

# COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

Farallon de Pajaros

Maug

Asuncion

Aythan

Pagan

Alamagan

Guguan

Saipan

Anatahan

Farallon de Mendinilla

Saipan  
Tinian

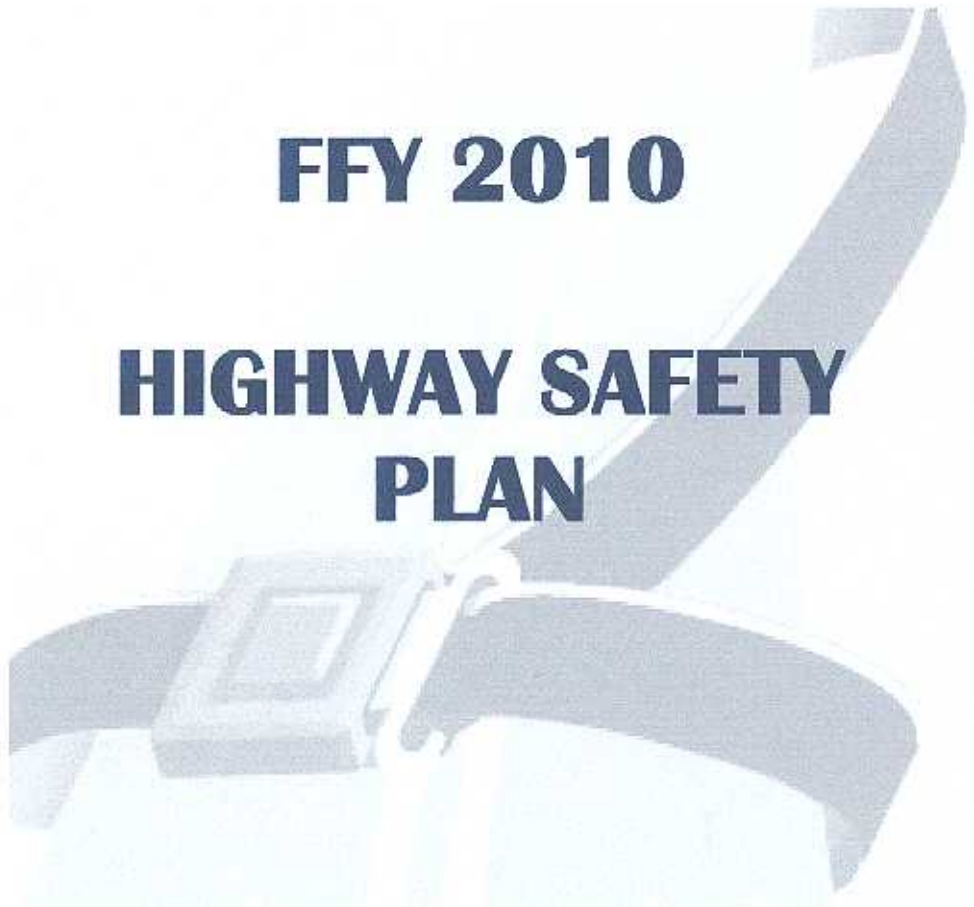
Rota



## Commonwealth of the Northern Mariana Islands **DEPARTMENT OF PUBLIC SAFETY** **HIGHWAYS SAFETY PROGRAM**

# FFY 2010

# HIGHWAY SAFETY PLAN





**COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS**  
*Department of Public Safety*



**Benigno R. Fitial**  
Governor

**Eloy S. Inos**  
Lieutenant Governor

August 21, 2009

**Santiago F. Tudela**  
Commissioner

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

Dear Dr. Manning:

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

On behalf of my CNMI, I am proud to submit the Commonwealth of the Northern Mariana Islands 2010 Highway Safety Plan (HISP). This performance plan is intended to delineate and establish a highway safety program to address traffic safety needs in the CNMI.

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

The specified performance measures and goals identifies the planned intentions to achieve specified traffic safety objectives.

Our intention is to establish these performance measures and capture outcomes as a result of this implementation process. In this way, we should be able to address strengths and weaknesses of our programs. Additionally, this will delineate project areas requiring greater emphasis for future planning and reporting.

The greatest challenge of all, is meeting the innovative and changing trends of traffic safety with cost-saving solutions and in the same token maintain the level of protection and safety to the community.

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

I hope that you find our application in conformance to specified requirements and traffic safety objectives.

Your continuing support and assistance is very much appreciated and should you have any questions, please call me office at Tel. No. 670.664.9022.

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

Sincerely,



Commissioner Santiago F. Tudela  
Governor's Representative  
Northern Mariana Islands





## *The Northern Mariana Islands...*

The U.S. Commonwealth of the Northern Mariana Islands (CNMI) consists of 14 islands in an archipelago in the western Pacific Ocean with a total population based on the 2000 Census of 70,000. However, the predicted population of the CNMI has surpassed this population number. The CNMI lies at about 1,250 miles south-east of Tokyo, Japan and east of Manila, Philippines and about 3,800 miles due west of the Hawaiian Islands. The three islands with the greater percentile of the population of the CNMI are Saipan, Municipality of Tinian & Aguigan and the Municipality of Rota.

Due to its strategic location in the western pacific region with proximity to Asian countries and the Orient, the CNMI had been somewhat considered a “hub” for military forces in the Second World War. Today, relics of this post war remains to be seen throughout the islands.

Saipan, with a total land area of about 46.5 square miles, is the Capital of the Northern Mariana Islands and is the center for all governmental coordination and functions and is the most populated among the three islands.

The CNMI's main revenue-generating industry remains to be tourism however, in the late 1990's, garment and textile export was the main revenue generator due to the growth and textile demand worldwide. The subsequent pullout of the garment and textile industries on the islands beginning in the year 2008, the CNMI had to resort and market the islands into the tourism market. With the continued trend of today's global crunch, most especially in tourism, the islands continue to experience shortfalls in its revenue generating efforts. With the anticipated U.S. Immigration takeover in the islands this November of 2009, it is further anticipated that the tourism industry in the islands will further be delayed due to immigration requirements required to enter the islands mostly from Asian and Oriental countries who we consider our primary tourists and not to mention the U.S. Department of Homeland Security mandates.

Although a great number of other national origins reside in the islands, many have made the islands their home and most of whom have children born on the islands.

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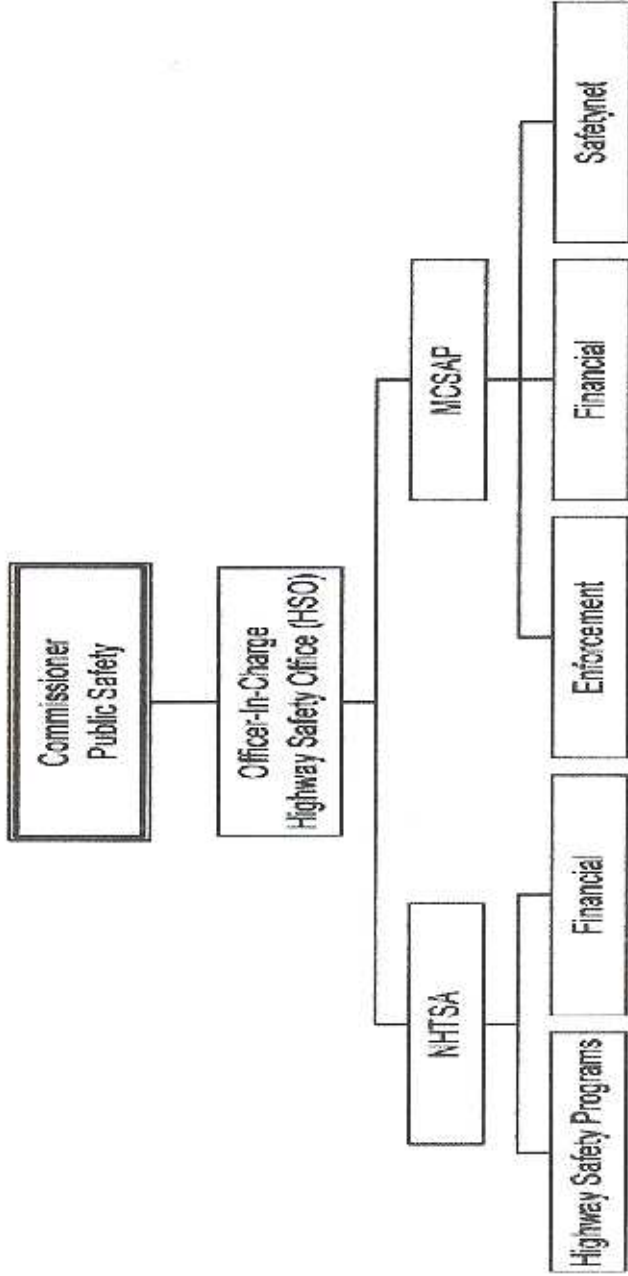
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DEPARTMENT OF PUBLIC SAFETY  
HIGHWAY SAFETY OFFICE (HSO)



ORGANIZATIONAL CHART



Prepared By: Francis S. Tammatao  
OIC, HSO

Date: 5/29/09

Approved By: [Signature]  
Santiago F. Tudela  
Commissioner

Date: 6/2/09





## MISSION & GOAL STATEMENT

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The Commonwealth of the Northern Mariana Islands (CNMI) Department of Public Safety's Mission Statement is dedicated in providing the highest quality 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 the ongoing partnership with the community, safety advocates and civic organization so as to lead a community commitment to resolve crime-related problems, promote traffic safety, and improve the safety & quality of life in the Commonwealth of the Northern Mariana Islands.

