:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Actual numbers:	0	0	0	1	0

The CNMI's goal is to maintain the number of bicycle fatalities from zero (0) (2010 – 2014 average) to zero (0) by September 30, 2016.

AMERICAN SAMOA CORE PERFORMANCE MEASURES

CORE OUTCOME MEASURES		2010	2011	2012	2013	2014
C-1	Traffic Fatalities Annual Reduce traffic fatalities by 50 percent from 2 (2010-2014 average) to 1 by 2016.	5	0	1	2	2
C-2	Serious Injuries in Traffic Crashes (Territory Crash File) Annual Reduce serious injuries by 57 percent from 7 (2010-2014 average) to 3 by 2016.	19	8	5	1	1
C-3	Fatalities/VMT (FARS/FHWA)** Annual **FARS/FHWA data not collected in the Territories	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (Territory Crash File) Annual Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 100 percent from 1 (2010-2014) to 0 by 2016.	5	0	0	1	0
C-5	Alcohol-Impaired Driving Fatalities (Territory Crash File) Annual Reduce alcohol impaired driving fatalities by 100 percent from 1 (2010-2014 average) to 0 by 2016.	3	0	0	1	0
C-6	Speeding-Related Fatalities (Territory Crash File) Annual Reduce speeding-related fatalities by 100 percent from 1 (2010-2014 average) to 0 by 2016.	3	0	1	1	0
C-7	Motorcyclist Fatalities (Territory Crash File) Annual Maintain motorcyclist fatalities at 0 by 2016.	0	0	0	0	0
C-8	Unhelmeted Motorcyclist Fatalities (Territory Crash File) Annual Maintain unhelmeted motorcyclist fatalities at 0 by 2016.	0	0	0	0	0
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (Territory Crash File) Annual Maintain drivers age 20 and younger involved in fatal crashes at 0 by 2016.	0	0	0	0	0
C-10	Pedestrian Fatalities (Territory Crash File) Annual Reduce pedestrian fatalities by 100 percent from <1 (2010-2014 average) to 0 by 2016.	1	0	0	0	0
C-11	Bicyclist Fatalities (Territory Crash File) Annual Maintain bicyclist fatalities at 0 by 2016.	0	0	0	0	0

CORE BEHAVIOR MEASURE		2010	2011	2012	2013	2014
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Territory Survey) Annual Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2 percentage points from 77 percent in 2014 to 79 percent in 2016.	73%	77%	75%	77%	77%

Data provided by Territory Crash File. FARS data is not collected in the Territories.

Commonwealth of the Northern Mariana Islands
Department of Public Safety

Fiscal Year 2015
Traffic Enforcement Plan

Prepared By:

Traffic Section / Highway Safety Office

Vision:

Create and maintain an environment where the CNMI roadway is safe for everyone.

Mission:

To combat the number and severity of traffic crashes by developing and supporting education, enforcement, engineering and emergency medical services program.

Introduction

Commonwealth of the Northern Mariana Islands (CNMI) consists of fourteen (14) beautiful tropical islands with the island of Saipan being the largest as well as the capitol of the CNMI. Saipan is stretched into approximately 18 miles and the main economy is based on the tourism industry. US Department of Commerce-Census Bureau recorded in 2010 for Saipan's population of 48,222, 3,136 for Tinian, and 2,527 for the island of Rota.

CNMI Department of Public Safety (DPS) consists of Police Division, Fire Division, Criminal Investigations Bureau, and Bureau of Motor Vehicle. The Commissioner of Public Safety oversees the general functions of DPS while the Acting Director of Police oversees the functions of the Police Division. Under the Police Division, it is divided into Uniformed Services which consists of Patrol Section (Village Patrol), Traffic Section (Highway Patrol), MCSAP (Motor Carrier Enforcement), and Boating Safety (Marine Patrol) under the direct command of Uniformed Services Commander.

The majority traffic enforcements are done by Traffic/DUI and Highway Patrol Unit. The Officer in Charge for Traffic Section oversees the Police Traffic Services and NHTSA programs to include the Traffic Investigation Unit. Traffic Section coordinates traffic enforcement and annual activities with the assistance of Highway Safety Office. Such activities include annual nationwide highway safety programs under the NHTSA calendar of events.

Occupant Protection

The CNMI's seat belt usage rate in August 2013, concluded that seat belt usage for vehicle occupants was at 90.51% and 43% for child restraints usage rate. The annual campaign of the "Click-It-Or-Ticket", "Buckle -Up CNMI", and the "Four-Step for Kids" programs has proved to be an effective tool in strengthening the CNMI's occupant protection program. While seat belt usage is a primary law in the CNMI, effectuating traffic stops to motorist found to be in violation are subjected to penalties and fines.

Through our community outreach, the Highway Safety Office (HSO) through its Car Seat Assistance Program (CAP) was able to provide assistance towards the purchase of car seats to different households in the CNMI. As a result of this program, young children in the CNMI are much safer when traveling on our highways and roadways. In addition, HSO has identified many Fitting Stations on the island of Saipan alone such as Traffic Investigation Office, Fire Stations, and the Highway Safety Office. Now, for Tinian and Rota the Fitting Stations are located at the Police/Fire Station.

Presentations were conducted to the community on retrofitting and properly securing car seat occupants most especially first time users of a child retraining device. Trainings were also conducted with various participating vendors to ensure that applicants applying for car seats are given the proper car seat for their children. To reinforce and spread vital occupant protection information, HSO has developed an information sharing network with local media outlets for both air and print. Visual messaging systems are also set up with private entities to take up the challenge in delivering our prevention campaign messages.

Majority of the occupant protection programs were focused on community outreach. This outreach consists of publication of numerous community banners, handouts, and promotional items. HSO worked with various educational institutions to partake in the promotion of occupant protection through school activities and other functions such as school walk-a-thons, prep-rallies, PTA meetings, etc.

As of December 2013, the CNMI had 48 Child Passenger Safety Technician's consisting from Police, Fire, DPS Civilian personnel and Nurses' from the Commonwealth Health Corporation.

Breakdown of CPS Technician's for each island is as follows:

Saipan – 27 Rota – 13 Tinian – 8

Goals and Objectives:

To increase the usage rate for both safety belts and child restraint by 2015 compared to 2013 survey.

Decrease unrestrained passenger vehicles occupant injuries 10% from 111 in fiscal year 2012 to 100 by September 2015.

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

Grant Funded Enforcement

Seat Belt and Impaired Driving Enforcement:

NHTSA requires participation in seat belt enforcement mobilization surrounding the Memorial Day holiday, an Impaired Driving Crackdown over weekends surrounding Labor Day and in December Drunk and Drugged Driving Prevention (3D) Month Campaign.

-Increase the number of random OP/CR Checkpoint, Inspections and conduct low visibility/covert enforcement.

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

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

Police Traffic Services:

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

Goals and Objectives:

- Ensure that the roadways are free and clear of any obstruction for all vehicles travelling.
- Increase the number of speeding citations by 200% from (1) during fiscal year 2012 to 2 by September 30, 2015.

Strategies/Activities:

- Increase the number of Speed enforcement activities conducted at certain locations where speed violations are a problem and also to issue out more citation.
- To conduct (20) enforcement activities such as STLE, HiCi, and LTI Speed enforcement.
- To increase the number of speed citation and other traffic violations related issued.

Alcohol and Other Drugged Countermeasures:

The CNMI continues to see patterns of impaired driving which still remains to be a problem on our highways and roadways. The enforcement efforts in the CNMI must be sustained in order to mitigate this problem and reduce traffic related fatalities and injuries. In 2013, the CNMI recorded (3) traffic fatalities involving alcohol. No serious or minor injury recorded related to DUI involved crashes.

Despite the CNMI Department of Public Safety on Saipan, Tinian, and Rota with the limited resources on this program, the enforcement efforts are in order in reducing or mitigate and removing impaired driving from the highways. Highway safety prevention program such as High Visibility Enforcement (HVE), Saturation Patrol, annual Impaired Driving Crackdown (Drive Sober or Get Pulled Over), and Sobriety Checkpoint were part of the efforts in deterring and preventing serious crashes related to DUI.

Public Information and Education on impaired driving:

The Department of Public Safety, Traffic personnel on Saipan, Tinian and Rota with the assistance of the Highway Safety Office personnel continues to assist on DUI education or outreach awareness program aside from annual impaired driving crackdown activities that are being conducted yearly and during the CNMI annual event such as the Fourth of July Weekend as well as in December of each year, the Drunk and Drugged Driving Prevention (3D) Month Campaign.

Goals and Objectives:

- To decreased the number of impaired driving related crashes 10% from 32 in 2012 to 29 by September 2014.
- To decrease fatalities by 33.33% from 3 in fiscal year 2012 to 2 and to increase DUI arrests by 5% from 158 in fiscal year 2012, to 166 by September 30, 2014.

Strategies and activities:

- Continue to implement DUI enforcement program such as checkpoint, saturation patrol and convert operation on DWI enforcement.
- Influence the CNMI Law makers for stiffer and to increase DUI conviction penalties for those driving under the influence of alcohol or DUI.

Paid Media

The CNMI Department of Public Safety, Highway Safety Office together with Saipan, Tinian, and Rota Traffic Section will continue to use funding to advertise through magazine, newspaper, flyers, television ads (commercials) and radio announcements such as occupant protection (seat belts), child passenger safety, pedestrian/bicycle safety, impaired driving, speed, motorcycle safety, distracted driving, and other highway related awareness to inform the general public about the importance of traffic safety.

Paid advertisement is a very effective tool in reaching out to the CNMI community as well as the versatile community that are residing in the CNMI, which includes tourists from different or various ethnic languages such as Japanese, Korean, Chinese, Filipino, Bangladesh, Russian and from across the Micronesia. Also, funding will be used to procure brochures/posters for distribution during scheduled highway safety presentation, meetings, other government agencies activities and local annual events. These activities/events include, school PTA meetings, the annual Flame Tree, Fourth of July, Labor Day, etc.

Training:

Program Manager's / Law Enforcement

Training for Police Officer's on traffic/DUI related will enable the officers to be aware of and understand current issues to address traffic safety priorities, continue to gain the latest technology on traffic enforcement tools and to better the Police Officer's in addressing the highway safety problems in regards to traffic safety and other related.

