



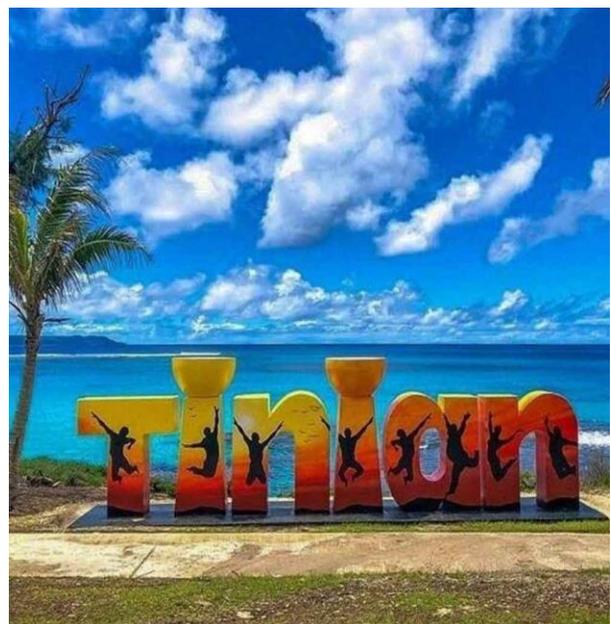
# Federal Fiscal Year 2024



Commonwealth of the Northern Mariana Islands (CNMI)

DEPARTMENT OF PUBLIC SAFETY

## Highway Safety ANNUAL REPORT



Commonwealth of the Northern Mariana Islands

Department of Public Safety  
Highway Safety Office

Year 2024

Highway Safety Program  
Annual Report

Prepared For

National Highway Traffic Safety Administration  
Region 9

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David M. Apatang  
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*Message from the Governor's Highway Safety Representative*

Hafa Adai and greetings from the CNMI!

The CNMI Department of Public Safety, Highway Safety Office (DPS-HSO) presents the Federal Fiscal Year 2024 Highway Safety Program Report, which evaluates the territory's 2024 Highway Safety Plan (HSP). This report highlights key accomplishments, challenges, and progress toward achieving performance measures, targets, and strategies.

The DPS-HSO remains committed to collaborating with safety partners to achieve the shared goal of reducing fatalities and serious injuries across all program areas through the implementation of the HSP. The office will continue to provide funding and support national highway initiatives, including public education campaigns, outreach programs to raise awareness, and data-driven enforcement strategies aimed at reducing traffic crashes on CNMI roadways.

Our objective is to enhance education and enforcement efforts to ensure the safety of our community by promoting adherence to speed limits, preventing impaired driving (from alcohol and drugs), encouraging seatbelt use, ensuring children are secured in appropriate child restraints, and prioritizing the safety of pedestrians and bikers on the CNMI roads.

Thank you and Si Yuus Ma'ase,

Anthony I. Macaranas  
Commissioner of Public Safety/  
Governor's Highway Safety Representative

*"The Department of Public Safety is an equal opportunity provider and employer"*

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## **Executive Summary**

The Department of Public Safety (DPS), Highway Safety Office (HSO) of the Commonwealth of the Northern Mariana Islands (CNMI) submits its Federal Fiscal Year 2024 Annual Report for Highway Safety Programs. This report serves as the territory's assessment of the 2024 Highway Safety Plan (HSP) to meet the grant requirements outlined in Sections 402, 405b, and 405c of the US Department of Transportation National Highway Traffic Safety Administration (NHTSA) under the FAST Act and Bilateral Infrastructure Law (BIL).

This report outlines significant achievements as well as challenges related to performance measures, targets, and strategies identified in the HSP which incorporates eleven (11) Core Performance Measures and one (1) Core Behavioral Measure. Territory data reflected in the following pages are as of September 2024.

### **Mission**

The primary goal of the DPS – HSO is to collaborate with safety partners to collectively reduce fatalities and serious injuries across all program areas through the joint implementation of the HSP. Continuing its commitment, HSO will provide funding and support for national mobilizations, integrating public education, outreach efforts, and aggressive enforcement proven effective in reducing traffic crashes causing fatalities and serious injuries.