Our goal is simply to reduce traffic-related injuries and fatalities and increase motorists and occupant safety traveling on our roadways and highways. We do this by providing responsive, cost effective, and innovative government service and programs.

The overall goal of the CNMI Highway Safety Program is to improve the safe transportation of passengers and operators on our highways and roadways, through coordinated efforts with the motoring public.



## EXECUTIVE SUMMARY

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The Commonwealth of the Northern Mariana Islands (CNMI) is located in the Mariana Islands Chain in the Western Pacific Ocean. CNMI is made up of fourteen (14) volcanic islands with the Island of Saipan established as the Capital and is the central island of all government functions and operations. The CNMI is located within a major trans-pacific travel route consisting of daily sea freight forwarding and air passenger services arriving from the United States, European and Asia countries. On the global scale, it is strategically located at an international crossroad that provides access between the United States and the Far East.

The Tourism Industry continues to play a key role in being the main economic strength for the CNMI even with the falling out of the Garment Industry. In spite of this situation, activity on our roadways has maintained its level of use. Transportation of tourists has also contributed in the growing number of road use in the CNMI.

The highways in the CNMI consist of 391.85 miles of roadways. Out of the 391.85 miles of roadways, 136.24 miles are designated primary federal aid highways and 255.61 miles are secondary municipal/rural roadways. Capital Improvement Projects (CIP) has led to a roadmap of changes such as street naming, construction of roads, visibility of pedestrian crosswalks, and posting of reflective traffic signs for a more efficient and safe means of transportation. The overall effect of these plans has influenced the motoring public to include industries in keeping fatalities and serious accidents at a minimum and promote traffic safety.

The CNMI Department of Public Safety, Highway Safety Office continues its efforts in providing leadership by developing, promoting and coordinating programs influencing public and private policy, and increasing public awareness on highway safety. Highway safety in general term includes the following initiatives, reduction of traffic crashes, impaired driving, pedestrian safety, motorcycle safety, community outreach, occupant protection, child restraint, EMS, traffic-related injuries and fatalities, and property damages as a result of a traffic collision.

The CNMI Highway Safety Plan was developed through our annual problem identification and analysis of traffic record, citation, injury, fatality, EMS, adjudication and incarceration, assessment, prevention, data, and public input.

The Commissioner of Public Safety who also serves as the Governor's Representative (GR) and the Highway Safety Coordinator serves as a channel of communication between the various government and private agencies, legislators, civic organizations, and other traffic safety advocates in the CNMI to ensure promotion of traffic safety initiatives are maximized.





Under CNMI Public Law 3-61, §1 (§ 101), gave the Department of Public Safety (DPS), Police Traffic Services the enforcement authority of all laws relating to traffic matters on the islands of Saipan, Tinian, and Rota.

The Highway Safety Office (HSO) is currently staffed with four personnel that consist of a Governor's Representative, Highways Safety Coordinator, Program Manager, and a Financial Manager. The HSO through the individual Law Enforcement Liaison (LEL) from respective Police Traffic Services offices on the islands of Saipan, Tinian, and Rota, continues to represent the department in their highway safety needs.

The CNMI authorities continue to work in partnership with the National Highway Traffic Safety Administration (NHTSA) with planning national safety mobilizations and activities for the upcoming fiscal year.

Officers assigned to safety committees' assist in the planning and implementation of public education and enforcement activities. These public education activities consist of school presentations, radio talk shows, static displays, television talk shows, and public & private agency visits. Enforcement activities involve Selective Traffic Enforcement Programs (STEP) comprising of seat belt enforcement and speed enforcement. The program has contributed significantly by providing the necessary resources in developing these collaborative efforts in reaching out to the public.

Officers of the department are compelled with enforcing the removal of impaired drivers on our highways. They have knowledge and training on deterring, detecting and apprehending impaired drivers who are operating motor vehicles while under the influence of alcohol or drug. During each roadside checkpoint inspections, an officer confirms for any sign of driver impairment based on the Department's Standard Operating Procedures (SOP).

The department continues to report on traffic-related fatalities into FARS on a monthly basis. This reporting requirement is set to establish protocols on the number of traffic-related fatality per respective State or Territory.

The CNMI continues to enhance its Traffic Records capability through its Section 402 and Section 408 funds. The overall implementation format is to automate traffic records to include crash reporting into the department's Records Management System (RMS) with connectivity with the Courts system and the Attorney General's office for traffic-related cases adjudication process, the Department of Public Works (DPW), Highway Division and the Bureau of Motor Vehicle (BMV) for vehicle registration and driver's license files.

The department's RMS is scheduled to go live on the last part of April or early May of 2009 and will continue until full connectivity is achieved. This system is to replace to "old" system with respect to records management and case files for the entire department to include the aforementioned categories.



The department is still in the area of reviewing the CNMI's Commercial Driver's License (CDL) criteria for possible implementation. This will categorize the different operator class per respective mode of transportation. This will provide a criterion for operator requirements.

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

The CNMI authorities and involved stakeholders in traffic safety continue to support and participate throughout traffic safety mobilizations. Additionally, the Department of Public Safety, will continue enforcing CNMI traffic laws, impaired driving, occupant protection & child restraint, and speed violations.

The HSO continues to seek or use other resources in enhancing and achieving its goals with respect to traffic safety in the CNMI.





## STATE CERTIFICATION AND ASSURANCES

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Failure to comply with applicable Federal statutes, regulations and directives may subject State official to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR ss 18.12. Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

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

### CERTIFICATES AND ASSURANCES

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

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

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





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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursements, cash disbursement and balances, will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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



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

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

The State will provide a drug-free workplace by:

- a). Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employee for violation of such prohibition;
- b). Establishing a drug-free awareness program to inform employees about;
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c). Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d). Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will-
  1. Abide by the terms of the statement.





2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e). Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
  - f). Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
    1. Taking appropriate personnel action against such an employee, up to and including termination.
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purpose by a Federal State, or local health, law enforcement, or other appropriate agency.
  - g). Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

#### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act. The DOT reference to Buy America Act (23 USC 101 Note) which contains the following requirements: Only steel, iron and manufactured product produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### **POLITICAL ACTIVITY (HATCH ACT)**

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

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants Loans and Cooperative Agreement  
The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal





contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclosed accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

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

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certificate set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction.





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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

**INSTRUCTION FOR LOWER TIER CERTIFICATION**

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

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





with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See Below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the coverage transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal procurement and Non- Procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transaction authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily, excluded from participation in this transaction, in addition to other remedies available to the Federal government, the



department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statement in this certification, such prospective participants shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.), and implementing regulations of the Council on Environment Quality (40 CFR. Parts 1500-1517).

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**Santiago F. Tudela**  
**Commissioner of Public Safety**  
**Governor's Representative (GR) for Highway Safety**

Date 8/24/09





## PROGRAM DESCRIPTION

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The Commonwealth of the Northern Mariana Islands, Highway Safety Office, under the Office of the Commissioner who also serves as the Governor's Representative (GR) as mandated by Federal Law 23 U.S.C. 402, to establish and implement a statewide highway safety program, has been coordinating and promoting programs influencing public and private policy, increasing public awareness on highway safety as well as give new direction in identifying and quantifying highway safety programs. This propaganda is focused at reduction of traffic-related injuries and fatalities, occupant protection, child restraint, alcohol & other drugs 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), the CNMI Highway Safety Office has developed traffic safety performance measures in its FY2010 Highway Safety Performance Plan to highlight traffic safety problems presently being encountered and thus track measurable progress in resolving these problems and challenges.

This Plan delineates highway safety issues presently encountered in the CNMI. These factors encompass analysis of data and statistics from motor vehicle incidents, citations, adjudication process, prevention campaigns, and assessment.

Occupant protection, child restraint, and impaired driving remain to be of paramount importance for the CNMI's highway safety program. With the current belt use rate of 89.8% as compared to the previous year in 2008, with a usage rate of 86%, the office noted a 3.8% increase on belt use by the motoring public.