The following training/conferences requested for 2015 is as follows:

- Program Manager, Traffic enforcement personnel to attend Kids in Motion/Lifesavers annual conferences.
- Supervising a Selective Traffic Law Enforcement Program (STLE)
- To bring off-island instructor's to conduct training "Digital Photography and Interviewing Techniques for Traffic Investigators.
- To attend Police Traffic Management training.
- To bring off-island Instructor's to conduct DRE/ARIDE and Sobriety Checkpoint Operation training.
- To hold training on Saipan on "Standardized Field Sobriety Test" for Police Officer's on Saipan, Tinian, Rota and Guam.

On 2015, other related trainings requested are the Speed Enforcement, Pedestrian/Bicycle Safety, Motorcycle Safety, Traffic Records, and Emergency Medical Services are also important part in the Police Officers.

FY 2016 TRAVEL / TRAINING REQUEST

ACTIVITY	NO. OF ATTENDEES	LOCATION	COST ESTIMATE		Project Title	Project Number
			Per Unit	Total Cost		
Region 9 Partners Meeting	3	tba	\$ 5,000.00	\$ 15,000.00	P&A	MOPA 16-01
Pre-HSP Meeting	3	tba	\$ 5,000.00	\$ 15,000.00	P&A	MOPA 16-01
NA WHSL	2	Seattle, Washington	\$ 5,000.00	\$ 10,000.00	P&A	MOPA 16-01
GHSA Executive Seminar	3	Seattle, Washington	\$ 5,000.00	\$ 15,000.00	P&A	MOPA 16-01
GHSA Annual Meeting	3	Seattle, Washington	\$ 5,000.00	\$ 15,000.00	P&A	MOPA 16-01
Lifesavers Conference	3	Long Beach, California	\$ 5,000.00	\$ 15,000.00	P&A	MOPA 16-01
Kids In Motion Conference	1	Orlando, Florida	\$ 5,000.00	\$ 5,000.00	P&A	MOPA 16-01
Inter-Island Monitoring	3	Tinian / Rota	\$ 2,500.00	\$ 7,500.00	P&A	MOPA 16-01
Region 9 Partners Meeting	1	tba	\$ 5,000.00	\$ 5,000.00	OP/CR	MOOP 16-01
Pre-HSP Meeting	1	tba	\$ 5,000.00	\$ 5,000.00	OP/CR	MOOP 16-01
Lifesavers Conference or KIM	5	Long Beach, CA/Orlando,FLA	\$ 5,000.00	\$ 25,000.00	OP/CR	MOOP 16-01
Inter-Island Monitoring	1	Tinian / Rota	\$ 625.00	\$ 2,500.00	OP/CR	MOOP 16-01
OP Related Conference/Training	1	tba	\$ 5,000.00	\$ 5,000.00	OP/CR	MOOP 16-01
CPS Technician Training	2	Saipan	\$ 2,500.00	\$ 5,000.00	OP/CR	MOOP 16-01
CPS Technician Training	6	Saipan	\$ 1,500.00	\$ 9,000.00	OP/CR	MOOP 16-02
Kids in Motion Conference	1	Orlando, Florida	\$ 5,500.00	\$ 5,500.00	OP/CR	MOOP 16-02
Lifesavers Conference	1	Long Beach, California	\$ 5,000.00	\$ 5,000.00	OP/CR	MOOP 16-03
Kids in Motion Conference	1	Orlando, Florida	\$ 5,000.00	\$ 5,000.00	OP/CR	MOOP 16-03
CPS Technician Training	7	Saipan	\$ 1,500.00	\$ 10,500.00	OP/CR	MOOP 16-03
Region 9 Partners Meeting	1	tba	\$ 5,000.00	\$ 5,000.00	PTS	MOPT 16-01
Pre-HSP Meeting	1	tba	\$ 5,000.00	\$ 5,000.00	PTS	MOPT 16-01
Lifesavers Conference, KIMS, or other related training	1	Long Beach, CA/Orlando,FLA / or other	\$ 5,000.00	\$ 5,000.00	PTS	MOPT 16-01
Inter-Island Monitoring	1	Tinian / Rota	\$ 625.00	\$ 2,500.00	PTS	MOPT 16-01
Drivers Education/Defensive Driving Instructors Course	2	tba	\$ 5,000.00	\$ 10,000.00	PTS	MOPT 16-01
At Scene Basic Crash Investigative Course	To bring instructors to Saipan		\$20,000.00	\$ 20,000.00	PTS	MOPT 16-01
Digital Photography for Traffic Crash Investigation	To bring instructors to Saipan		\$20,000.00	\$ 20,000.00	PTS	MOPT 16-01
Digital Photography for Traffic Crash Investigation	1	Saipan	\$ 1,500.00	\$ 1,500.00	PTS	MOPT 16-02
At-Scene Traffic Crash/Traffic Investigation Course	4	Saipan	\$ 1,500.00	\$ 6,000.00	PTS	MOPT 16-02
At-Scene Traffic Crash/Traffic Investigation Course	4	Saipan	\$ 1,500.00	\$ 6,000.00	PTS	MOPT 16-03
Traffic Crash Reconstruction	4	Saipan	\$ 1,500.00	\$ 6,000.00	PTS	MOPT 16-03
Motorcycle Certification Training	3	Saipan	\$ 1,500.00	\$ 4,500.00	PTS	MOPT 16-03
Laser Certification Training	4	Saipan	\$ 1,500.00	\$ 6,000.00	PTS	MOPT 16-03

FY 2016 TRAVEL / TRAINING REQUEST Con't

Region 9 Partners Meeting	1	tba	\$ 5,000.00	\$ 5,000.00	AL	MOAL 16-01
Pre-HSP Meeting	1	tba	\$ 5,000.00	\$ 5,000.00	AL	MOAL 16-01
NAWHSL	1	Seattle, Washington	\$ 5,000.00	\$ 5,000.00	AL	MOAL 16-01
Lifesavers Conference or KIM	1	Long Beach, CA/Orlando,FLA	\$ 5,000.00	\$ 5,000.00	AL	MOAL 16-01
Inter-Island Monitoring	1	Tinian / Rota	\$ 2,500.00	\$ 2,500.00	AL	MOAL 16-01
Alcohol Related Conf/Trainings	1	tba	\$ 5,000.00	\$ 5,000.00	AL	MOAL 16-01
Sobriety Checkpoint Operation		Saipan	\$20,000.00	\$ 20,000.00	AL	MOAL 16-01
Standardized Field Sobriety Testing		Saipan	\$ 5,000.00	\$ 5,000.00	AL	MOAL 16-01
Lifesavers Conference	1	Long Beach, California	\$ 5,000.00	\$ 5,000.00	AL	MOAL 16-02
DUI/SFST Training	3	Saipan	\$ 1,500.00	\$ 4,500.00	AL	MOAL 16-02
Sobriety Checkpoint Course	3	Saipan	\$ 1,500.00	\$ 4,500.00	AL	MOAL 16-02
Pre-HSP Meeting	2	Saipan	\$ 1,500.00	\$ 3,000.00	AL	MOAL 16-02
DUI/SFST Training	3	Saipan	\$ 1,500.00	\$ 4,500.00	AL	MOAL 16-03
Intoximeter Certification Traini	2	Saipan	\$ 1,500.00	\$ 3,000.00	AL	MOAL 16-03
Pre-HSP Meeting	2	Saipan	\$ 1,500.00	\$ 3,000.00	AL	MOAL 16-03
Train the Trainer	8	Tinian & Rota	\$ 1,500.00	\$ 12,000.00	EM	MOEM 16-01 Task 1
Lifesavers Conference	1	Long Beach, CA	\$ 6,000.00	\$ 6,000.00	EM	MOEM 16-01 Task 2
Kids in Motion	1	Orlando, FLA	\$ 6,000.00	\$ 6,000.00	EM	MOEM 16-01 Task 2
System Quarterly Monitor	8	Tinian & Rota	\$ 1,500.00	\$ 12,000.00	EM	MOEM 16-01 Task 2
On Site Training	8	Tinian & Rota	\$ 2,500.00	\$ 20,000.00	EM	MOEM 16-01 Task 3
Traffic Records Forum	3	Costa Mesa, CA	\$ 5,000.00	\$ 15,000.00	TR	MOTR 16-01
Record Keeping & Management Trainin	1	tba	\$ 5,000.00	\$ 5,000.00	TR	MOTR 16-01
Motorcycle Crash Investigation Course	2	tba	\$ 5,000.00	\$ 10,000.00	MC	MOMC 16-01
National Symposium on Motorcycle Safety	2	tba	\$ 5,000.00	\$10,000.00	MC	MOMC 16-01
Drivers Education/Defensive Driver Instructor Course	2	tba	\$ 5,000.00	\$10,000.00	RS	MORS 16-01
Radar Speed Detecting Equipment Instructor Course	2	tba	\$ 5,000.00	\$10,000.00	SE	MOSE 16-01
Pedestrian / Bicycle Conference	2	tba	\$ 5,000.00	\$10,000.00	PS	MOPS 16-01
Pedestrian / Bicycle Crash Investigation		tba	\$20,000.00	\$ 20,000.00	PS	MOPS 16-01

FY 2016 EQUIPMENT / VEHICLE REQUEST

EQUIPMENT / VEHICLES	QTY	PRICE		Project Title	Project Number
		Per Unit	Total Cost		
LED Message Trailer	1	\$ 30,000.00	\$30,000.00	OP/CR	MOOP 16-01
Vehicle / Pick Up Truck	1	\$ 30,000.00	\$30,000.00	OP/CR	MOOP 16-01
Vehicle / SUV	2	\$ 30,000.00	\$60,000.00	OP/CR	MOOP 16-01
Digital Recording Device	1	\$ 2,000.00	\$ 2,000.00	OP/CR	MOOP 16-01
Flat Screen TV	1	\$ 3,000.00	\$ 3,000.00	OP/CR	MOOP 16-02
Desk Top Computer	1	\$ 1,000.00	\$ 1,000.00	OP/CR	MOOP 16-03
Laptop Computer	1	\$ 1,000.00	\$ 1,000.00	OP/CR	MOOP 16-03
All-in-One Printer	1	\$ 500.00	\$ 500.00	OP/CR	MOOP 16-03
Typewriter	1	\$ 500.00	\$ 500.00	OP/CR	MOOP 16-03
Vehicle / Mini Van	1	\$ 50,000.00	\$50,000.00	OP/CR	MOOP 16-03
Crash Investigation Equipment	4	\$ 1,250.00	\$ 5,000.00	PTS	MOPT 16-01
Investigative Tools for TIU Vehicles	2	\$ 2,500.00	\$ 5,000.00	PTS	MOPT 16-01
Vehicle / Heavy Duty Truck	1	\$ 50,000.00	\$50,000.00	PTS	MOPT 16-01
Desk Top Computer	1	\$ 3,000.00	\$ 3,000.00	PTS	MOPT 16-02
All-In-One Printer	1	\$ 500.00	\$ 500.00	PTS	MOPT 16-02
Vehicle / Police Package	1	\$ 20,000.00	\$20,000.00	PTS	MOPT 16-02
Vehicle / Heavy Duty Truck	1	\$ 50,000.00	\$50,000.00	PTS	MOPT 16-02
Laser Equipment	1	\$ 2,500.00	\$ 2,500.00	PTS	MOPT 16-03
Vehicle - Motorcycle	2	\$ 30,000.00	\$60,000.00	PTS	MOPT 16-03
Vehicle - Police Package SUV	2	\$30,000.00	\$60,000.00	AL	MOAL 16-01
Laptop Comuter	1	\$ 2,000.00	\$ 2,000.00	RS	MORS 16-01
Projector	1	\$ 2,000.00	\$ 2,000.00	RS	MORS 16-01
Mounted Radar Speed System	10	\$ 3,000.00	\$30,000.00	SE	MOSE 16-01
Installation charge	10	\$ 500.00	\$ 5,000.00	SE	MOSE 16-01
SMART Trailer	1	\$ 5,000.00	\$ 5,000.00	SE	MOSE 16-01