### **The following are program areas funded:**

- Occupant Protection – seat belt use
- Child Safety – child restraint use
- Impaired Driving (Alcohol & Drugs)
- Distracted Driving
- Speed Enforcement
- Pedestrian & Bicycle Safety
- Emergency Medical Services
- Motorcycle Safety

### **The agencies involved in the CNMI's Highway Safety Programs are:**

- DPS Highway Patrol Sections (Saipan, Tinian, Rota)
- DPS Bureau of Motor Vehicles
- Dept. of Fire & EMS (DFEMS)
- CNMI Courts
- Office of the Attorney General
- Commonwealth Health Care Corporation – OB Ward, HOME Visiting Program, WIC Program
- Public School System – Head Start Centers
- Dept. of Community & Cultural Affairs – Div. of Youth Services, Child Protective Services, Child Care Program
- Northern Marianas Coalition Against Domestic and Sexual Violence

### **Private Company Partners involved are:**

- Day Care Centers
- Private Schools
- Child Restraint Vendors
- Radio Stations, Television, Newspaper companies

In 2024, the DPS – HSO and Highway Patrol officers held training in Saipan and participated in various off-island trainings, conferences, and meetings. HP officers engaged in highway safety activities including public education at schools and at community events, child restraint courtesy inspections, and enforcement activities such as checkpoints, saturation patrols, speed enforcement, and other selective traffic law enforcement (STLE).

This Annual Report reflects the continuous efforts of the CNMI DPS in ensuring safety on our highways and roadways for our community members and visitors alike. Recognizing the absence of a single solution to this situation, collective effort is essential to reduce fatalities, serious injuries, and economic losses from motor vehicle crashes. The commitment remains unwavering until the annual number of traffic-related fatalities is reduced to zero and maintained at zero.

## Public Participation & Engagement

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The CNMI incorporated feedback from the community obtained through the car seat voucher application survey, attitudinal survey, and the radio talk show. Efforts are ongoing to address the community's concerns in the following areas:

- Car seats:
  - Cost
  - Proper selection & installation
  - Availability
  - Enforcement
  - Presentations at schools and at community events
- Speeding
  - Enforcement
  - Presentations at schools and at community events
- Impaired driving
  - Enforcement
  - Presentations at schools and at community events
- Pedestrian & Bicycle Safety
  - Enforcement
  - Presentations at schools and at community events

HSO and DPS HP organized four car seat checkup events: two at the Garapan Fishing Base, a centrally located area frequently visited by community members of all ages, and two at the Joeten Superstore parking lot, a popular weekend destination.

In addition to school presentations, HSO and HP personnel conducted sessions during PTSA meetings and various community events. These meetings provided an opportunity for parents, guardians, teachers, and faculty to voice concerns about car seats and other highway safety issues. Presenters noted and addressed these concerns, fostering meaningful dialogue between community members and officials.

HSO and HP personnel review and discuss these concerns, documenting them for future presentations. When necessary, concerns are categorized as problem identifications, and strategies are developed to address these issues effectively.

Given the diverse population in the CNMI, efforts are undertaken to ensure inclusivity for community members of all ethnicities. These efforts include publishing advertisements and announcements for upcoming meetings on radio, television, and in newspapers, with translations available in various languages.

We remain steadfast in our commitment to engaging with high-risk populations through our partner agencies, including the Commonwealth Healthcare Corporation (CHCC) Maternal, Infant, and Early Childhood Home Visiting (MIECHV) Program, the Head Start Program, and Karidat Social Services.

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

<b>Data Elements (Year)</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
No. of Vehicles Registered	21,974	23,257	23,469	22,798	22,048
Licensed Driver New & Renewal	7,898	8,520	11,024	10,058	5,048

Table - 1

<b>Data Element</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Total Crashes	2,021	1,213	1,315	1,329	1,149	927
Serious Injuries	2	1	6	10	7	3
Fatalities	2	2	4	5	2	0
DUI Arrests	190	200	291	278	164	83
Alcohol-Impaired Fatalities	0	2	3	2	1	0
Alcohol- Involved Crashes	86	64	69	78	66	38

Table - 2

**Yearly Seat Belt Survey Percentage Usage Rate**

<b>Data Element</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Child Restraint % Usage Rate	80.42%	80.42%	80.42%	82.98%	N/A	88.33%
Occupant Protection % Usage rate	93.92%	93.92%	96.43%	95.71%	92.78%	98.21%

Table - 3

## Traffic Safety Core Performance Measures

### GHSA/NHTSA Recommended/Optional Performance Report Chart

#### FY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s)	Target Value FY24 HSP	Data Source*/FY24 Progress Results	On Track to Meet FY24 Target YES/NO/In-Progress (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 Year	2020-2024	3	2019-2023 State 3	Yes
C-2) Serious Injuries in Traffic Crashes	5 Year	2020-2024	6	2019-2023 State 5	Yes
C-3) Fatalities/VMT	5 Year	2020-2024	N/A	N/A	N/A

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY24 HSP.