HSO continues to work with numerous stakeholders from public, private and civic organizations in dealing with highway safety issues. These stakeholders have expressed interest in protecting motorists on our roadways and highways by way of expanded media and prevention coverage, and reporting of motor vehicle incidents to appropriate authorities.

Additionally, HSO has made tremendous strides in enhancing its traffic records, vehicle registry, and drivers' license files to include connectivity to the departments' repository (data bank). Through the assistance of Section 408 funds, HSO was able to partake in the development and installation of software for the departments' records management system. Efforts are focused in going "live" for the police traffic services automated traffic crash reporting capabilities. Future enhancements for such system include e-ticket, e-citation, and connectivity to municipal agencies for the islands of Tinian and Rota. Such connectivity does include the Courts and the Attorney General's for adjudication purposes.



The CNMI HSO continues to improve its capability with respect to traffic safety and information enhancement. Educational campaigns and traffic enforcement remains to be the primary focus of the CNMI HSO.





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## TERRITORIAL PERFORMANCE MEASURES

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### TRAFFIC FATALITY REDUCTION

#### PROBLEM STATEMENT:

The CNMI continues to see traffic fatality incidents on its highways and roadways. Authorities continue to assess and conduct an analysis as to the continued behavior of this problem. In 2008, there were a total of 9 traffic fatality recorded, 5 which were found to be alcohol involved. In 2007, a total of 4 traffic fatalities were recorded, 1 was found to be alcohol involved. In 2006, 5 total traffic fatalities were recorded, 1 was found to be alcohol involved, and in 2005, 13 total traffic fatalities occurred and 6 were found to be alcohol involved. This problematic trend is seen to be attributed to community behavior and disregard to the consequences of driving impaired or speeding and not following road rules.

The total traffic fatality accounts for about 74.4% deriving from traffic crashes on our highways and roadways. Relatively, this is considered a high percentage per the number of licensed operators in the CNMI.

Additionally, authorities noticed that 34.9% of the total traffic-related fatalities involved alcohol.

#### PERFORMANCE OBJECTIVES:

Reduce motor vehicle traffic fatalities by 5% by calendar year 2013, as compared to the number of single vehicle fatalities that occurred in baseline year of 2005 or 13 traffic fatalities.

#### PERFORMANCE MEASURES:

Reduce motor vehicle fatalities involving single vehicles by 5% during the next three years or by calendar year of December 31, 2013.

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#### PROGRAM STRATEGY (1): ENFORCEMENT

##### Program Activity/Plan (1.1):

Increase high visibility enforcement and saturation patrols.

##### Program Activity Measure:

- Conduct Six (6), high-visibility enforcement on a quarterly basis.
- Conduct Six (6) saturation patrols on a quarterly basis.
- Conduct speed management initiatives on a quarterly basis.

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#### PROGRAM STRATEGY (2): EDUCATION



**Program Activity/Plan (2.1):**

Increase awareness on drunk-driving, speed deterrence mobilizations and education.

**Program Activity Measure:**

- Conduct Two (2) educational contacts on a quarterly basis at educational institutions.
- Conduct Six (6) speed (laser) tags on a quarterly basis at major highways.
- Conduct Three (3) community presentations at specified events.
- Conduct Two (2) "static" displays at major locations specified on a quarterly basis.

### MONITORING & EVALUATION

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports to include reports submitted to FARS database.

## TRAFFIC INJURY REDUCTION

### PROBLEM STATEMENT:

Traffic injuries are a major challenge that requires concerted efforts for effective and sustainable prevention. The CNMI in 2008, recorded a total of 52 traffic-related injuries recorded, 4 which were found to be serious. In 2007, a total of 549 traffic injuries were recorded, 23 were found to be serious. In 2006, 564 total traffic injuries were recorded, 137 was found to be serious, and in 2005, 2651 total traffic injuries were recorded and 22 were found to be serious. Though a decrease in the trend of traffic injuries was noted, injuries may have been attributed to community behavior and disregard to properly protecting themselves through the use of safety belts while in motor vehicles.

The crash injury data for 2008 of 52 represents 1.38% of the total reported in 2005 through 2008. Of this, 4.94% of the total injuries were classed as serious.

### PERFORMANCE OBJECTIVES:

Reduce motor vehicle injuries by 10 % by calendar year 2013, as compared to the number of injuries that occurred in 2006 or 3,772 total injuries within this period.

### PERFORMANCE MEASURES:

Reduce motor vehicle injuries by 10% during the next three years or by calendar year of December 31, 2013.





**PROGRAM STRATEGY (1): ENFORCEMENT**

**Program Activity/Plan (1.1):**

Increase speed enforcement and occupant protection mobilizations.

**Program Activity Measure:**

- Conduct laser speed mobilizations.
- Conduct high visibility enforcements.

**PROGRAM STRATEGY (2): EDUCATION**

**Program Activity/Plan (2.1):**

Increase public awareness on the negative impact of speed and injury prevention.

**Program Activity Measure:**

- Conduct community outreach presentations on speed.
- Conduct presentations at educational and young drivers on the consequences of traffic crashes.
- Conduct awareness presentations on factors or attributors of traffic crash injuries.

**MONITORING & EVALUATION**

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HISO) in the form of monthly reports.

**OCCUPANT PROTECTION/CHILD RESTRAINT**

**PROBLEM STATEMENT:**

The CNMI continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2005, 934 safety belt citations were issued to drivers, 1001 to passengers, and 91 to children. In 2006, 1490 safety belt citations were for drivers, 1295 were for passengers and 103 for children. In 2007, 694 safety belts citations were for drivers, 576 for passengers and 31 for children. In 2008, 417 safety belt citations were for drivers, 204 for passengers and 10 for children. Though a noticeable decline is seen, the average safety belt citation for drivers per year is seen at about 883.75, 769 for passengers, and 58.75 for children.

Driver safety belt violation makes up 51.6% while passenger is marked at 44.9% and children violation stands at 3.4%.



Base on the CNMI's safety belt use for occupant protection in 2008 of 90% and 76% for child restraint, emphasis remains to be in the area of educating the occupant 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 the motoring 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.

#### PERFORMANCE OBJECTIVES:

Increase safety belt usage for occupant and child restraint by calendar year 2013, as compared to the usage rate that was reported in baseline year of 2008 or average of 89.8% for occupant protection and 76.25% for child restraint.

#### PERFORMANCE MEASURES:

Increase safety-belt usage rate of occupant protection by 3% and child restraint by 8% during the next three (3) years or by December 31, 2013.

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#### PROGRAM STRATEGY (1):      INFRASTRUCTURE

##### Program Activity/Plan (1.1):

Increase number of OP/CPS certified enforcement personnel.

##### Program/Activity Measure:

- Increase certified CPS Tech personnel by Ten (10) with current certification of 16 personnel by the year 2011.
- One (1) personnel will be added to Police Traffic Services OP/CR program.
- Send ten (10) personnel to CPS Tech and Instructor Certification Training.
- Send two (2) personnel to Kids-In-Motion Conference.
- Send two (2) personnel to Lifesavers Conference.
- Conduct one (1) safety belt use survey per quarter for four quarters by year 2011.

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#### PROGRAM STRATEGY (2):      ENFORCEMENT

##### Program Activity/Plan (2.1):

Increase the number of random OP/CR checkpoints and inspections.

##### Program Activity Measure:

- Thirteen percent (13%) more random OP/CR inspections are to be conducted for the next three (3) years.
- Acquisition of one (1) OP/CPS mobilization vehicle, van-type.
- Salary of police officers at approved OP/CR mobilizations.
- Conduct a minimum of six (6) safety belt checkpoints per quarter.





**PROGRAM STRATEGY (3): EDUCATION**

**Program Activity/Plan (3.1):**

Conduct educational contacts with teen drivers and motoring public.

**Program Activity Measure:**

- Two (2) educational contacts will be conducted on monthly basis at educational institutions and other community events for proper usage of restraining devices.
- Acquisition and printing of OP & CPS educational materials.
- Acquisition of promotional items such as shirts, caps, and other accessories.

**MONITORING & EVALUATION**

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports.

**IMPAIRED DRIVING/DUI**

**PROBLEM STATEMENT:**

The CNMI continues to see a pattern of drivers driving impaired or under the influence of alcohol. In 2005, 414 impaired driving arrests were reported. In 2006, 396 arrests were reported. In 2007, 283 arrests were reported. In 2008, 164 arrests were reported. These violators must have met or exceeded the .08 BAC law to be legally declared impaired. Majority of these situations leads to fatal crashes or increased traffic-related injuries on the highways/roadways. Though a noticeable decline is seen, it is necessary to continue our efforts to ensure impaired drivers are removed on our highways and roadways. Saturation patrols, high visibility enforcement and other anti-impaired driving mobilizations and initiatives are being implemented to assist authorities in their efforts.