Commonwealth of the Northern Mariana Islands (CNMI) Progress in Meeting NHTSA Core Performance Measures Identified in FY 2015 HSP

Program Area	Performance Target (2010-2014)	Status	Comments
Traffic Fatalities 2014.	2	Goal Met: Average number (2009-2013) was 4	There were 2 fatalities in
Serious Traffic Injuries 2014.	9	Goal Not Met: Average number (2009-2013) was 8	There were 15 injuries in
Fatalities/VMT	n/a	n/a	n/a
Unrestrained Passenger Vehicle Occupant Fatalities in all seating Positions	2	Goal Met: Average number (2012-2013) was 1	There was 0 fatality in 2014.
Alcohol Impaired Driving Fatalities (>0.08 BAC)	2	Goal Met: Average number (2009-2013) was 3	There was 0 fatality in 2014.
Speeding-Related Fatalities	1	Goal Met: Average number (2009-2013) was 2	There was 1 fatality in 2014.
Motorcycle Fatalities	0	Goal Met: Average number (2009-2013) was 1	There was 0 fatality in 2014.
Unhelmeted Motorcycle Fatalities	0	Goal Met: Average number (2009-2013) was 1	There was 0 fatality in 2014.
Drivers Age 20 or Younger Involved in Fatal Crashes	0	Goal Met: Average number (2009-2013) was 1	There was 0 fatality in 2014.
Pedestrian Fatalities	0	Goal Met: Average number (2009-2013) was 1	There was 0 fatality in 2014.
Bicyclist Fatalities	0	Goal Met: Average number (2009-2013) was 0	There was 0 fatality in 2014.

Program Area	Performance Target for 2015 (2011-2013 Average)	2015 Goal	Comments
Seat Belt Citations Issued	1059	1165	869 issued in 2014
Impaired Driving Arrests	189	208	19 arrests in 2014
Speeding Citations	623	685	655 issued in 2014

FY 2016 PROJECT COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

STATE: C.N.M.I.

BUDGET OBLIGATION: HCS 217 NO: 16-00-00

DATE: JUNE 2015

Program Area	Approved Program Cost	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/ (Decreased)	% Change	Current Balance	
MOPA	\$183,000.00			\$ -	\$ -		\$ -	
MOOP	\$473,000.00			\$ -	\$ -		\$ -	
MOPT	\$514,000.00			\$ -	\$ -		\$ -	
MOAL	\$384,000.00			\$ -	\$ -		\$ -	
MOEM	\$82,000.00			\$ -	\$ -		\$ -	
MOPM	\$24,000.00			\$ -	\$ -		\$ -	
MOTR	\$51,000.00			\$ -	\$ -		\$ -	
MOMC	\$64,000.00			\$ -	\$ -		\$ -	
MORS	\$30,000.00			\$ -	\$ -		\$ -	
MOSE	\$66,000.00							
MOPS	\$72,000.00							
TOTAL SECTION 402	\$1,943,000.00							
Federally Funded Programs								Federal

Updated 4/8/15 -ac



2016 HIGHWAY SAFETY PLAN
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

				Previous Balance	Increase/ (Decreased)	% Change	Current Balance	Share to Local
405 (b) Occupant Protection Grant – High Seat Belt Use	\$72,000.00			\$ -	\$ -		\$ -	
405 (c) State Traffic Safety Info System	\$500,000.00							
Total	\$ 572,000.00							

M. D. L. G. Camacho
Margaret DLG. Camacho

OIC -Highway Safety Office

Date: 06/10/15

E. Kay A. Inos
E. Kay A. Inos
Director of Division of
Administrative and General
Support

Date: 06/10/15

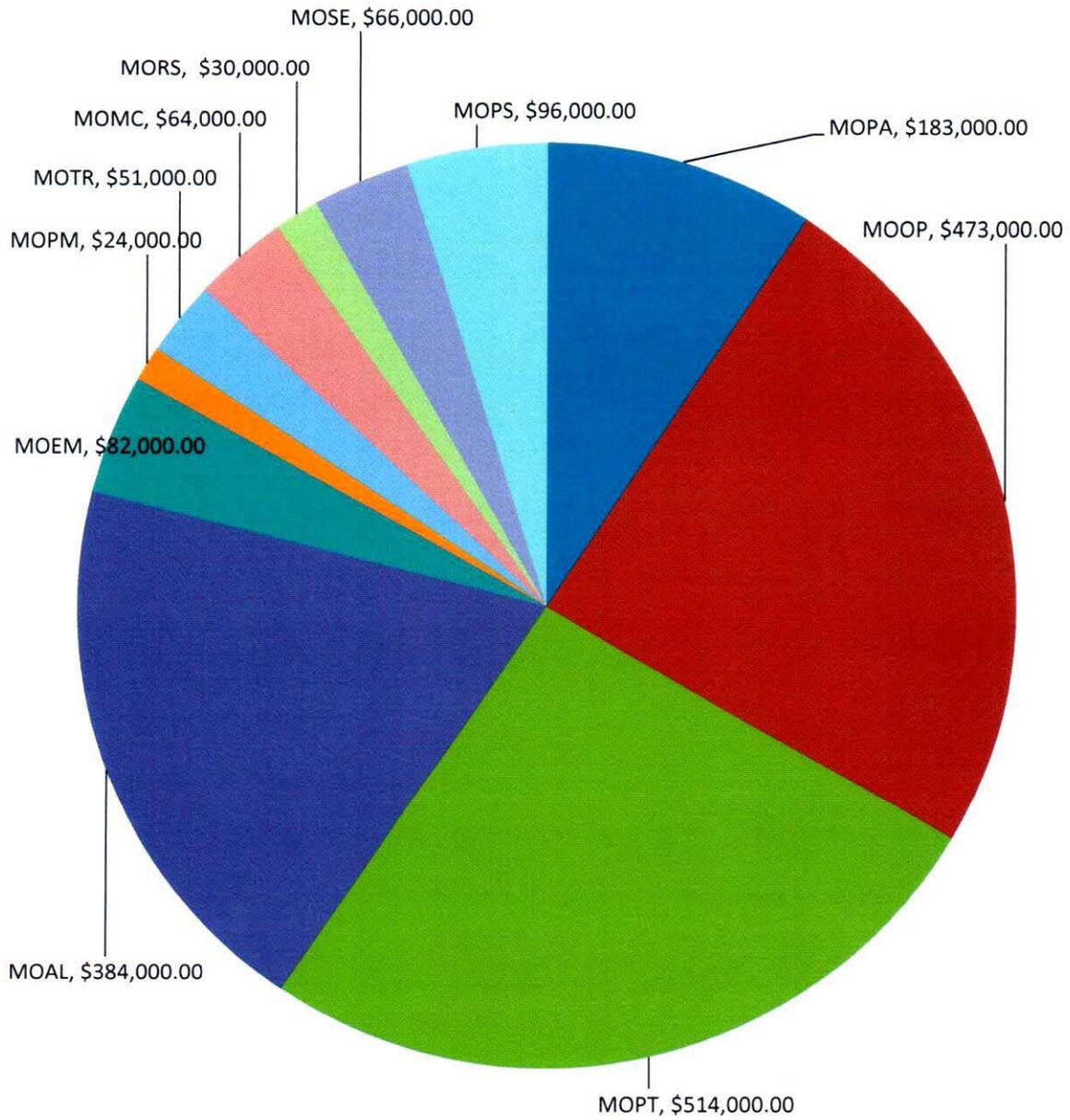
James C. Deleon Guerrero
James C. Deleon Guerrero
Commissioner/Governor's
Representative

Date: 06/10/2015

FISCAL YEAR 2016 HIGHWAY SAFETY COST SUMMARY

PROJECT TITLE	TOTAL
Planning & Administration (MOPA)	\$183,000.00
Occupant Protection/Child Restraint (MOOP)	\$473,000.00
Police Traffic Services (MOPT)	\$514,000.00
Alcohol & Other Countermeasures (MOAL)	\$384,000.00
Emergency Medical Services (MOEM)	\$82,000.00
Paid Media (MOPM)	\$24,000.00
Traffic Records (MOTR)	\$51,000.00
Motorcycle Safety (MOMC)	\$64,000.00
Roadway Safety (MORS)	\$30,000.00
Speed Enforcement (MOSE)	\$66,000.00
Pedestrian/Bicycle Safety (MOPS)	\$72,000.00
TOTAL Section 402	\$1,943,000.00
405 (b) Occupant Protection Grant – High Seat Belt Use	\$72,000.00
405 (c) State Traffic Safety Info System	\$500,000.00
GRAND TOTAL (402; 405 (c))	\$2,515,000.00

FISCAL YEAR 2016 HIGHWAY SAFETY COST SUMMARY



- | | | | | | |
|--|--|--|---|---|--|
| ■ MOPA | ■ MOOP | ■ MOPT | ■ MOAL | ■ MOEM | ■ MOPM |
| ■ MOTR | ■ MOMC | ■ MORS | ■ MOSE | ■ MOPS | |

PLANNING AND ADMINISTRATION

PLANNING AND ADMINISTRATION		
Planning and Administration	(MOPA 16-01)	\$183,000.00
-	Estimated FY 15 Carry-Forward	\$0.00
TOTAL PROJECT COST		\$183,000.00