(C-3 not available to the territories)

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2020-2024	2	2019-2023 State 1	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2020-2024	2	2019-2023 State 2	Yes
C-6) Speeding-Related Fatalities	5 Year	2020-2024	2	2019-2023 State 2	Yes
C-7) Motorcyclist Fatalities	5 Year	2020-2024	0	2019-2023 State 0	Yes
C-8) <del>Unhelmeted</del> Motorcyclist Fatalities	5 Year	2020-2024	0	2019-2023 State 0	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2020-2024	0	2019-2023 State 0	Yes
C-10) Pedestrian Fatalities	5 Year	2020-2024	1	2019-2023 State 1	Yes
C-11) Bicyclist Fatalities	5 Year	2020-2024	0	2019-2023 State 0	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2024	96%	NHTSA Certified State Survey 98.21%	Yes

## C-1 Traffic Fatalities:

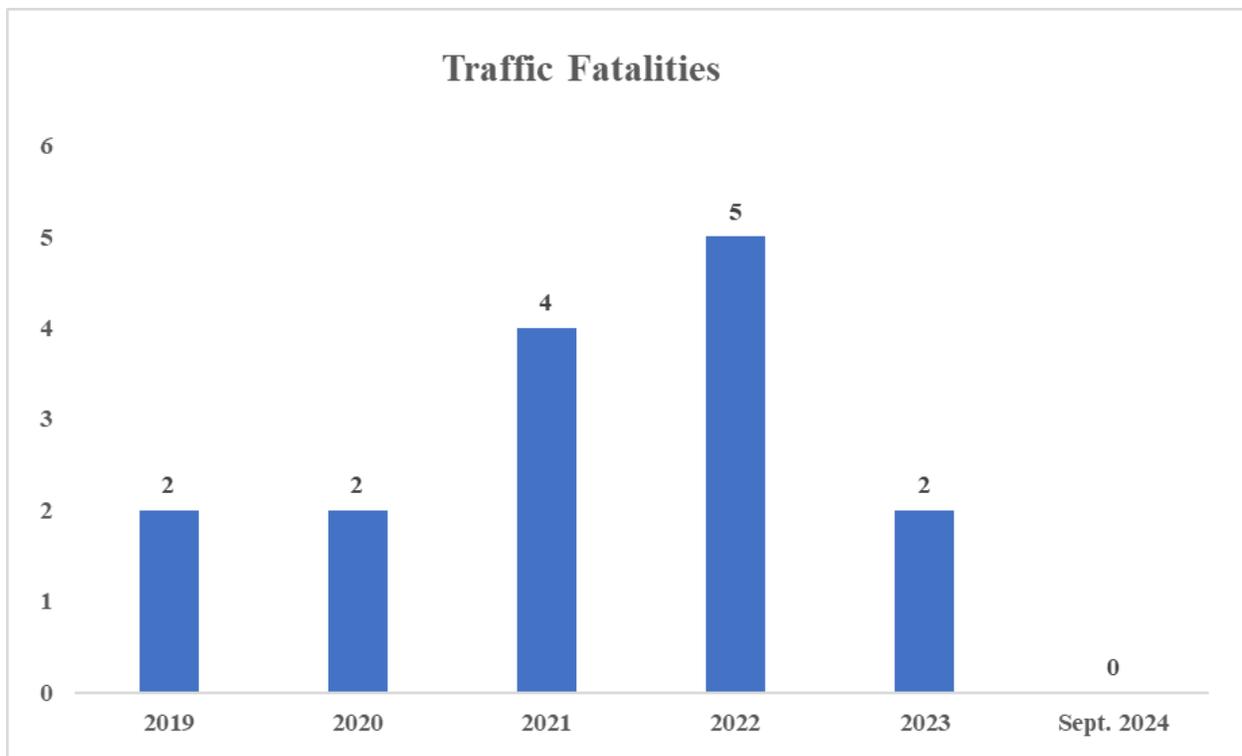
The performance target was determined by using a linear trend line based on the (2018-2022) five-year rolling average data. It reflects target goals of 5,6,6 for 2024, 2025, 2026. However, as target goals for all traffic fatalities are always aimed at reducing instead of increasing, and the rolling average is 3.4, and the realistic target are 3,2,1, the CNMI's chosen target was 3 by December 2024.