Given the data on new drivers under the age of 20, authorities has reported a total of 96 impaired driver arrests under the age of 20 years old. This figure was gathered from the 2005 and 2007 arrest reports for DUI. In 2007 alone, the number of 20 years and under impaired driver arrests accounts about 39% of the total arrests made by authorities. This situation requires grave emphasis due to violations of traffic laws as well as drinking laws in the CNMI.

**PERFORMANCE OBJECTIVES:**

Reduce impaired drivers arrests under the age of 20 years old by 10% by calendar year 2013, as compared to the number of impaired driver arrests that occurred in 2007 of 37 total impaired driver arrests under the age of 20.



**PERFORMANCE MEASURES:**

Reduce impaired driver arrests by 10% during the next three years or by calendar year of December 31, 2013.

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**PROGRAM STRATEGY (1):      INFRASTRUCTURE**

**Program Activity/Plan (1.1):**

Increase number of trained enforcement personnel.

**Program/Activity Measure:**

- Three (3) personnel will be added to Police Traffic Services.
- Send 3 personnel to DUI/SFST Instructor Certification Training.
- Acquisition of DUI detection and deterrence equipment.
- Acquisition of one (1) DUI Trailer for DPS Tinian.
- Send Three (3) officers from DPS Tinian for Breathalyzer training.
- Send Three (3) officers from Saipan, Tinian, and Rota for Breathalyzer instructor certification training.

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**PROGRAM STRATEGY (2):      ENFORCEMENT**

**Program Activity/Plan (2.1):**

Increase the number of sobriety checkpoints and random inspections.

**Program Activity Measure:**

- Ten percent (10%) or 3 more random inspections/checkpoints to be conducted per quarter by calendar year 2011.
- Ten percent (10%) or 3 saturation patrols are to be conducted per quarter by calendar year 2011.
- Acquisition of Two (2) DUI enforcement vehicles.
- Salary for police officers at approved impaired driving mobilizations and selective traffic enforcement.
- Conduct six (6) sobriety checkpoints per quarter by the year 2013.
- Increase number of saturation patrols by 10% by the year 2013.
- Conduct three (3) DUI mobilizations per quarter by the year 2013.
- Send officers from Tinian and Rota for On-The-Job (OJT) Training for Two (2) weeks with DPS Saipan.

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**PROGRAM STRATEGY (3):      EDUCATION**

**Program Activity/Plan (3.1):**

Conduct educational contacts with motor vehicle operators.

**Program Activity Measure:**





- Two (2) educational contacts to be conducted with motor vehicle operators regarding impacts of impaired driving on a quarterly basis.
- Acquisition of educational and awareness materials such as caps, shirts, and other promotional accessories.
- Send officers to Saipan, Tinian, and Rota for Impaired Driving Mobilizations and Proclamation.
- Acquisition of educational and promotional resources for community outreach program.

### MONITORING & EVALUATION

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports.

## CRASH REDUCTION

### PROBLEM STATEMENT:

The CNMI noticed a decrease in traffic crashes reported in 2008 of 1,795 for single vehicles as compared to traffic crashes reported in 2006 at 3,772, and 2007 at 2,410. However, 1,795 traffic crashes reported in 2008 still requires focused attention and further bring the total traffic crash at a minimum.

It is noted that majority of the traffic crashes reported, 10.75% occurs between the hours of 12:00 p.m. to 3:00 p.m.

The crash data for 2006 also represents 77% of the total reported in 2007 and 2008.

Authorities noted that of the 1,795 crashes in 2008, they were attributed by speed, impairment and driver distractions. 4.7% of traffic crashes involved speed, 27% from distracted drivers, 2.2% were impaired driving and 66.1% were found to be other causes such as auto-parked vehicles.

Generally, these traffic crashes leads to either minor, serious, or fatal incidents. Nonetheless, efforts should be focused in reducing if not eliminating traffic crashes for a safer highway for all motorists.

### PERFORMANCE OBJECTIVES:

Reduce traffic crash by calendar year 2013, as compared to the number of traffic crashes of 3,772 that occurred in baseline year of 2006.

### PERFORMANCE MEASURES:

Reduce traffic crash by 10% during the next three years or by calendar year of December 31, 2013.



**PROGRAM STRATEGY (1):      INFRASTRUCTURE**

Program Activity/Plan (1.1):  
Increase number of certified enforcement personnel.

Program/Activity Measure:

-Increase traffic services personnel by Three (3) officers.

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**PROGRAM STRATEGY (2):      ENFORCEMENT**

Program Activity/Plan (2.1):  
Increase the number of highway and roadway saturation patrols.

Program Activity Measure:

- Increase saturation patrols from 26 checkpoints in 2008 to 35 checkpoints or 74% increase by calendar year 2011.
  - Send three (3) personnel to speed management training.
  - Acquisition of four (4) Police Package Motorcycles.
  - Increase number of laser (speed measuring device) mobilizations.
  - Salary of officers at approved traffic safety mobilizations.
- 

**PROGRAM STRATEGY (3):      EDUCATION**

Program Activity/Plan (3.1):  
Conduct educational contacts with motor vehicle operators.

Program Activity Measure:

- Conduct two (2) educational contacts with motor vehicle operators every quarter.
  - Conduct awareness presentations at community events and other organizations.
  - Printing of community awareness signboards and banners.
- 

**MONITORING & EVALUATION**

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports.





## PEDESTRIAN SAFETY

### PROBLEM STATEMENT:

The scenery and tropical climate of the CNMI has made walking and bicycling a popular mode of transportation for CNMI island residents and visitors alike. This mode is not only environmentally conscious but it is also for personal health enrichment. This mode of transportation system however presents the users to more susceptible risks where there is no external protection and safeguards from traffic incidents.

In 2008, the CNMI recorded twenty-three (23) pedestrian-related incidents with three (3) fatalities involving motor vehicle on our highways and roadways. It is noted that 34.7% pedestrian incidents were found to occur between the hours of 2100-2400 hours and the recorded fatalities mostly occurred between 2100 to 2400 hours. Authorities also noted that of the three (3) fatalities, 2 were found to be under the influence of alcohol.

Pedestrian fatality accounts about 33.3% of the CNMI traffic fatalities recorded in Calendar year 2008.

The CNMI will continue to concentrate its efforts in the area of pedestrian safety through coordinated education, awareness and enforcement efforts. Inclusive of this, is the coordination of media campaigns for schools to educate both pedestrian and motorists alike.

### PERFORMANCE OBJECTIVES:

Reduce pedestrian fatalities and increase safety and awareness.

### PERFORMANCE MEASURES:

Reduce pedestrian fatality by 5% during the next three years or by calendar year of December 31, 2013.

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### PROGRAM STRATEGY (1): EDUCATION

#### Program Activity/Plan (1.1):

Conduct educational contacts with general public.

#### Program Activity Measure:

- Conduct Two (2) educational and safety awareness presentations at educational institutions, community events and organizations.
- Work with various safety advocates to promote pedestrian safety.



## MONITORING & EVALUATION

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports.

## MOTORCYCLE SAFETY

### PROBLEM STATEMENT:

The CNMI had noticed an increase in motorcycle activity on the islands. With the rising fuel cost globally, many residents and mostly tourists access this mode of transportation due to fuel economy and maneuverability. Though the

CNMI has not captured motorcycle incidents due to no reports of cases for the past five (5) years, authorities will focus in continuing its efforts on educating and enforcing motorcycle laws on our highways and roadways. Additionally, authorities will develop formats or modules to capture future motorcycle incidents on our roadways.

With the helmet law in place which requires every operator and riders of a motorcycle or scooter to wear head protection, authorities continues to see movements by individuals to repeal the helmet law. The CNMI has been fortunate that many legislators have been informed of the importance of helmets when operating these types of transportation modes.

### PERFORMANCE OBJECTIVES:

Reduce motorcycle incidents and increase safety and awareness.

### PERFORMANCE MEASURES:

While the CNMI has no significant motorcycle incidents, HSO will develop and coordinate programs to reflect motorcycle safety and capture future incidents involving these types of transportation.

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### PROGRAM STRATEGY (1): ENFORCEMENT

Program Activity/Plan (1.1):  
Enforce helmet law.

Program Activity Measure:

- Cite operators and occupants of motorcycles violating helmet laws.
- Conduct Two (2) sobriety checkpoints on a quarterly basis.

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### PROGRAM STRATEGY (2): EDUCATION





**Program Activity/Plan (2.1):**

Conduct educational contacts with community and owners.

**Program Activity Measure:**

- Conduct presentations with respect to motorcycle safety with motorcycle owners.
- Acquisition of motorcycle safety paraphernalia for distribution to community.
- Work with motorcycle dealers to promote safety with new owners of motorcycles.