PLANNING AND ADMINISTRATION

1.	<p>Project Title: Program Administration Project Number: MOPA 16-01</p> <p>Project Description: Funds will be used for salary and fringe of the OIC/Coordinator – HSO; funds will also be used for operational costs related to the highway safety program administration for the CNMI. This includes travels to meetings and conferences for the Governor’s Representative (GR), the Director of DAGS and the HSO Coordinator such as the NHTSA’s Region 9 Partners Meeting, Pre-HSP Meeting, NAWHSL, GHSA Executive Seminar & Annual Meeting, Lifesavers Conference or Kids in Motion, as well as inter-island monitoring for the GR, Director of DAGS, and the HSO Coordinator. Annual fees to GHSA for the GR. Funds will also be used to purchase office and operational supplies such as printer inks, copier papers/toners, folders, etc.; annual fees and monthly recurring charges for landlines and cellphones; fuel cost for HSO vehicles; freight and handling costs for HSO and printing of forms and documents for HSO.</p> <p>Salary & Fringe (Task 1): \$48,000.00</p> <p>Travel and Training (Task 2): \$98,000.00 For GR, Director and HSO Coordinator to attend meetings and conferences:</p> <ul style="list-style-type: none"> • Partners/Leadership Meeting - \$5,000.00 each = \$15,000.00 • Pre-HSP Meeting - \$5,000.00 each = \$15,000.00 • NAWHSL - \$5,000.00 each = \$10,000.00 • GHSA Seminar/Annual Meeting - \$5,000.00 each = \$15,000.00 x2 = \$30,000.00 • Lifesavers Conference - \$5,000.00 each = \$15,000.00 • Kids in Motion - \$5,000.00 each = \$5,000.00 • Inter-Island monitoring for HSO Coordinator and GR - \$2,500 each = \$7,500.00 <p style="text-align: right;">Subtotal: \$97,500.00</p> <p>Annual Fees for GHSA (Task 3): \$3,600.00</p> <p>Office / Operational Supplies (Task 4): \$1,200.00</p> <p>Communication (Task 5): \$4,000.00</p> <p>Mileage Reimbursement (Task 6): \$3,000.00</p> <p>Freight and Handling (Task 7): \$500.00</p> <p>Printing (Task 8): \$500.00</p> <p>Indirect Cost @ 15.26%: \$24,156.58</p> <p style="text-align: right;">Subtotal: \$182,456.58</p> <p>TOTAL PROJECT COST: \$183,000.00</p>
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OCCUPANT PROTECTION / CHILD RESTRAINT

OCCUPANT PROTECTION/CHILD RESTRAINT		
Saipan Traffic Section OP/CR Enforcement	(MOOP 16-01)	\$325,000.00 (C/F-\$14,300)
Rota Traffic Section OP/CR Enforcement	(MOOP 16-02)	\$51,000.00 (C/F-\$8,000)
Tinian Traffic Section OP/CR Enforcement	(MOOP 16-03)	\$97,000.00 (C/F-\$7,500)
-	Estimated FY 15 Carry-Forward	\$29,800.00 (Total 3 Projects)
TOTAL PROJECT COST		\$473,000.00

OCCUPANT PROTECTION / CHILD RESTRAINT

1.	<p>Project Title: Saipan Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: MOOP 16-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the OP Program Coordinator (100%), monthly fees for phone charges (land line and cellular fees), travel to Partners Meeting/Pre-HSP /Lifesavers or Kids in Motion/inter-island monitoring to Rota and Tinian to assist during campaigns/and other training or conferences; The Saipan Traffic Section will use funds to pay for 1232 overtime hours for officers to conduct OP/CR checkpoints, educational presentations and child restraint checkup events (see breakdown); funds will be used to send two (2) officers to the Kids in Motion and Lifesavers conference each; funds will also be used to bring off-island instructors to Saipan to certify and re-certify current CPS technicians; to purchase educational materials such as brochures, posters, pamphlet, etc. to be given out at checkpoints, presentations, and check-up events; to use funds on advertisements during campaigns through local media such as radio, newspaper, magazine, billboards, and production/airtime for television; funds will be used to purchase office supplies such as ink, copier paper, folders, etc. as well as operational supplies such as child safety seats; Funds will be used to rent vehicles for low visibility covert seat belt operations, rent classroom for training purposes; to acquire a digital video recorder for OP/CR presentations and one (1) LED lighted message trailer for day and night use to send safety messages to motorists on our roadways; funds will also purchase a pick-up truck to haul the OP/CR message board trailer for continued community awareness and two police package vehicles.</p> <p>Program Management: \$56,000.00</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator</td> <td style="text-align: right; padding-right: 20px;">\$30,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1b) – Communication charges (land line/cellular service)</td> <td style="text-align: right; padding-right: 20px;">3,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1c) – Partners Meeting</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1d) – Pre-HSP Meeting</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1e) – Lifesavers or Kids in Motion</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1f) – Inter-Island monitoring of campaigns/projects</td> <td style="text-align: right; padding-right: 20px;">2,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1g) – Other OP related conferences/trainings</td> <td style="text-align: right; padding-right: 20px;">5,000.00</td> </tr> </table> <p style="text-align: right;">Subtotal: \$56,000.00</p>	(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator	\$30,500.00	(Task 1b) – Communication charges (land line/cellular service)	3,000.00	(Task 1c) – Partners Meeting	5,000.00	(Task 1d) – Pre-HSP Meeting	5,000.00	(Task 1e) – Lifesavers or Kids in Motion	5,000.00	(Task 1f) – Inter-Island monitoring of campaigns/projects	2,500.00	(Task 1g) – Other OP related conferences/trainings	5,000.00
(Task 1a) – Salary and Fringe (100%) for OP Program Coordinator	\$30,500.00														
(Task 1b) – Communication charges (land line/cellular service)	3,000.00														
(Task 1c) – Partners Meeting	5,000.00														
(Task 1d) – Pre-HSP Meeting	5,000.00														
(Task 1e) – Lifesavers or Kids in Motion	5,000.00														
(Task 1f) – Inter-Island monitoring of campaigns/projects	2,500.00														
(Task 1g) – Other OP related conferences/trainings	5,000.00														

Overtime (Task 2): \$22,000.00		
6 OP/CR checkpoints		
<ul style="list-style-type: none"> • 72hrs X 1 – Police Sergeant (\$25.25) = \$1,818.00 • 72hrs X 1 – Police Sergeant (\$21.81) = \$1,570.32 • 72hrs X 1 – Police Officer III (\$21.81) = \$1,570.32 • 72hrs X 3 – Police Officer II (\$19.79) = \$4,274.64 • 72hrs X 6 – Police Officer I (\$12.09) = \$5,222.88 	<i>Subtotal: \$14,456.16</i>	
16 OP/CR Educational Presentations		
<ul style="list-style-type: none"> • 32hrs X 1 – Police Sergeant (\$25.25) = \$808.00 • 32hrs X 1 – Police Officer III (\$21.81) = \$697.92 • 32hrs X 1 – Police Officer II (\$19.79) = \$633.28 • 32hrs X 1 – Police Officer I (\$12.09) = \$386.88 	<i>Subtotal: \$2,526.08</i>	
12 OP/CR Check Up Events		
<ul style="list-style-type: none"> • 48hrs X 1 – Police Sergeant (\$25.25) = \$1,212.00 • 48hrs X 1 – Police Officer III (\$21.81) = \$1,046.88 • 48hrs X 1 – Police Officer II (\$19.79) = \$949.92 • 48hrs X 2 – Police Officer I (\$12.09) = \$1,160.64 	<i>Subtotal: \$4,369.44</i>	
Subtotal: \$21,351.68		
Travel and Training (Task 3): \$25,000.00		
<ul style="list-style-type: none"> • To send two (2) Officers to the Kids in Motion conference @\$5,000.00 each = \$10,000.00 • To send two (2) Officers to the Lifesavers Conference @\$5,000.00 each = \$10,000.00 • To bring in instructors for new certification and re-certification on Saipan = \$5,000.00 		Subtotal: \$25,000.00
Educational Materials (Task 4): \$15,000.00		
Advertising (Task 5): \$40,000.00		
Office / Operational Supplies (Task 6): \$10,000.00		
Rental Others (Task 7): \$7,500.00		
<ul style="list-style-type: none"> • Vehicle Rentals for low visibility covert seat belt operations \$2,500.00 • Classroom rental \$5,000.00 		Subtotal: \$7,500.00
Equipment (Task 8): \$32,000.00		
<ul style="list-style-type: none"> • Digital Video Recording Device \$ 2,000.00 • One (1) LED lighted Message Trailer \$30,000.00 		Subtotal: \$32,000.00
Vehicle (Task 9): \$90,000.00		
<ul style="list-style-type: none"> • One (1) Heavy Duty Pick Up Truck = \$30,000 • Two (2) Police Package SUV @\$30,000 = \$60,000.00 		Subtotal: \$90,000.00
Indirect Cost @ 15.26%: \$27,086.50		Subtotal: \$324,586.50
TOTAL PROJECT COST: \$325,000.00		

OCCUPANT PROTECTION / CHILD RESTRAINT

2.	<p>Project Title: Rota Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: MOOP 16-02</p> <p>Project Description: The Rota Traffic Section will use funds to pay for 570 overtime hours on OP/CR check points, saturation patrols, and other enforcement activities; to send one (1) officer to the Kids in Motion conference as well as certify/re-certify six (6) Child Passenger Safety Technicians on Saipan; to use funds to print brochures / pamphlets / posters as well as other educational materials to be distributed at checkpoints, presentations, and check-up events; to purchase office supplies such as ink, paper, pens, etc. as well as operational supplies such as child safety seats, tents and folding tables to be used at check-up events; to use funds to pay for freight charges from Highway Safety Office to Rota Traffic Section; to procure television equipment to be used indoors for parents to visualize the safety and importance of securing themselves as well as their passengers in a vehicle.</p> <p>Overtime (Task 1): \$10,000.00 OP/CR check points</p> <ul style="list-style-type: none"> • 54hrs X 1 – Police Sergeant (\$20.77) = \$1,121.58 • 54hrs X 2 – Police Officer II/III (\$17.09) = \$1,845.72 • 54hrs X 4 – Police Officer 1 (\$13.89) = \$3,000.24 <p style="text-align: right;"><i>Subtotal: \$5,967.54</i></p> <p>OP/CR Saturation Patrols, and other enforcement activities</p> <ul style="list-style-type: none"> • 64hrs X 1 – Police Sergeant (\$20.77) = \$1,329.28 • 64hrs X 1 – Police Officer II/III (\$17.09) = \$1,093.76 • 64hrs X 1 – Police Officer 1 (\$13.89) = \$888.96 <p style="text-align: right;"><i>Subtotal: \$3,372.00</i> Subtotal: \$9,339.54</p> <p>Travel and Training (Task 2): \$15,000.00</p> <ul style="list-style-type: none"> • Send one (1) officer to Kids in Motion = \$5,500.00 • Send six (6) personnel to be newly certified and re-certify CPS Technicians @ \$1,500.00 each = \$9,000.00 <p style="text-align: right;"><i>Subtotal: \$14,500.00</i></p> <p>Educational Materials (Task 3): \$10,000.00</p> <p>Office / Operational Supplies (Task 4): \$5,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Equipment (Task 6): \$3,000.00</p> <p>Indirect Cost @ 15.26%: \$6,638.10</p> <p style="text-align: right;"><i>Subtotal: \$50,138.10</i></p> <p>TOTAL PROJECT COST: \$51,000.00</p>
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OCCUPANT PROTECTION / CHILD RESTRAINT