**Result: Yes - Met**

*The CNMI reported zero (0) traffic fatalities as of September 2024.*

**Countermeasure:** The Department of Public Safety continues to put more effort in enforcing traffic related violations through enforcement and education. The DPS Highway Safety Office will continue to fund priority programs identified in the HSP to maintain zero (0) traffic fatalities on the CNMI highways.

C-1



## C-2 Serious Injuries:

The performance target was determined by using a linear trend line based on the (2018-2022) five-year moving average data. It reflects target goals of 8,9,10 for 2024, 2025, 2026. However, since the (2018-2022) rolling average was 6.2, and the realistic target are 6,5,4 the CNMI's more realistic target is 6 by December 2024

**Result: Yes - Met**

*The CNMI reported (3) serious injuries as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund priority programs in its HSP that will lead to reduce the number of serious injuries caused by traffic crashes on the CNMI highways. Enforcement Activities include checkpoints and saturation patrols. Educational presentations will also be continued in the community as well as advertisement of highway safety messages through various methods such as television, radio, and social media.

C-2

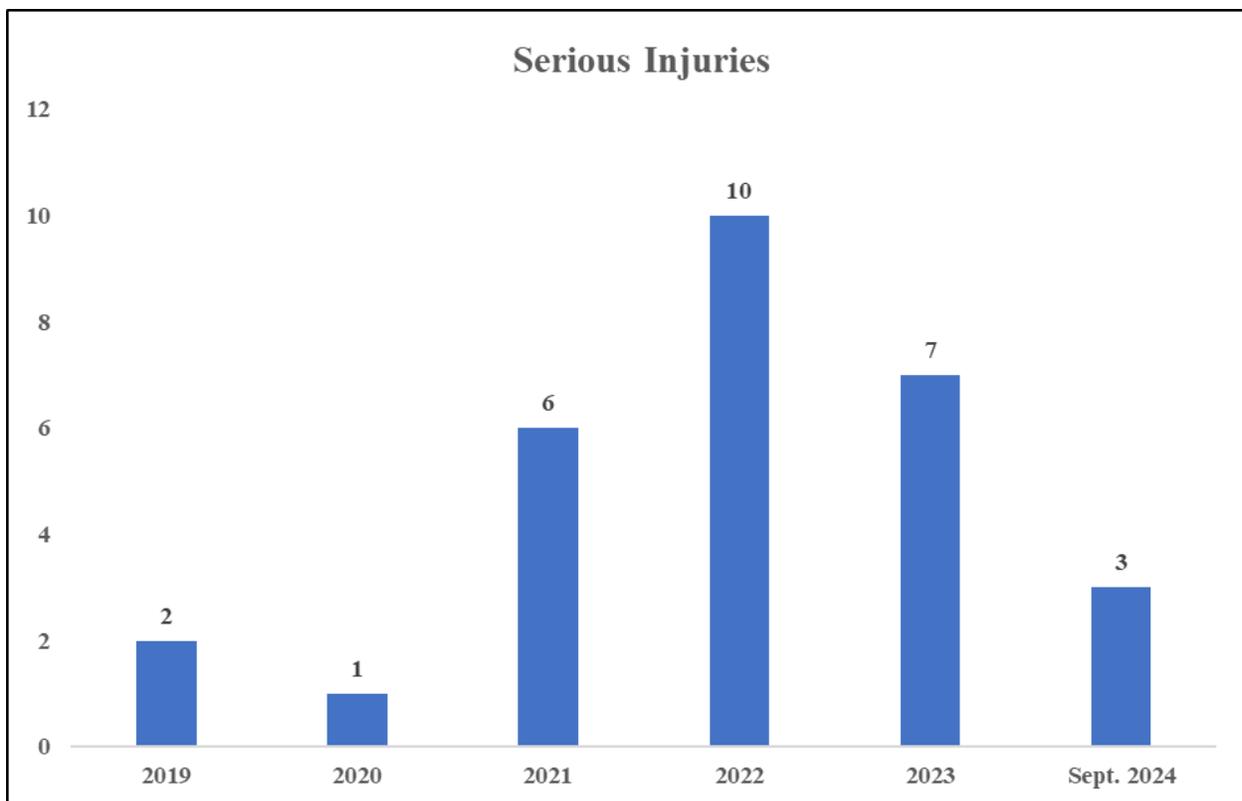


Figure - 2

**C-3 Fatalities / Vehicle Mile Travel (VMT): Not available to the territories.**

**C-4 Unrestrained Passenger Vehicle Occupant Fatalities, all Seat Positions.**

The linear trend on the above chart projects a target of 4, 4, 5 for 2024, 2025, 2026. However, as target goals for all fatalities is always aimed at reducing instead of increasing and the (2018-2022) rolling average is 1.6, and the realistic target are 2,1,0, the CNMI’s target is 2 by December 2024.