### MONITORING & EVALUATION

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports.

## ENHANCED EMERGENCY MEDICAL SERVICES

### PROBLEM STATEMENT:

The CNMI Emergency Medical Services continues to respond and provide pre-hospital emergency medical care to all traffic-related incidents in Saipan, Tinian, and Rota. In order to meet the ever demanding growth of motorists and occupants, it is imperative that the EMS-Rescue services expand its capabilities by way of equipment resources and professional development.

The EMS office recorded a continued trend with respect to traffic emergency responses in the year 2006. The reported 3,772 traffic crashes reported by traffic services, the EMS/Rescue responded to 964 Calls to motor vehicle crashes. This figure represents about 25.5% of traffic-related emergencies.

Again in 2009, as of July, the EMS/Rescue office responded to 24.5% of traffic-related calls.

### PERFORMANCE OBJECTIVES:

Enhance Emergency Medical Services and trauma care to all traffic-related responses.

### PERFORMANCE MEASURES:

- Maintain an On-Job-Training (OJT) and peer exchange program for traffic-related pre-hospital emergency care response for EMS/Rescue personnel from the islands of Saipan, Tinian, and Rota.
- Maintain EMT certification for all EMS and Rescue service providers.



**PROGRAM STRATEGY (1): TRAINING**

**Program Activity/Plan (1.1):**

Send EMS and Rescue personnel from Rota and Tinian for OJT and Peer Exchange Program.

**Program Activity Measure:**

- Conduct traffic-related injury courses to qualified EMS personnel by U.S. certified instructors by the year 2011.
- Certify 4 EMS personnel as EMT-B Instructors by the year 2011.
- Recertify 10 EMS personnel as BLS-IICP Instructors by the year 2011.
- Recertify 105 EMS/Rescue Personnel as EMT-B, BLS-HCP by the year 2013.
- Send 10 EMS/Rescue personnel from DPS Rota and Tinian to Saipan for On-Job-Training (OJT) and Peer-Exchange program for traffic-related EMS/Rescue response by the year 2011.

**PROGRAM STRATEGY (2): EDUCATION**

**Program Activity/Plan (2.1):**

Develop community outreach programs with respect to injury prevention and medical assistance.

**Program Activity Measure:**

- Conduct Two (2) injury prevention education and presentation throughout educational institutions and organizations per quarter.
- Development and posting of national EMS and injury prevention campaigns.

**MONITORING & EVALUATION**

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports.

**TRAFFIC RECORDS**

**PROBLEM STATEMENT:**

Presently, the CNMI has 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 still in a development process. Certain aspects of the system such as vehicle registry, driver history, ems, are already in place and are operational, however full implementation is expected by August or September of 2009. This movement and coordination is being represented by the CNMI Traffic





Records Coordinating Committee, which involves representatives from the Highway Safety Office, Courts, Dept. Public Works-Highway Engineering, Police Traffic Office, Attorney General's Office, Dept. Public Health, EMS, Bureau of Motor Vehicle, and the DPS Communications & Technology Services.

**PERFORMANCE OBJECTIVES:**

Develop and increase highway safety data information access and sharing capabilities among involved agencies. Data improvements that will eliminate duplication, improve uniformity, promote electronic data collection, and facilitate data access and use.

**PERFORMANCE MEASURES:**

Increase report timeliness from 45 minutes or 75% to 30 minutes or 90% by calendar year 2013.

Increase report accuracy from 60% to 90% by calendar year 2013.

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**PROGRAM STRATEGY (1):      INFRASTRUCTURE**

**Program Activity/Plan (1.1):**

Provide connectivity of traffic records system to involved agencies.

**Program/Activity Measure:**

- Acquisition of TR hardware and software accessories to develop traffic crash modules with interface capabilities with other servers.
- Acquisition of Internet Service Provider (ISP) to establish a LAN for field uploads and storage of data into information repository.
- Send Three (3) personnel to the 2010 Traffic Records Forum as scheduled.

**MONITORING & EVALUATION**

Activities will be monitored by the Highway Safety Coordinator and will be submitted to the Highway Safety Office (HSO) in the form of monthly reports.



**2010 HIGHWAY SAFETY PLAN  
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS**

**FY 2010 PROJECT COST SUMMARY**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)


STATE: C.N.M.I.

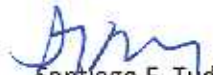
BUDGET OBLIGATION: HCS 217 NO: 10-00-00

DATE: AUG. 21, 2009

| Program Area     | Approved Program Cost | Basis for % Change | State/ Local Funds | Federally Funded Programs |                       |          |                 | Federal Share to Local |
|------------------|-----------------------|--------------------|--------------------|---------------------------|-----------------------|----------|-----------------|------------------------|
|                  |                       |                    |                    | Previous Balance          | Increase/ (Decreased) | % Change | Current Balance |                        |
| PA-10            | \$ 83,000.00          |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| OP-10            | \$ 74,500.00          |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| ID-10            | \$ 208,400.00         |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| TC-10            | \$ 94,000.00          |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| PS-10            | \$ 45,900.00          |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| MS-10            | \$ 28,700.00          |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| EMS-10           | \$ 217,300.00         |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| TR-10            | \$ 57,300.00          |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| PM-10            | \$ 23,000.00          |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |
| <b>Total 402</b> | <b>\$ 832,100.00</b>  |                    |                    | \$ -                      | \$ -                  |          | \$ -            |                        |

State Official Authorized Signature

  
Major Francis S. Taimanao  
Highway Safety Coordinator  
Date: 8/21/09

  
Santiago F. Tudela  
Commissioner/GR  
Date: 8/21/09





**PLANNING & ADMINISTRATION**

|         |  |                    |
|---------|--|--------------------|
| PA10-01 | Communications cost for monthly recurring fees ISP, fax, telephone and cellular units assigned to NHTSA program. | \$ 5,000.00        |
| PA10-02 | Annual membership fees and dues to the Governor's Highway Safety Association (GHSA)                              | \$ 3,800.00        |
| PA10-03 | Freight & Handling costs for HSO related shipping & mails  | \$ 500.00          |
| PA10-04 | GHSA Annual Meeting for Three (3) personnel  | \$12,000.00        |
| PA10-05 | GHSA Executive Seminar for Two (2) personnel   | \$8,000.00         |
| PA10-06 | Traffic Leadership Meeting for Five (5) personnel  | \$17,600.00        |
| PA10-07 | Fuel costs for HSO assigned vehicles   | \$ 2,000.00        |
| PA10-08 | Office & operational supplies for HSO use  | \$ 5,000.00        |
| PA10-09 | Utility costs (electrical, water, sewer), cost share   | \$ 5,000.00        |
| PA10-10 | Lifesaver's Conference for Three (3) personnel   | \$12,000.00        |
| PA10-11 | Program quarterly review for four quarters for Two (2) to the islands of Tinian and Rota                         | \$ 1,500.00        |
|         | Sub-Total  | \$72,400.00        |
|         | Indirect Cost @ 14.57%   | \$10,600.00        |
|         | <b>TOTAL PLANNING &amp; ADMINISTRATION REQUEST:</b>  | <b>\$83,000.00</b> |



**OCCUPANT PROTECTION & CHILD RESTRAINT-OPCR**

|         |   |                    |
|---------|---|--------------------|
| OP10-01 | Educational and promotional props such as writing utensils, rulers, papers, t-shirts, caps, etc.            | \$ 5,000.00        |
| OP10-02 | Books and library materials such as printing of flyers, brochures, posters, handout materials.              | \$ 3,500.00        |
| OP10-03 | Car seat Assistance Program-Issuance of Vouchers  | \$ 5,000.00        |
| OP10-04 | Printing of community awareness signboards, banners, Air & print medias and ads at stations and publishers. | \$ 2,500.00        |
| OP10-05 | Lifesaver's Conference for Two (2) personnel at scheduled location and date.                                | \$ 8,000.00        |
| OP10-06 | Buckle Up Proclamation Campaign to Saipan for Three (3) personnel from DPS Rota and Tinian.                 | \$2,500.00         |
| OP10-07 | CPS Proclamation Campaign to Saipan for Three (3) personnel from DPS Rota and Tinian.                       | \$ 2,500.00        |
| OP10-08 | OP/CR On-The-Job Training with DPS Saipan for Two (2) DPS Tinian officers for Two (2) weeks.                | \$ 4,000.00        |
| OP10-09 | Salary of officers at approved OP/CR mobilizations such as checkpoints, awareness campaigns.                | \$ 20,000.00       |
| OP10-10 | Kids In Motion/CPS Annual Conference for Three (3) CPS Technician   | \$12,000.00        |
|         | Sub-Total   | \$ 65,000.00       |
|         | Indirect Cost @ 14.57%  | \$9,500.00         |
|         | <b>TOTAL OCCUPANT PROTECTION &amp; CR REQUEST:</b>  | <b>\$74,500.00</b> |