3.	<p>Project Title: Tinian Traffic Section Occupant Protection / Child Restraint Enforcement Project Number: MOOP 16-03</p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 390 overtime hours for OP/CR checkpoints, saturation patrols and courtesy car seat check-up events; to fund travel to Lifesavers and Kids in Motion Conference as well as certify/re-certify Child Passenger Safety Technicians and prepare a CPST to become an instructor; to use funds to print brochures / pamphlets / posters as well as other educational materials to be distributed at checkpoints, presentations, and check-up events; to purchase office supplies such as ink cartridges, notepads, paper, etc. as well as operational supplies such as the child safety seats; to fund freight and handling charges from Highway Safety Office to Tinian Traffic Section; to purchase one desktop computer, a laptop, an all in one printer and a typewriter; to purchase a minivan for OP/CR events and presentations.</p> <p>Overtime (Task 1): \$5,500.00</p> <p>OP/CR checkpoints</p> <ul style="list-style-type: none">• 24hrs X 1 – Police Officer III (\$15.51) = \$372.24• 24hrs X 2 – Police Officer II (\$14.77) = \$708.96• 24hrs X 4 – Police Officer I/Firefighter 1/CPS Technician (\$12.09) = \$1,160.64 <p>OP/CR Saturation Patrol <i>Subtotal: \$2,241.84</i></p> <ul style="list-style-type: none">• 24hrs X 1 – Police Officer III (\$15.51) = \$372.24• 24hrs X 1 – Police Officer II (\$14.77) = \$354.48• 24hrs X 1 – Police Officer I/ (\$12.09) = \$290.16 <i>Subtotal: \$1,016.88</i> <p>OP/CR Courtesy Car Seat check-up events</p> <ul style="list-style-type: none">• 30hrs X 1 – Police Officer III (\$15.51) = \$465.30• 30hrs X 2 – Police Officer II (\$14.77) = \$886.20 <i>Subtotal: \$2,076.90</i>• 30hrs X 2 – Police Officer I/Firefighter 1/CPS Technician (\$12.09) = \$725.40 <i>Subtotal: \$5,335.62</i> <p>Travel and Training (Task 2): \$21,000.00</p> <ul style="list-style-type: none">• One (1) Officer/CPS Tech. – Lifesavers Conference = \$5,000.00• One (1) Officer/CPS Tech. – Kids in Motion = \$5,000.00• Certify/Re-Certify two (2) officers/ two (2) firefighters/ (2) nurses to attend CPST and 1 CPS Technician to become an instructor @\$1,500.00 each = \$10,500.00 <i>Subtotal: \$20,500.00</i> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Office / Operational Supply (Task 4): \$5,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Equipment (Task 6): \$3,000.00</p> <p>Vehicle (Task 7): \$50,000.00</p> <p>Indirect Cost @ 15.26%: \$6,104.00 <i>Subtotal: \$96,104.00</i></p> <p>TOTAL PROJECT COST: \$97,000.00</p>
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POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES		
Saipan – Police Traffic Services	(MOPT 16-01)	\$253,000.00 (C/F-\$10,000)
Rota – Police Traffic Services	(MOPT 16-02)	\$140,000.00 (C/F-\$0.00)
Tinian – Police Traffic Services	(MOPT 16-03)	\$121,000.00 (C/F-\$0.00)
-	Estimated FY 15 Carry-Forward	\$10,000.00 (Total 3 Projects)
TOTAL PROJECT COST		\$514,000.00

POLICE TRAFFIC SERVICES

1.	<p>Project Title: Saipan – Police Traffic Services Project Number: MOPT 16-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Federal Program Assistant (100%), monthly fees for phone charges for both the Program Manager and the Assistant (landlines/cellphone charges); funds will also pay for travel expenses to Partners Meeting, Pre-HSP Meeting, Lifesavers or Kids in Motion, as well as inter-island monitoring to Rota and Tinian to assist during campaigns; The Saipan Police Traffic Section will use funds to send two(2) officers to Driver’s Education/Defensive Driving Instructors Course; to bring in instructors to train and certify at least a minimum of thirty (30) officers for the At-Scene Basic Crash Investigation Course/Digital Photography for Law Enforcement-Interviewing Techniques for traffic crash investigation course; to use funds to secure classroom facility to accommodate training/courses; to acquire four sets of crash investigation equipment to replace and replenish old and deteriorated set of equipment and to have two TIU vehicles equipped with all necessary investigative tools; to use funds to purchase office supplies such as printer ink, copier paper, etc. as well as operational supplies such as chalks, spray paint, etc.; funds will cover telephone charges to include land lines, fax, internet and cellphone charges; to acquire one heavy duty truck to haul the OP/CR and Alcohol checkpoint trailers to site; to pay 50% of fuel cost to all traffic vehicles and motorcycles.</p> <p>Program Management (Task 1): \$44,000.00</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant</td> <td style="text-align: right;">\$20,200.00</td> </tr> <tr> <td>(Task 1b) – Communication charges (landlines/cellular services)</td> <td style="text-align: right;">6,000.00</td> </tr> <tr> <td>(Task 1c) – Partner’s Meeting</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1d) – Pre-HSP Meeting</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1e) – Lifesavers or Kids in Motion/other related trainings</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td>(Task 1f) – Inter-Island Monitoring/assisting of campaigns</td> <td style="text-align: right;">2,500.00</td> </tr> <tr> <td style="text-align: right;">Subtotal:</td> <td style="text-align: right;">\$43,700.00</td> </tr> </table>	(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant	\$20,200.00	(Task 1b) – Communication charges (landlines/cellular services)	6,000.00	(Task 1c) – Partner’s Meeting	5,000.00	(Task 1d) – Pre-HSP Meeting	5,000.00	(Task 1e) – Lifesavers or Kids in Motion/other related trainings	5,000.00	(Task 1f) – Inter-Island Monitoring/assisting of campaigns	2,500.00	Subtotal:	\$43,700.00
(Task 1a) – Salary and Fringe (100%) for Federal Program Assistant	\$20,200.00														
(Task 1b) – Communication charges (landlines/cellular services)	6,000.00														
(Task 1c) – Partner’s Meeting	5,000.00														
(Task 1d) – Pre-HSP Meeting	5,000.00														
(Task 1e) – Lifesavers or Kids in Motion/other related trainings	5,000.00														
(Task 1f) – Inter-Island Monitoring/assisting of campaigns	2,500.00														
Subtotal:	\$43,700.00														

Overtime (Task 1): \$1,300.00

Public Awareness and Educational Presentation

- 8hrs X 1 – Police Sergeant (\$25.25) = \$202.00
- 8hrs X 1 – Police Sergeant (\$21.81) = \$174.48
- 8hrs X 1 – Police Officer III (\$21.81) = \$174.48
- 8hrs X 2 – Police Officer II (\$19.79) = \$316.64
- 8hrs X 4 – Police Officer I (\$12.09) = \$386.88

Subtotal: \$1,254.48

Travel and Training (Task 2): \$50,000.00

- To send two (2) officers to Driver's Education/Defensive Driving Instructors Course X2@\$5,000 ea. =\$ 10,000.00
- To bring in instructors for the At Scene Basic Crash Investigation Course = \$20,000.00
- To bring in instructors for the Digital Photography for Law Enforcement/ Interviewing Techniques for Traffic Crash Investigators course = \$20,000.00

Subtotal: \$50,000.00

Rental Others (Task 3): \$15,000.00

- Rental of classroom facility to accommodate trainings

Equipment (Task 4): \$10,000.00

- Crash Investigation Equipment X4 @\$1,250.00 = \$5,000.00
- Investigative Tools for TIU Vehicles X2 @2,500.00 = \$5,000.00

Subtotal: \$10,000.00

Office / Operational Supplies (Task 5): \$10,000.00

Communication (Task 6): \$15,000.00

Vehicle (Task 7): \$50,000.00

Fuel (Task 8): \$30,000.00

Indirect Cost @ 15.26%: \$26,781.30

Subtotal : \$252,281.30

TOTAL PROJECT COST: \$253,000.00

POLICE TRAFFIC SERVICES

2.	<p>Project Title: Rota – Police Traffic Services Project Number: MOPT 16-02</p> <p>Project Description: The Rota Traffic Section will use funds to pay for 819 hours of overtime to conduct Speed and High Visibility Enforcement (HVE); to send one (1) officer for Digital Photography for Traffic Crash Investigation on Saipan and four (4) officers to attend the At Scene Traffic Crash/Traffic Investigation Course also on Saipan; to use funds to acquire educational materials such as brochure, pamphlet, flyers, etc. to be issued out during checkpoints and educational presentation; to purchase office supplies such as inks, copier paper, folders, etc. as well as operational supplies such as chalks, spray paints, etc.; to pay for freight charges from Highway Safety Office to Rota Traffic Section; to use funds to pay for communication charges such as landlines, fax line, internet fees and cellular charges/fees; to use funds to acquire a desktop computer and an all-in-one printer to replace old equipment; to procure one police package vehicle for speed and other enforcement operations; one (1) heavy duty pick-up truck to pull checkpoint trailers; to pay 50% of fuel cost to all traffic vehicles and motorcycles.</p> <p>Overtime (Task 1): \$15,000.00</p> <ul style="list-style-type: none">• 273hrs X 1 – Police Sergeant (\$20.77) = \$5,670.21• 273hrs X 1 – Police Officer II/III (\$17.09) = \$4,665.57• 273hrs X 1 – Police Officer I (\$13.89) = \$3,791.97 <p style="text-align: right;"><i>Subtotal: \$14,127.75</i></p> <p>Travel and Training (Task 2): \$8,000.00</p> <ul style="list-style-type: none">• To send one officer for Digital Photography for Traffic Crash Investigation in Saipan @\$1,500.00• To send officers to the At Scene Traffic Crash/Traffic Investigation Course on Saipan X4@\$2,000 ea. = \$6,000.00 <p style="text-align: right;"><i>Subtotal: \$7,500.00</i></p> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Office and Operational Supplies (Task 4): \$7,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Communication (Task 6): \$5,000.00</p> <p>Equipment (Task 7): \$5,000.00</p> <ul style="list-style-type: none">• Desktop Computer• All in one Printer <p style="text-align: right;"><i>Subtotal: \$5,000.00</i></p> <p>Vehicles (Task 8): \$70,000.00</p> <p>Fuel (Task 9): \$15,000.00</p> <p>Indirect Cost @ 15.26%: \$9,232.30</p> <p style="text-align: right;"><i>Subtotal: \$139,732.30</i></p> <p>TOTAL PROJECT COST: \$140,000.00</p>
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POLICE TRAFFIC SERVICES