**Result: Yes - Met**

*The CNMI reported (0) unrestrained passenger vehicle occupant fatality as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund overtime to the Highway Patrol Sections to conduct HVE activities such as checkpoints, saturation patrols, covert operations, and educational outreach at schools and at community events.

C-4

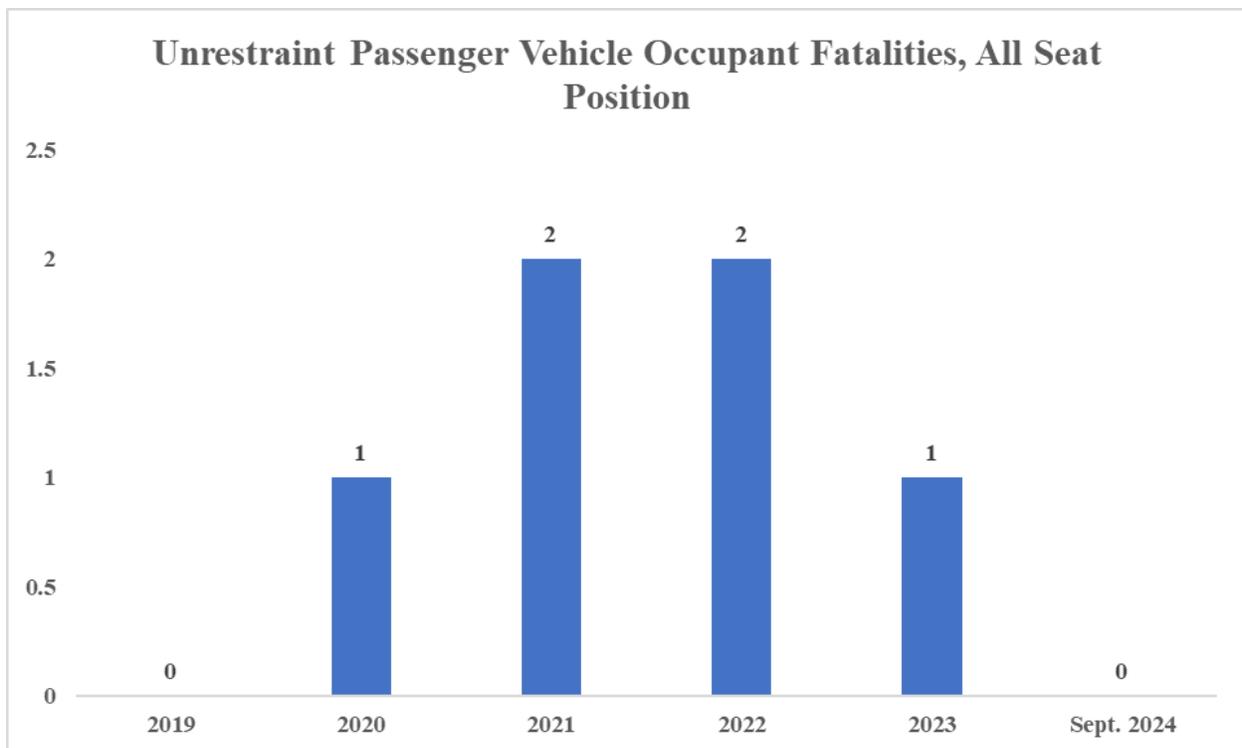


Figure – 4

**C-5 Alcohol-Impaired Driving Fatalities:**

The linear trend on the above chart projects a target of 2, for 2024, 2025, 2026. However, as target goals for any traffic fatality is always aimed at reducing instead of increasing, and the (2018-2022) rolling average is 2.2, and the realistic target are 2,2,2, the CNMI’s target for alcohol-impaired fatalities is two (2) by December 2024.

**Result: Yes - Met**

*The CNMI reported (0) alcohol-impaired related driving fatality as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund priority programs in its HSP that will decrease the number of alcohol-impaired driving fatalities on the CNMI highways through enforcement activities, public education efforts at schools and community events, and various media sources.