**IMPAIRED DRIVER-POLICE TRAFFIC SERVICES-IDPTS**

|            |   |                     |
|------------|---|---------------------|
| IDPTS10-01 | Acquisition of DUI Mobile Trailer for DPS Tinian-Police Traffic Services  | \$ 35,000.00        |
| IDPTS10-02 | Books and library materials such as printing of flyers, brochures, posters, handout materials.                            | \$ 3,500.00         |
| IDPTS10-03 | Printing of signboards, banners, air & print media and ads at stations and publishers for Saipan, Tinian, Rota.           | \$ 5,000.00         |
| IDPTS10-04 | DUI On-The-Job (OJT) Training with DPS Saipan for Two (2) DPS Tinian officers for Two (2) weeks.                          | \$4,000.00          |
| IDPTS10-05 | Breathalyzer training for Four (4) officers from DPS Tinian.  | \$8,000.00          |
| IDPTS10-06 | Send Three (3) DPS officers from Tinian and Rota attend the 3D Proclamation Signing in Saipan.                            | \$2,500.00          |
| IDPTS10-07 | Breathalyzer Instructor certification training for Three (3) DPS officers 1 ea. from Saipan, Tinian, Rota.                | \$15,000.00         |
| IDPTS10-08 | Acquisition of emergency warning devices for DUI enforcement vehicles (e.g. lights, sirens, spotlights) for DPS Saipan.   | \$10,000.00         |
| IDPTS10-09 | Acquisition of in-car security partitions for DUI enforcement vehicles for DPS Saipan.                                    | \$3,000.00          |
| IDPTS10-10 | Acquisition of 75 units of 36" traffic safety cones with reflectors and mobilization supplies & equipment for DPS Saipan. | \$5,000.00          |
| IDPTS10-11 | Salary of officers at approved DUI mobilizations such As sobriety checkpoints and awareness campaigns.                    | \$15,000.00         |
| IDPTS10-12 | Acquisition of Two (2) police package vehicles for impaired driving enforcement for DPS Rota.                             | \$43,500.00         |
| IDPTS10-13 | Acquisition of One (1) Laser Truspeed equipment for DUI enforcement for DPS Rota.   | \$5,000.00          |
|            | Sub-Total   | \$ 198,000.00       |
|            | Indirect Cost @ 14.57%  | \$ 10,400.00        |
|            | <b>TOTAL IMPAIRED DRIVER-PTS REQUEST:</b>   | <b>\$208,400.00</b> |



**TRAFFIC CRASH REDUCTION-TC**

|         |  |                     |
|---------|--|---------------------|
| TC10-01 | Educational props such as writing utensils, rulers, papers, t-shirts, caps, etc.                           | \$ 5,000.00         |
| TC10-02 | Books and library materials such as printing of flyers, brochures, posters, handout materials.             | \$ 3,500.00         |
| TC10-03 | Send Three (3) personnel to speed management training.   | \$ 15,000.00        |
| TC10-04 | Printing of community awareness signboards, banners, air & print media and ads at stations and publishers. | \$ 2,500.00         |
| TC10-05 | Salary of officers at approved crash reduction mobilizations.  | \$ 8,000.00         |
| TC10-06 | Purchase Two (2) Police Package Motorcycles for DPS Saipan.  | \$ 55,000.00        |
|         | Sub-Total  | \$ 89,000.00        |
|         | Indirect Cost @ 14.57%   | \$ 5,000.00         |
|         | <b>TOTAL TRAFFIC CRASH REDUCTION REQUEST:</b>  | <b>\$ 94,000.00</b> |





### PEDESTRIAN SAFETY-PS

|         |   |                     |
|---------|---|---------------------|
| PS10-01 | Pedestrian safety outreach items such as writing utensils, Shirts, caps, etc.                           | \$ 5,000.00         |
| PS10-02 | Books and library materials such as printing of flyers, brochures, posters, banners, handout materials. | \$ 5,000.00         |
| PS10-03 | Air & print media at various stations and publishers  | \$10,000.00         |
| PS10-04 | Pedestrian traffic signs and street markers   | \$ 20,000.00        |
|         | Sub-Total   | \$ 40,000.00        |
|         | Indirect Cost @ 14.57%  | \$ 5,900.00         |
|         | <b>TOTAL PEDESTRIAN SAFETY REQUEST:</b>   | <b>\$ 45,900.00</b> |



### MOTORCYCLE SAFETY-MS

|         |  |                    |
|---------|--|--------------------|
| MS10-01 | Motorcycle safety outreach props such as t-shirts, caps, And other motorcycle paraphernalia    | \$ 10,000.00       |
| MS10-02 | Books and library materials such as printing of flyers, brochures, posters, handout materials. | \$ 5,000.00        |
| MS10-03 | Air & print media at various stations and publishers   | \$ 10,000.00       |
|         | Sub-Total  | \$25,000.00        |
|         | Indirect Cost @ 14.57%   | \$ 3,700.00        |
|         | <b>TOTAL MOTORCYCLE SAFETY REQUEST:</b>  | <b>\$28,700.00</b> |





**EMERGENCY MEDICAL SERVICES-EMS**

|          |  |                     |
|----------|--|---------------------|
| EMS10-01 | Kids In Motion /CPS Annual Conference for Four (4) EMS-CPS Certified Technician                    | \$16,000.00         |
| EMS10-02 | EMS Train-The-Trainer (TTT) Professional Services For certification and registry                   | \$15,000.00         |
| EMS10-03 | EMS Quarterly monitoring to Saipan, Rota and Tinian For Two (2) EMS personnel each quarter.        | \$6,690.00          |
| EMS10-04 | Printing of community awareness banners, signs, promotional items, air & print media               | \$10,000.00         |
| EMS10-05 | Lifesaver's Conference for Four (4) EMS-CPS certified personnel                                    | \$16,000.00         |
| EMS10-06 | EMS Proclamation to Saipan for Ten (10) EMS personnel for Rota and Tinian                          | \$10,550.00         |
| EMS10-07 | EMS quarterly system networking with Guam Fire Department, Office of EMS                           | \$5,360.00          |
| EMS10-08 | CPS Technician Training for EMS personnel  | \$10,000.00         |
| EMS10-09 | EMS Dues & Subscription NASEMSO, NAEMSE, NAEMSP, and NREMT   | \$2,500.00          |
| EMS10-10 | Communications equipment and services for EMS  | \$5,000.00          |
| EMS10-11 | EMS administrative and operational supplies for Program delivery.                                  | \$37,500.00         |
| EMS10-12 | EMS educational resource and reference materials for EMS provider certification.                   | \$10,000.00         |
| EMS10-13 | EMS personnel protective masks (pocket masks) for injury prevention                                | \$5,000.00          |
| EMS10-14 | Acquisition of traffic injury medical equipment & Supplies   | \$10,000.00         |
| EMS10-15 | Send Ten (10) EMT-B Instructor Certification Training & Certification in Guam.                     | \$15,000.00         |
| EMS10-16 | Send Ten (10) EMT personnel to Saipan for OJT and Peer Exchange Program in Saipan for a week each. | \$15,000.00         |
|          | Sub-Total:   | \$189,600.00        |
|          | Indirect Cost @ 14.57%   | \$27,700.22         |
|          | <b>TOTAL EMERGENCY MEDICAL SERVICES REQUEST:</b>   | <b>\$217,300.00</b> |



**TRAFFIC RECORDS-TR**

|         |  |                     |
|---------|--|---------------------|
| TR10-01 | Send Three (3) personnel to the 2010 Traffic Records Forum at scheduled location and date. | \$ 15,000.00        |
| TR10-02 | Computer software and hardware for traffic records database.                               | \$ 20,000.00        |
| TR10-03 | Send Two (2) personnel to the AAMVA Conference   | \$ 10,000.00        |
| TR10-04 | ISP/LAN service fees for crash connectivity.   | \$ 5,000.00         |
|         | Sub-Total  | \$ 50,000.00        |
|         | Indirect Cost @ 14.57%   | \$ 7,300.00         |
|         | <b>TOTAL TRAFFIC RECORDS REQUEST:</b>  | <b>\$ 57,300.00</b> |





**PAID MEDIA-PM**

|         |  |                     |
|---------|--|---------------------|
| PM10-01 | Printing and airing of prevention messages on signboards and electronic displays for CIOT, Buckle-up, Drunk Driving, and CPS mobilizations.                                  |                     |
| PM10-02 | Procurement of library and other reference materials to include printing of forms, brochures, flyers, etc.   | \$ 5,000.00         |
| PM10-03 | Payment of advertising and audio-visual media at radio stations, television stations, magazines, local newspapers for CIOT, Buckle-up, Drunk Driving, and CPS Mobilizations. | \$ 5,000.00         |
|         | Sub-Total  | \$ 10,000.00        |
|         |  | \$ 20,000.00        |
|         | Indirect Cost @ 14.57%   | \$ 3,000.00         |
|         | <b>TOTAL TRAFFIC RECORDS REQUEST:</b>  | <b>\$ 23,000.00</b> |

The CNMI Highway Safety Office continues to use majority of the Paid Media funding for print and air media to enhance its community outreach programs with respect to CPS, CIOT, PTS, and Alcohol Programs.