3.	<p>Project Title: Tinian – Police Traffic Services Project Number: MOPT 16-03</p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 144 overtime hours for saturation patrol, HVEs and laser speed enforcement to focus on speed violators; funds will be used to send four officers to Saipan to attend At-Scene Traffic Crash/Traffic Homicide Investigation Course; four for Traffic Crash Re construction Course, three for Motorcycle Certification Training, and four for Laser Certification Training; to purchase educational materials such as brochures, flyers, and pamphlets for community awareness and school presentations; funds will also be used to pay for communication charges such as landlines, fax line, and cellular charges/fees; funds will also be used to purchase laser equipment to be utilized during speed enforcement activities; acquire two police package motorcycles for traffic enforcement activities; and to pay 50% of fuel cost to all traffic vehicles and motorcycles.</p> <p>Overtime (Task 1): \$2,100.00</p> <ul style="list-style-type: none">• 48hrs X1 – Police Officer III (\$15.51) = \$744.48• 48hrs X1 – Police Officer II (\$14.77) = \$708.96• 48hrs X1 – Police Officer I (\$12.09) = \$580.32 <p style="text-align: right;"><i>Subtotal: \$2,033.76</i></p> <p>Travel and Training (Task 2): \$23,000.00</p> <ul style="list-style-type: none">• To send four (4) officers for At-Scene Traffic Crash/Traffic Homicide Investigation Course @\$1,500.00 ea X 4 = \$6,000.00• To send four (4) officers for Traffic Crash Reconstruction @\$1,500.00 ea X 4 = \$6,000.00• To send three (3) officers for Motorcycle Certification Training @\$1,500.00 ea X3 = \$4,500.00• To send four (4) to Laser Certification Training @\$1,500.00 ea X4 = \$6,000.00 <p style="text-align: right;"><i>Subtotal: \$22,500.00</i></p> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Communication (Task 4): \$10,000.00</p> <p>Equipment (Task 5): \$2,500.00</p> <p>Vehicles (Task 6): \$60,000.00</p> <p>Fuel (Task 7): \$10,000.00</p> <p>Indirect Cost @ 15.26%: \$8,026.76</p> <p style="text-align: right;"><i>Subtotal: \$120,626.76</i></p> <p>TOTAL PROJECT COST: \$121,000.00</p>
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ALCOHOL AND OTHER COUNTERMEASURES

ALCOHOL & OTHER COUNTERMEASURES	
Saipan Traffic Section Alcohol Enforcement (MOAL 16-01)	\$299,000.00 (C/F-\$10,000)
Rota Traffic Section Alcohol Enforcement (MOAL 16-02)	\$60,000.00 (C/F-\$6,200)
Tinian Traffic Section Alcohol Enforcement (MOAL 16-03)	\$25,000.00 (C/F-\$2,000)
- Estimated FY 15 Carry-Forward	\$18,200.00 (Total 3 Projects)
TOTAL PROJECT COST	\$384,000 .00

ALCOHOL AND OTHER COUNTERMEASURES

<p>1.</p>	<p>Project Title: Saipan Traffic Section Alcohol & Other Countermeasures Enforcement Project Title: MOAL 16-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Alcohol Program Coordinator (100%), monthly fees for phone charges (land line and cellular fees), travel to Partners Meeting/Pre-HSP /Lifesavers or Kids in Motion/inter-island monitoring to Rota and Tinian to assist during campaigns/and other training or conferences ; The Saipan Traffic Section will use funds to pay for 1,152 overtime hours to conduct Sobriety/DUI checkpoints as well as Sobriety/DUI Educational Presentations (see breakdown); to bring in Sobriety Checkpoint Operation Instructor to certify at least 30 Police Officers to enhance their knowledge on checkpoint operations; to train officers in SFST course; to purchase educational materials such as brochures/pamphlets to be distributed during checkpoints; to use funds on advertising during campaigns through local media such as radio, newspaper, magazine, billboards, and production/airtime for television; to purchase office and operational supplies; to utilize funds to rent classroom space for ARIDE, SFST and Sobriety Checkpoint Operation training; to use funds to acquire two (2) Police Package SUV's.</p> <p>Program Management: \$61,000.00</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">(Task 1a) – Salary and Fringe (100%) for Program Coordinator</td> <td style="text-align: right;">\$30,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1b) – Communication charges (land line/cellular service)</td> <td style="text-align: right;">3,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1c) – Partners Meeting</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1d) – Pre-HSP Meeting</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1e) – NAWHSL</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1f) – Lifesavers or Kids in Motion</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1g) – Inter-Island monitoring of campaigns/projects</td> <td style="text-align: right;">2,500.00</td> </tr> <tr> <td style="padding-left: 20px;">(Task 1h) – Impaired Driving related conferences/trainings</td> <td style="text-align: right;">5,000.00</td> </tr> <tr> <td></td> <td style="text-align: right;">Subtotal: \$61,000.00</td> </tr> </table>	(Task 1a) – Salary and Fringe (100%) for Program Coordinator	\$30,500.00	(Task 1b) – Communication charges (land line/cellular service)	3,000.00	(Task 1c) – Partners Meeting	5,000.00	(Task 1d) – Pre-HSP Meeting	5,000.00	(Task 1e) – NAWHSL	5,000.00	(Task 1f) – Lifesavers or Kids in Motion	5,000.00	(Task 1g) – Inter-Island monitoring of campaigns/projects	2,500.00	(Task 1h) – Impaired Driving related conferences/trainings	5,000.00		Subtotal: \$61,000.00
(Task 1a) – Salary and Fringe (100%) for Program Coordinator	\$30,500.00																		
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(Task 1g) – Inter-Island monitoring of campaigns/projects	2,500.00																		
(Task 1h) – Impaired Driving related conferences/trainings	5,000.00																		
	Subtotal: \$61,000.00																		

Overtime (Task 2): \$16,000.00

4 Sobriety/DUI checkpoints per quarter

- 48hrs X 1 – Police Sergeant (\$25.25) = \$1,212.00
- 48hrs X 1 – Police Sergeant (\$21.81) = \$1,046.88
- 48hrs X 1 – Police Officer III (\$21.81) = \$1,046.88
- 48hrs X 2 – Police Officer II (\$19.79) = \$1,899.84
- 48hrs X 6 – Police Officer I (\$12.09) = \$3,481.92

Subtotal: \$8,687.52

3 Sobriety/DUI saturation patrols/HVEs per quarter

- 72hrs X 1 – Police Sergeant (\$25.25) = \$1,818.00
- 72hrs X 1 – Police Sergeant (\$21.81) = \$1,570.32
- 72hrs X 1 – Police Officer III (\$21.81) = \$1,570.32
- 72hrs X 1 – Police Officer II (\$19.79) = \$1,424.88
- 72hrs X 1 – Police Officer I (\$12.09) = \$870.48

Subtotal: \$7,254.00

Subtotal: \$15,941.52

Travel and Training (Task 3): \$25,000.00

- To bring in Sobriety Checkpoint Operation Instructors = \$20,000.00
- To hold an SFST training on Saipan = \$5,000.00

Subtotal: \$25,000.00

Educational Materials (Task 4): \$20,000.00

Advertising (Task 5): \$70,000.00

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

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

Vehicles (Task 8): \$60,000.00

Indirect Cost @ 15.26%: \$31,588.20

Subtotal: \$298,588.20

TOTAL PROJECT COST: \$299,000.00

ALCOHOL AND OTHER COUNTERMEASURES

2.	<p>Project Title: Rota Traffic Section Alcohol & Other Countermeasures Project Number: MOAL 16-02</p> <p>Project Description: The Rota Traffic Section will use funds to pay for 810 overtime hours for officers to conduct Sobriety checkpoints, saturation patrols, and monthly impaired driving enforcement; to send one (1) officers to attend Lifesavers Conference; to send three (3) officers to attend DUI/SFST training; to send three (3) officers to attend the Sobriety Checkpoint course on Saipan; to send two (2) staff/officers to attend the Pre-HSP meeting in Saipan to discuss next fiscal years projects; purchase of educational materials such as brochures/pamphlets & flyers to be distributed during checkpoints; to purchase office supplies (printer inks/copier paper/toners/etc.) and operational supplies (chalks/traffic signs/cones/and a portable flood light system, etc.); to use funds to pay for freight charges from Highway Safety Office to Rota Traffic Section.</p> <p>Overtime (Task 1): \$14,000.00 Sobriety DUI Checkpoint</p> <ul style="list-style-type: none">• 78hrs X 1 – Police Sergeant (\$20.77) = \$1,620.06• 78hrs X 2 – Police Officer II/III (\$17.09) = \$2,666.04• 78hrs X 4 – Police Officer I (\$13.89) = \$4,444.68 <p style="padding-left: 20px;"><i>Subtotal: \$8,730.78</i></p> <p>Saturation Patrol / HVEs</p> <ul style="list-style-type: none">• 88hrs X 1 – Police Sergeant (\$20.77) = \$1,827.76• 88hrs X 1 – Police Officer II/III (\$17.09) = \$1,503.92• 88hrs X 1 – Police Officer I (\$13.89) = \$1,222.32 <p style="padding-left: 20px;"><i>Subtotal: \$4,554.00</i></p> <p style="text-align: right;"><i>Subtotal: \$13,284.78</i></p> <p>Travel and Training (Task 2): \$17,000.00</p> <ul style="list-style-type: none">• To send one (1) officer to the Lifesavers Conference = \$5,000.00• To send three (3) officers to attend the DUI/SFST Training (on Saipan) @\$1,500.00 each = \$4,500.00• To send three (3) officers to attend the Sobriety Checkpoint course @\$1,500.00 ea. = \$4,500• To send two (2) staff to attend the Pre-HSP meeting in Saipan @\$1,500.00 ea. = \$3,000.00 <p style="text-align: right;"><i>Subtotal: \$17,000.00</i></p> <p>Educational Materials (Task 3): \$10,000.00</p> <p>Office/Operational Supplies (Task 4): \$10,000.00</p> <p>Freight and Handling (Task 5): \$500.00</p> <p>Indirect Cost @ 15.26%: \$7,858.90</p> <p style="text-align: right;"><i>Subtotal: \$59,358.90</i></p> <p>TOTAL PROJECT COST: \$60,000.00</p>
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ALCOHOL AND OTHER COUNTERMEASURES