C-5

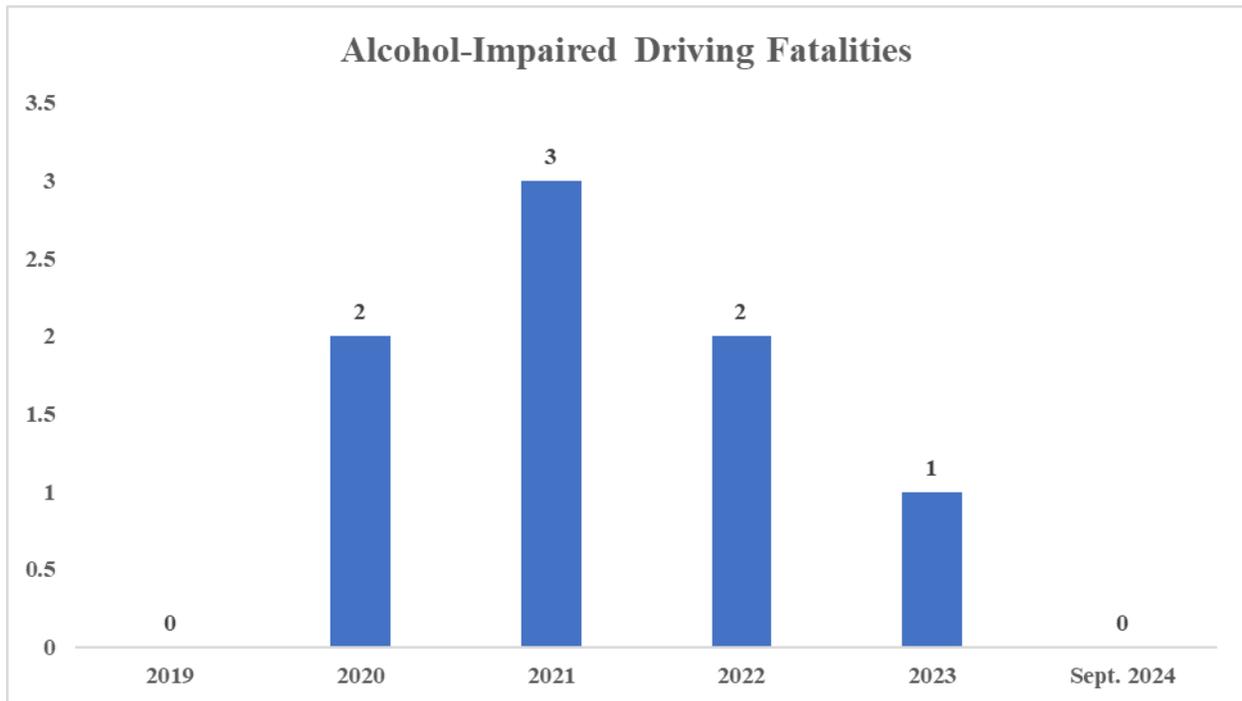


Figure - 5

## C-6 Speeding-related fatalities:

The linear trend on the above chart projects a target of 1 for 2024, 2025, 2026, because the (2018-2022) rolling average is 2.4, the CNMI's realistic target for speed-related fatalities is two (2) for 2024.

**Result: Yes - Met**

*The CNMI reported (0) speed related fatalities as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund overtime enforcement activities such as laser speed enforcement and saturation patrols. Highway Patrol sections will also conduct educational presentations at schools and during community events about the danger and consequences of speeding on the highways.