This project includes development of 20/20 second advertisements with the individual mobilizations. These advertisements are aired periodically on T.V. and radio stations throughout the islands.

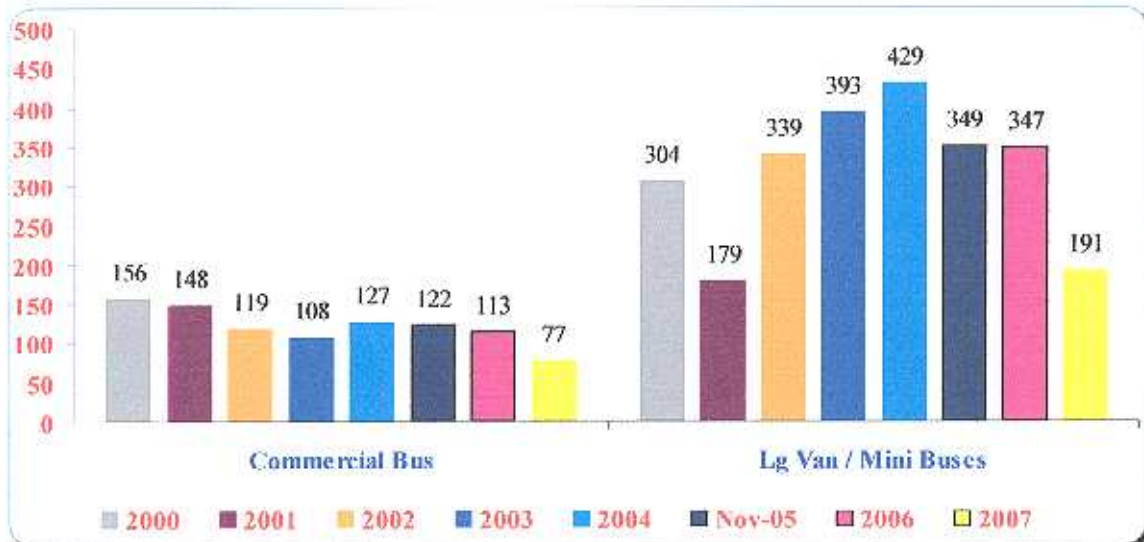
Paid Media has been noted to be an effective and vital educational and outreach medium to the community.

This area is anticipated to increase awareness given the limited physical resources of HSO with respect to reaching out to the general public.

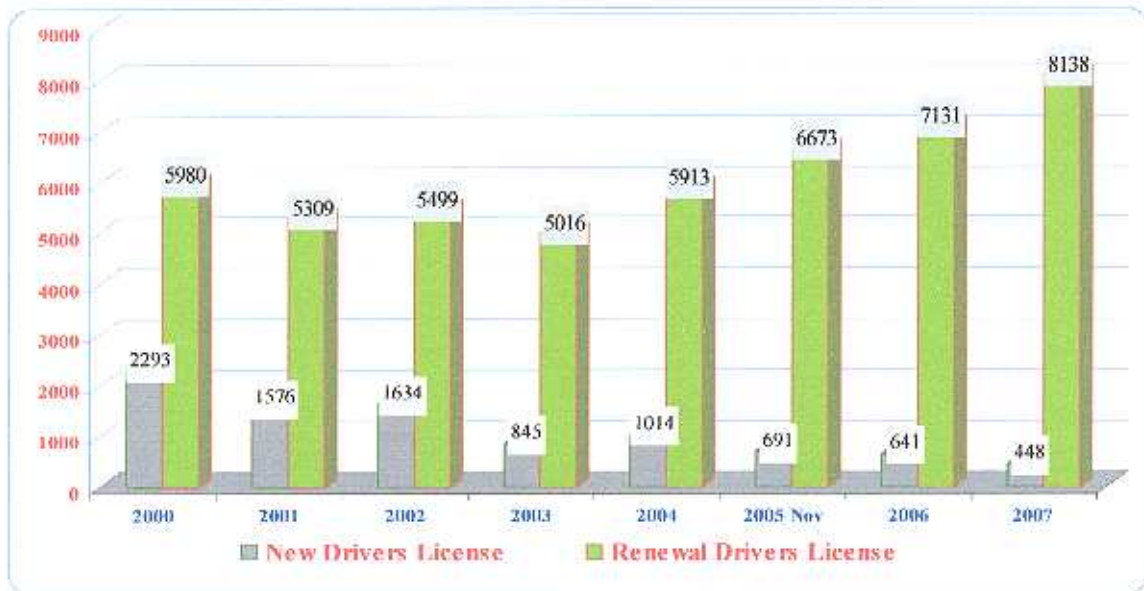
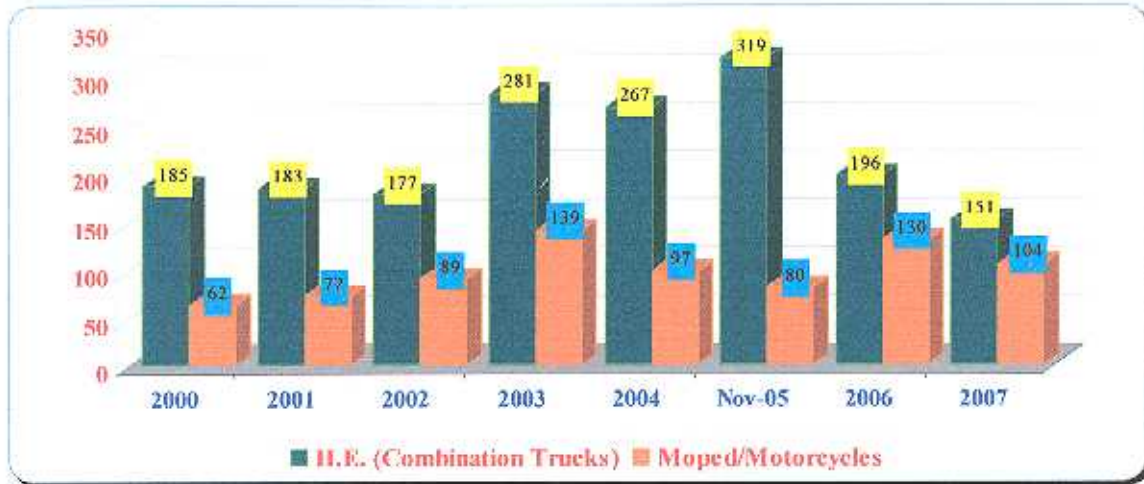


## DATA & STATISTICS

### VEHICLE & DRIVERS LICENSE REGISTRY







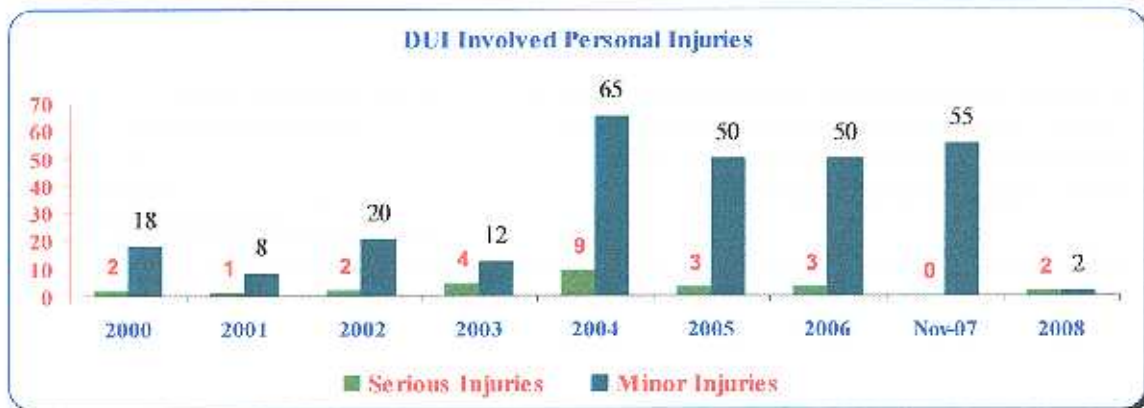
**ALCOHOL & OTHER DRUGS COUNTERMEASURES**

| Year               | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | Nov 2008 |
|--------------------|------|------|------|------|------|------|------|------|----------|
| No. DUI Arrests    | 494  | 596  | 475  | 375  | 337  | 414  | 396  | 283  | 164      |
| DUI Involved Crash | 89   | 117  | 110  | 117  | 111  | 86   | 108  | 86   | 40       |



|                         |    |   |    |    |    |    |    |    |   |
|-------------------------|----|---|----|----|----|----|----|----|---|
| DUI Involved Fatalities | 2  | 0 | 1  | 5  | 7  | 6  | 1  | 1  | 5 |
| Serious Injuries        | 2  | 1 | 2  | 4  | 9  | 3  | 0  | 2  | 2 |
| Minor Injuries          | 18 | 8 | 20 | 12 | 65 | 50 | 99 | 57 | 2 |