3.	<p>Project Title: Tinian Traffic Section Alcohol and Other Countermeasures Project Number: MOAL 16-03</p> <p>Project Description: The Tinian Traffic Section will use funds to pay for 474 overtime hours to conduct Sobriety checkpoints and saturation patrols; to send four officers to Saipan to attend the SFST training course, Intoximeter Certification training course, and two to attend the Pre-HSP meeting in Saipan; funds will be used to purchase educational materials for checkpoint and community outreach awareness; funds will be used to pay for freight and handling charges for items sent to Tinian and/or Saipan.</p> <p>Overtime (Task 1): \$7,000.00 Sobriety DUI checkpoints</p> <ul style="list-style-type: none">• 54hrs X 1 – Police Officer III (\$15.51) = \$837.54• 54hrs X 2 – Police Officer II (\$14.77) = \$1,595.16• 54hrs X 4 – Police Officer I (\$12.09) = \$2,611.44 <p style="text-align: right;"><i>Subtotal: \$5,044.14</i></p> <p>Saturation Patrol and HVEs</p> <ul style="list-style-type: none">• 32hrs X 1 – Police Officer III (\$15.51) = \$496.32• 32hrs X 1 – Police Officer II (\$14.77) = \$472.64• 32hrs X 1 – Police Officer I (\$12.09) = \$386.88 <p style="text-align: right;"><i>Subtotal: \$1,355.84</i> Subtotal: \$6,399.9</p> <p>Travel and Training (Task 2): \$11,000.00</p> <ul style="list-style-type: none">• Send three officers to Saipan to attend SFST training @ \$1,500 ea = \$4,500.00• Send two officers to Saipan to attend the Intoximeter Certification training Course @ \$1,500.00 = \$3,000.00• Send two (2) staff to attend the Pre-HSP meeting in Saipan @\$1,500.00 ea.= \$3,000.00 <p style="text-align: right;"><i>Subtotal: \$10,500.00</i></p> <p>Educational (Task 3): \$2,500.00</p> <p>Freight and Handling (Task 4): \$500.00</p> <p>Indirect Cost @ 15.26%: \$3,204.60</p> <p style="text-align: right;"><i>Subtotal: \$24,204.60</i></p> <p>TOTAL PROJECT COST: \$25,000.00</p>
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EMERGENCY MEDICAL SERVICES

EMERGENCY MEDICAL SERVICES	
Saipan – Emergency Medical Services (MOEM 16-01)	\$82,000.00
- Estimated FY 15 Carry-Forward	\$0.00
TOTAL PROJECT COST	\$82,000.00

EMERGENCY MEDICAL SERVICES

1.	<p>Project Title: Rescue Extrication and Equipment Training/Certification Project Number: (Task 1)</p> <p>Project Description: The project will conduct traffic related training to all Department of Fire and EMS Personnel between the islands of Saipan, Tinian and Rota. This will allow them to enhance their knowledge and skills to properly assess, immediately treat, and expeditiously transport patients suffering from traffic-related injuries or fatalities and also include a “Train the Trainer” component by maintaining a traffic-related on the job training program for EMS/Rescue Personnel, peer-to-peer updates, and onsite training for Rota and Tinian.</p> <p>Project Cost: \$12,000.00</p>
2.	<p>Project Title: Professional Development and Program Monitoring Project Number: (Task 2)</p> <p>Project Description: This 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 by having a representative from EMS to attend the Lifesavers and Kids In Motion Conference. In addition, two (2) EMS staff to conduct system monitor between the three islands quarterly, and two (2) EMS staff to conduct traffic related EMS system networking with Guam EMS. 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>Project Cost: \$24,000.00</p>
3.	<p>Project Title: Traffic Safety - Training and Certification Project Number: (Task 3)</p> <p>Project Description: This project will conduct the U.S. Department of Transportation (DOT) Emergency Medical Technician (EMT) curriculum to all Department of Fire and EMS Personnel between the islands of Saipan, Tinian and Rota. This will allow them to enhance their knowledge and skills to properly assess, immediately treat, and expeditiously transport patients suffering from traffic-related injuries or fatalities and also include a “Train the Trainer” component. Training will include on-site classroom settings as well as online testing’s.</p> <p>Project Cost: \$20,000.00</p>

4.	<p>Project Title: Traffic Safety Public Education and Injury Prevention-Campaign Project Number: (Task 4)</p> <p>Project Description: The project will enhance and maintain our current efforts in the 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, Drunk and Drugged Driving Prevention, and Child Passenger Safety campaigns to eliminate traffic fatalities and or traffic-related injuries. Funds will also be used to purchase office supplies.</p> <p>Project Cost: \$15,000.00</p>
	<p>Indirect Cost @ 15.26%: \$ 10,834.60</p> <p style="text-align: right;"><i>Subtotal : \$81,834.60</i></p> <p>TOTAL PROJECT COST: \$82,000.00</p>

PAID MEDIA

PAID MEDIA		
Saipan – Paid Media	(MOPM 16-01)	\$24,000.00
-	Estimated FY 15 Carry-Forward	\$0.00
TOTAL PROJECT COST		\$24,000.00

PAID MEDIA

1.	<p>Project Title: Paid Media Project Number: MOPM 16-01</p> <p>Project Description: Funds will be used to pay for advertising costs of highway safety’s public and educational awareness messages on newspaper, magazines, billboards, radio and television air-time, etc. for the various campaigns throughout the year such as CLICK –IT-OR-TICKET, DRIVE SOBER OR GET PULLED OVER, Child Passenger Safety Awareness, Distracted Driving, etc.</p> <p>Advertisement (Task 1): \$20,000.00</p> <p>Indirect Cost @ 15.26%: \$3,052.00</p> <p style="text-align: right;"><i>Subtotal: \$23,052.00</i></p> <p>TOTAL PROJECT COST: \$24,000.00</p>
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TRAFFIC RECORDS

TRAFFIC RECORDS	
Saipan Traffic Section – Traffic Records (MOTR 16-01)	\$51,000.00
- Estimated FY15 Carry-Forward	\$5,800.00
TOTAL PROJECT COST	\$51,000.00

TRAFFIC RECORDS

1.	<p>Project Title: Traffic Records Project Number: MOTR 16-01</p> <p>Project Description: Under Program Management funds will be used to pay for salary and fringe benefits of the Traffic Records Technician (100%), funds will also be used to send three (3) individuals that are members of the TRCC Committee consisting of Traffic Section, Highway Safety Office, Judicial personnel and Bureau of Motor Vehicle to attend the Traffic Records Forum; funds will also send two (2) Traffic personnel to Record keeping and management training course reinforce traffic record keeping; to use funds to purchase office supplies such as printer ink, copier paper, etc.; to use funds to acquire one (1) desktop computer and one (1) laptop computer for statistical reports.</p> <p>Program Management: \$24,000.00</p> <p>(Task 1a) – Salary and Fringe (100%) for Traffic Records Technician \$20,200.00 (Task 1b) – Communication charges (land line/cellular services) 3,000.00 Subtotal: \$23,200.00</p> <p>Travel and Training (Task 2): \$20,000.00</p> <ul style="list-style-type: none"> • To send three (3) personnel to the Traffic Records Forum @\$5,000.00 each = \$15,000.00 • To send one (1) personnel to the Record Keeping and Mgmt. Training Course @\$5,000.00 each = \$5,000.00 <p style="text-align: right;">Subtotal: \$20,000.00</p> <p>Indirect Cost @ 15.26%: \$6,714.40</p> <p style="text-align: right;">Subtotal: \$50,714.40</p> <p>TOTAL PROJECT COST: \$51,000.00</p>
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MOTORCYCLE SAFETY

MOTORCYCLE SAFETY	
Saipan Traffic Section – Motorcycle Safety (MOMC 16-01)	\$64,000.00
- Estimated FY 15 Carry-Forward	\$0.00
TOTAL PROJECT COST	\$64,000.00

MOTORCYCLE SAFETY

1.	<p>Project Title: Saipan Traffic Section – Motorcycle Safety Project Number : MOMC 16-01</p> <p>Project Description: to use funds to pay for 1440 overtime hours to enforce Motorcycle Safety on our roadways; to send two (2) officers for training on Motorcycle Crash Investigation Course to enhance their knowledge in this field; to send two (2) individuals to attend the National Symposium on Motorcycle Safety Countermeasures; to purchase educational materials such as brochures/pamphlets to be issued during checkpoint and public education events; to do public awareness and production through local media such as radio, television, newspaper, magazines, etc.; to purchase office/operational supplies.</p> <p>Overtime (Task 1): \$5,000.00</p> <p>32 hrs. of Motorcycle Safety Enforcement</p> <ul style="list-style-type: none"> • 32hrs X 1 – Police Sergeant (\$25.25) = \$808.00 • 32hrs X 1 – Police Sergeant (\$21.81) = \$697.92 • 32hrs X 1 – Police Officer III (\$21.81) = \$697.92 • 32hrs X 1 – Police Officer II (\$19.79) = \$633.28 • 32hrs X 2 – Police Officer I (\$12.09) = \$773.76 <p style="text-align: right;"><i>Subtotal: \$3,610.88</i></p> <p>8 hrs. of Motorcycle Safety Educational Presentation</p> <ul style="list-style-type: none"> • 8hrs X 1 – Police Officer III (\$21.81) = \$174.48 • 8hrs X 1 – Police Officer II (\$19.79) = \$158.32 • 8hrs X 2 – Police Officer I (\$12.09) = \$193.44 <p style="text-align: right;"><i>Subtotal: \$526.24</i></p> <p style="text-align: right;"><i>Subtotal: \$4,137.12</i></p> <p>Travel and Training (Task 2): \$20,000.00</p> <ul style="list-style-type: none"> • To send two (2) officers to the Motorcycle Crash Investigation of Course @ \$5,000 each = \$10,000.00 • To send two (2) personnel to the National Symposium on Motorcycle Safety Countermeasures @ \$5,000 each = \$10,000.00 <p style="text-align: right;"><i>Subtotal: \$20,000.00</i></p>
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Educational Materials (Task 3): \$5,000.00