C-6

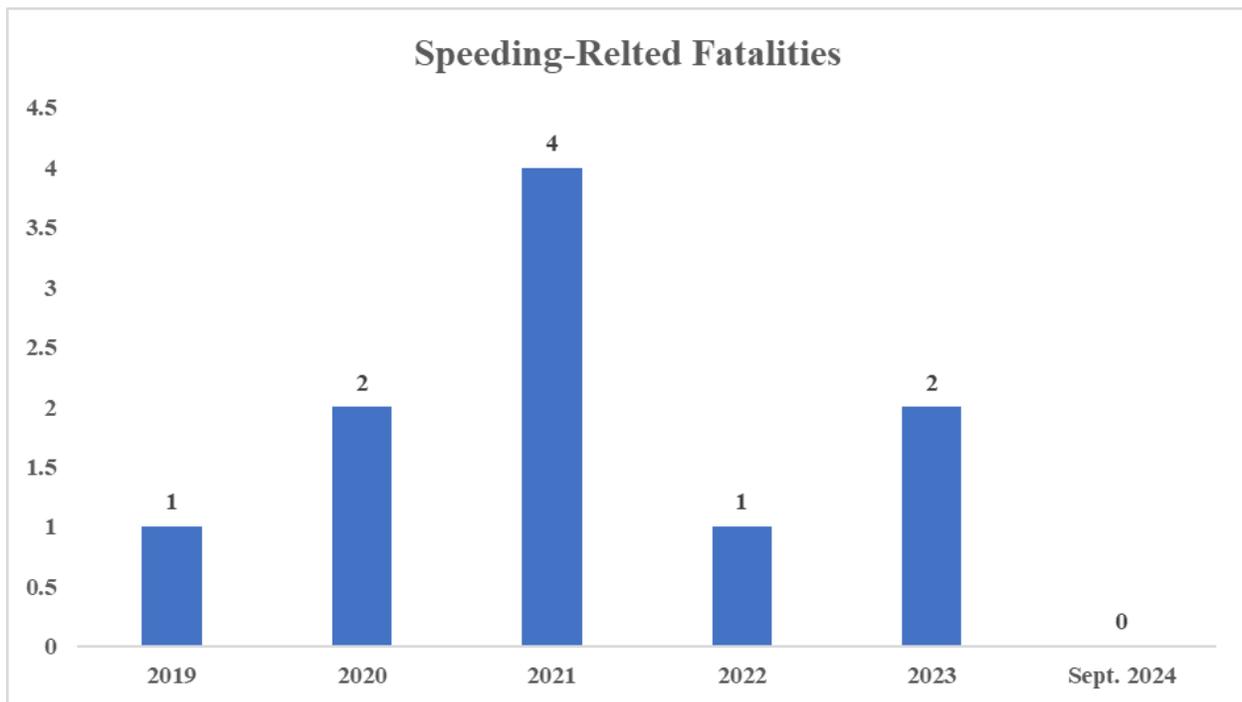


Figure - 6

### C-7 Motorcycle Fatalities:

The linear trend on the above chart projects a target of zero (0). Therefore, the CNMI's target for 2024 is to maintain zero (0) motorcycle fatalities.

**Result: Yes - Met**

*The CNMI reported (0) motorcycle fatalities as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund priority programs in its HSP to ensure that the number of motorcycle related fatalities in the CNMI is maintained at zero (0).