**TRAFFIC FATALITIES & INJURIES**



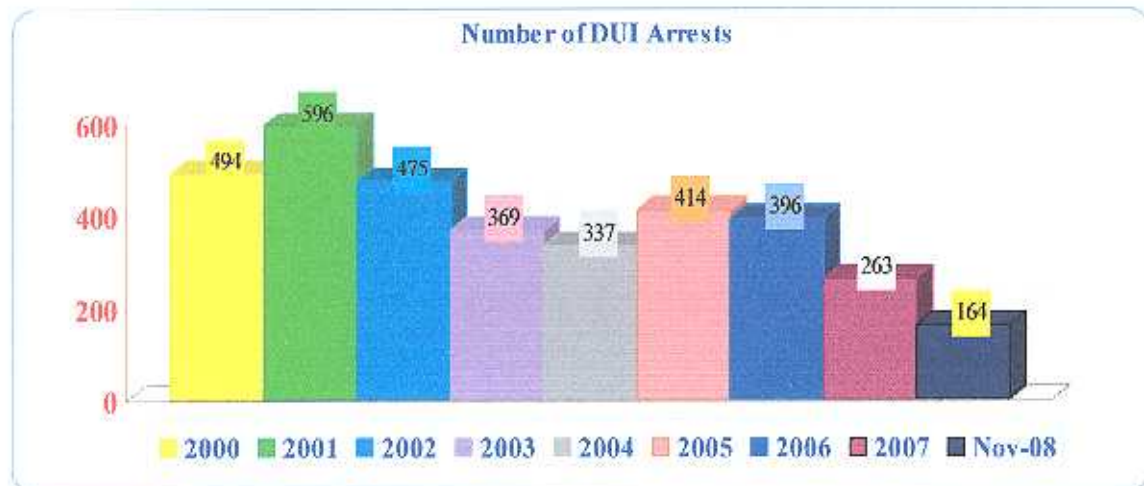




## PEDESTRIAN FATALITY

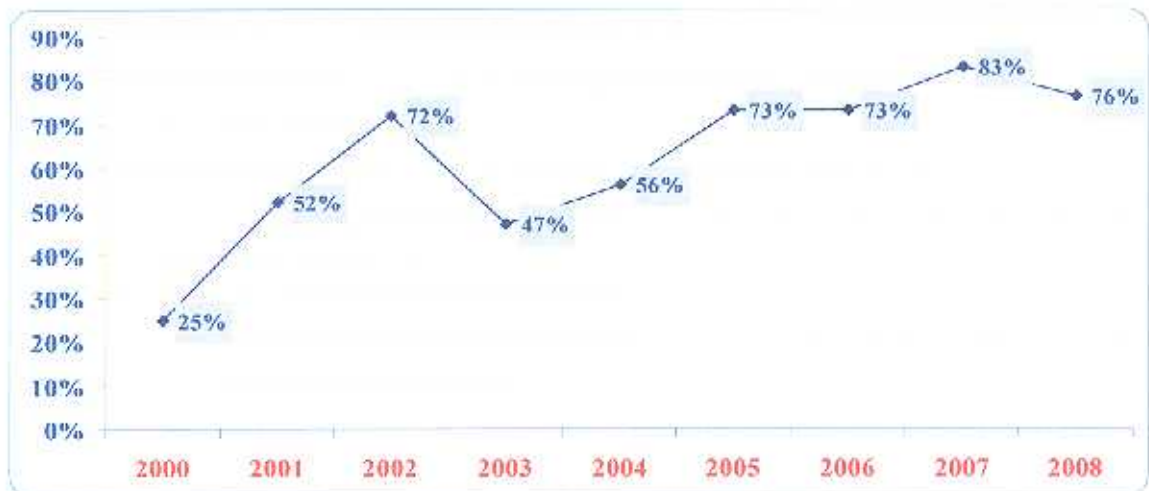
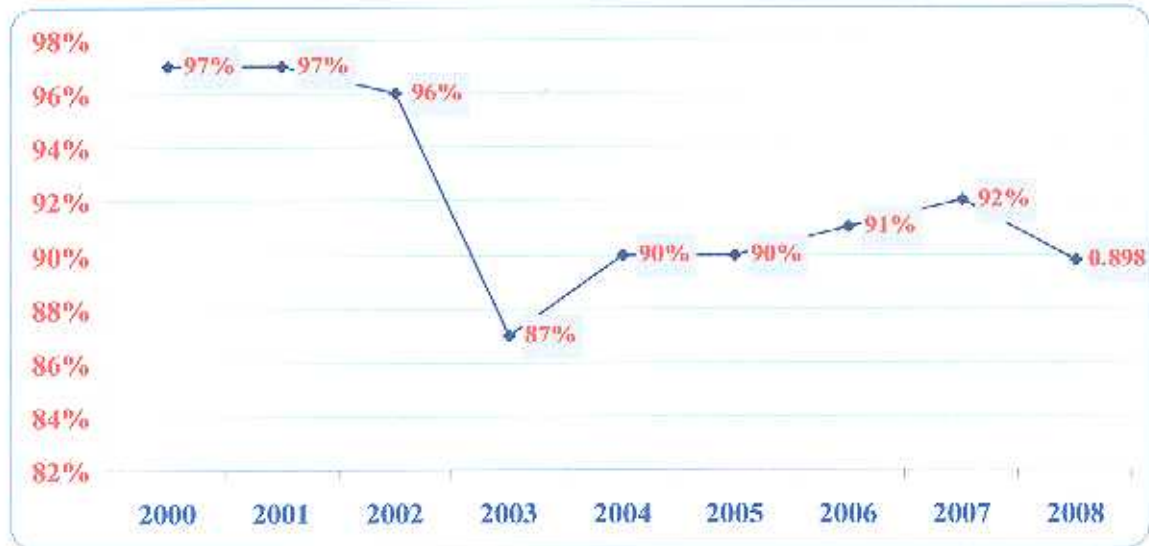


## DUI ARRESTS





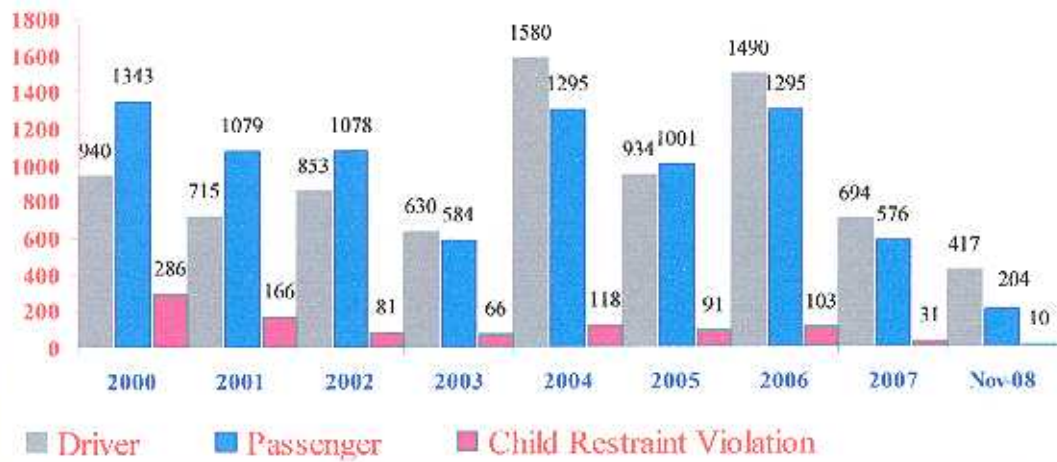
### OCCUPANT PROTECTION & CHILD RESTRAINT USAGE RATE







### OP/CR VIOLATIONS



### TRAFFIC CRASH





Additional copies may be obtained at the following:

**HIGHWAY SAFETY OFFICE**  
**Department of Public Safety**  
**Jose M. Sablan Building**  
**Civic Center Susupe**  
**P.O. Box 500791**  
**Saipan, MP 96950**

**Telephone No. 670.664.9121/22**  
**Facsimile No. 670.664.9141**

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