Advertising (Task 4): \$20,000.00

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

Indirect Cost @ 15.26%: \$8,393.00

Subtotal: \$63,393.00

TOTAL PROJECT COST: \$64,000.00

ROADWAY SAFETY

ROADWAY SAFETY	
Saipan Traffic Section – Roadway Safety (MORS 16-01)	\$30,000.00
TOTAL PROJECT COST	\$30,000.00

ROADWAY SAFETY

1.	<p>Project Title: Roadway Safety Project Number: MORS 16-01</p> <p>Project Description: The Saipan Police Traffic Section will use funds to pay for 96 hours of overtime for roadway selective traffic law enforcement; will also use funds to send two (2) traffic officers to be certified as Driver’s Education/Defensive Driver Instructor; to purchase educational materials such as defensive driving training materials, brochures, pamphlets, flyers, etc. for use during checkpoints; to use funds to purchase office supplies such as printer ink, copier paper, etc. as well as operational supplies such as chinks, spray paint, etc.; to acquire one (1) laptop and one (1) projector for the use of the Defensive Driving/Drivers Education Course.</p> <p>Overtime (Task 1): \$1,700.00</p> <p>8hrs of Roadway Safety enforcement/8hrs of Education Awareness on Defensive Driving</p> <ul style="list-style-type: none"> • 16hrs X 1 – Police Sergeant (\$25.25) = \$404.00 • 16hrs X 1 – Police Officer III (\$21.81) = \$348.96 • 16hrs X 1 – Police Officer II (\$19.79) = \$316.64 • 16hrs X 3 – Police Officer 1 (\$12.09) = \$580.32 <p style="text-align: right;">Subtotal: \$1,649.92</p> <p>Travel and Training (Task 2): \$10,000.00</p> <ul style="list-style-type: none"> • To send officers to Driver’s Education/Defensive Driver Instructor course X2 @ \$5,000 each = \$10,000.00 <p style="text-align: right;">Subtotal: \$10,000.00</p> <p>Educational Materials: (Task 3): \$5,000.00</p> <p>Office / Operational Supplies: (Task 4): \$5,000.00</p> <p>Equipment (Task 5): \$4,000.00</p> <ul style="list-style-type: none"> • One (1) laptop = \$2,000.00 • One (1) projector = 2,000.00 <p style="text-align: right;">Subtotal: \$4,000.00</p> <p>Indirect Cost @ 15.26%: \$3,921.82</p> <p style="text-align: right;">Subtotal: \$29,621.82</p> <p>TOTAL PROJECT COST \$30,000.00</p>
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SPEED ENFORCEMENT

SPEED ENFORCEMENT	
Saipan Traffic Section – Speed Enforcement (MOSE 16-01)	\$66,000.00
- Estimated FY 15 – Carry Forward	\$0.00
TOTAL PROJECT COST	\$66,000.00

SPEED ENFORCEMENT

1.	<p>Project Title: Saipan Traffic Section – Speed Enforcement Project Number: MOSE 16-01</p> <p>Project Description: The Saipan Traffic Section will use funds to pay for 160 overtime hours for speed enforcement and educational presentations. To send two (2) officers to Radar Speed Detecting Equipment Instructor Course to be able to understand and teach others how to use equipment properly; to print brochures/pamphlets and educational materials to promote safety on our roadways; to purchase ten (10) vehicle mounted radar speed detecting system to better detect drivers that are speeding on our roadways including payment on installation charges; to acquire one SMART Trailer; to rent vehicles to be used during covert operations to crack down on illegal drag racers and imprudent drivers on our roadways.</p> <p>Overtime: (Task 1): \$3,200.00</p> <p>160 hours of School/Community Presentations</p> <ul style="list-style-type: none"> • 40hrs. X 1 Police Sergeant (\$25.25) = \$1,010.00 • 40hrs. X 1 Police Officer III (\$21.81) = \$872.40 • 40hrs. X 1 Police Officer II (\$19.79) = \$791.60 • 40hrs. X 1 Police Officer I (\$12.09) = \$483.60 <p style="text-align: right;"><i>Subtotal: \$3,157.60</i></p> <p>Travel and Travel (Task 2): \$10,000.00</p> <ul style="list-style-type: none"> • To send two (2) officers to attend the Radar Speed Detecting Equipment Instructor Course @\$5,000.00 each = \$10,000.00 <p>Educational Materials (Task 3): \$5,000.00</p> <p>Equipment (Task 4): \$40,000.00</p> <ul style="list-style-type: none"> • Ten vehicle mounted radar speed detecting system @\$3,000.00 ea. = \$30,000.00 • Installation charges X 10 @\$500.00 each = \$5,000.00 • Purchase of one (1) SMART Trailer @\$5,000.00 <p style="text-align: right;"><i>Subtotal: \$40,000.00</i></p> <p>Rental Others (Task 5): \$4,000.00</p> <ul style="list-style-type: none"> • For vehicle rental to be utilized during covert operation <p>Indirect Cost @ 15.26%: \$8,728.72</p> <p style="text-align: right;"><i>Subtotal: \$65,928.72</i></p> <p>TOTAL PROJECT COST: \$66,000.00</p>
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PEDESTRIAN / BICYCLE SAFETY

PEDESTRIAN / BICYCLE SAFETY	
Saipan Traffic Section – Pedestrian / Bicycle Safety (MOPS 16-01)	\$72,000.00
- Estimated FY 15 Carry-forward	\$0.00
TOTAL PROJECT COST	\$72,000.00

PEDESTRIAN / BICYCLE SAFETY

1.	<p>Project Title: Saipan Traffic Section – Pedestrian / Bicycle Safety Project Number: MOPS 16-01</p> <p>Project Description: to use funds to pay for 160 overtime hours for community awareness and enforcement on the use of pedestrian walk and bicycle safety; to send two officers to attend Pedestrian / Bicycle conference/symposium to become more aware and knowledgeable as to what is out there that has improved or has been found to be more effective in protecting our pedestrians / bicyclists on our roadways; to bring instructors to teach Pedestrian / Bicycle Crash Investigation course and be able to enhance their knowledge in processing and protecting a crash scene; to purchase educational materials such as brochures/pamphlets; to do public awareness/production through local media such as radio, television, newspaper, magazines, etc.; to purchase office and operational supplies; to rent vehicles for low visibility covert operation.</p> <p>Overtime (Task 1): \$3,000.00</p> <p>160 hours of School Community Presentations / Enforcement</p> <ul style="list-style-type: none"> • 40hrs. X 1 Police Officer III (\$21.81) = \$872.40 • 40hrs. X 1 Police Officer II (\$19.79) = \$791.60 • 40hrs. X 2 Police Officer I (\$12.09) = \$967.20 <p style="text-align: right;"><i>Subtotal: \$2,631.20</i></p> <p>Travel and Training (Task 2): \$30,000.00</p> <ul style="list-style-type: none"> • To send two (2) officers to attend the Pedestrian / Bicycle conference/symposium @ \$5,000.00 each = \$10,000.00 • To bring instructors in for Pedestrian / Bicycle Crash Investigation = \$20,000.00 <p style="text-align: right;"><i>Subtotal: \$30,000.00</i></p> <p>Educational Materials (Task 3): \$5,000.00</p> <p>Advertising (Task 4): \$15,000.00</p> <p>Office and Operational Supplies (Task 5): \$5,000.00</p> <p>Rental Others (Task 6): \$4,000.00</p> <ul style="list-style-type: none"> • For vehicle rental to be utilized during covert operation <p>Indirect Cost @ 15.26%: \$9,461.20</p> <p style="text-align: right;"><i>Subtotal: \$71,461.20</i></p> <p>TOTAL PROJECT COST: \$72,000.00</p>
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U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 9
Arizona, California, Hawaii
American Samoa, Guam
Northern Mariana Islands

John E. Moss Federal Building
650 Capitol Mall, Suite 5-400
Sacramento, CA 95814
(916) 498-5058
(916) 498-5047 Fax

August 26, 2015

The Honorable Eloy S. Inos
Governor
Commonwealth of the Northern Mariana Islands
Capitol Hill
Caller Box 10007
Saipan, MP 96950

Dear Governor Calvo:

We have reviewed the Commonwealth of the Northern Mariana Islands' (CNMI) fiscal year 2016 Highway Safety Plan as received on July 1, 2015. Based on this submission, we find your Territory's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

Specific details relating to the plan will be provided to your Territory Representative for Highway Safety, James Deleon Guerrero, Commissioner of the Department of Public Safety.

We look forward to working with the CNMI Department of Public Safety's Office of Highway Safety and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on the CNMI's roads.

If you would like any additional information on the CNMI's FY 2016 Highway Safety Plan review, please feel free to contact me at (916) 498-5063.

Sincerely,

Christopher J. Murphy
Administrator – Region 9
National Highway Traffic Safety Administration

cc: James C. Deleon Guerrero, Governor's Representative for Highway Safety
Mayela Sosa, Division Administrator, FHWA-Pacific Territories
Mary D. Gunnels, PhD, Associate Administrator, NHTSA





U.S. Department
of Transportation
**National Highway
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Sacramento, CA 95814
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August 26, 2015

James C. Deleon Guerrero
Commissioner, Department of Public Safety
Governor's Representative for Highway Safety
Commonwealth of the Northern Mariana Islands
Jose M. Sablan Building
Caller Box 10007
Susupe, Saipan MP 96950

Dear Commissioner Deleon Guerrero:

We have reviewed the CNMI's fiscal year 2016 Highway Safety Plan (HSP) as received on July 1, 2015. Based on this submission and subsequent revisions, we find your Territory's Highway Safety plan to be in compliance with the requirements of 23 CFR Part 1200.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the Territory on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We congratulate CNMI on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the CNMI Department of Public Safety and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on CNMI's roads.



We look forward to working with the CNMI Office of Highway Safety and its partners on the successful implementation of this plan.

Sincerely,



Christopher J. Murphy
Administrator – Region 9
National Highway Traffic Safety Administration

cc: Margaret Camacho, Highway Safety Coordinator, CNMI Office of Highway Safety
Mayela Sosa, Division Administrator, FHWA-Pacific Territories
Mary D. Gunnels, PhD, Associate Administrator, NHTSA