C-7

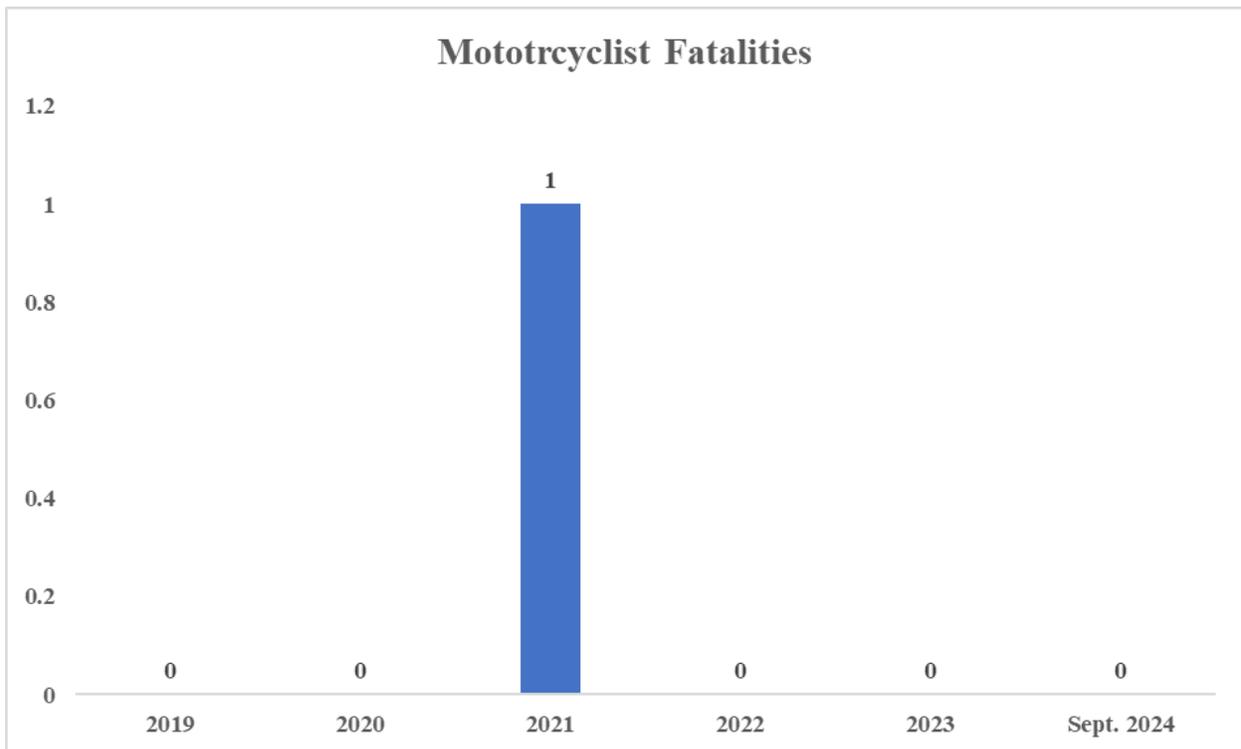


Figure - 7

### C-8 Unhelmeted Motorcycle Fatalities:

The CNMI's goal for 2024 is to maintain un-helmeted motorcycle fatalities at zero (0).

**Result: Yes - Met**

*The CNMI reported (0) unhelmeted motorcycle fatalities as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of un-helmeted motorcycle related fatalities in the CNMI highways at zero (0).

C-8

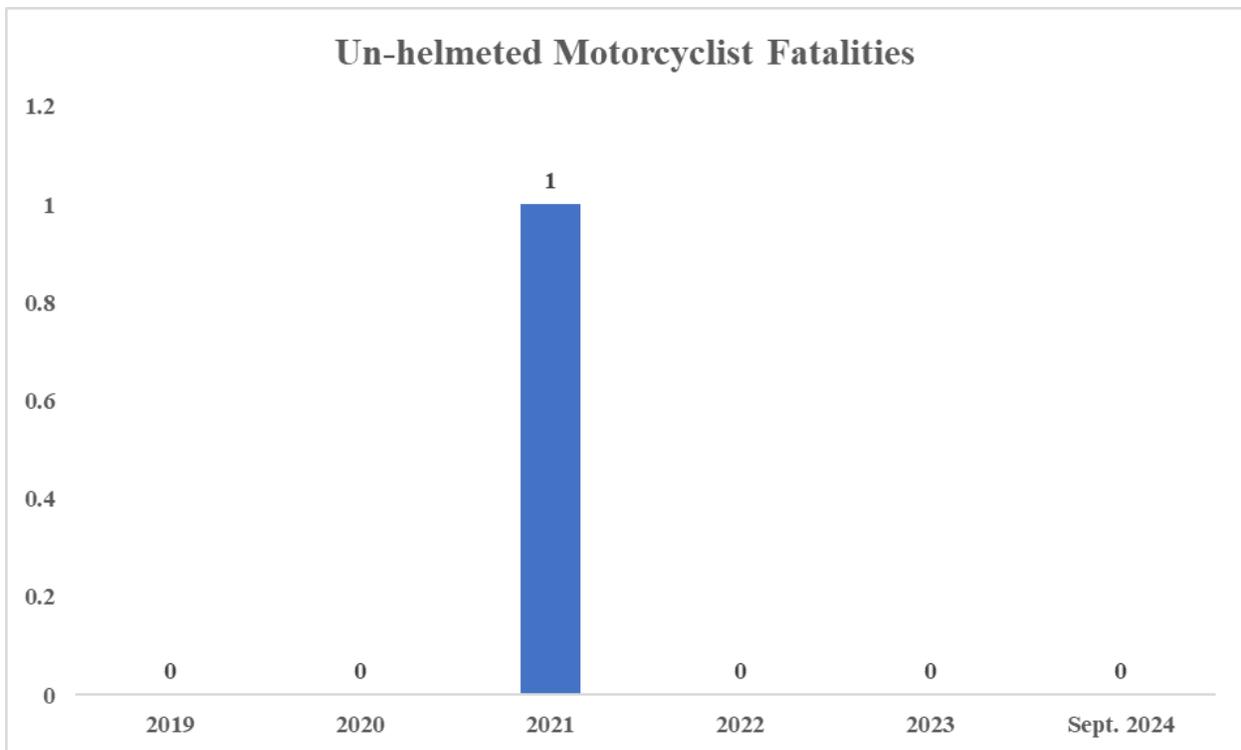


Figure - 8

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

The CNMI's goal is to maintain zero (0) fatalities in 2024.

**Result: Yes - Met**

*The CNMI reported (0) drivers aged 20 or younger involved in fatal crashes as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of drivers age 20 or younger involved in fatal crashes on the CNMI highways at zero (0).

C-9

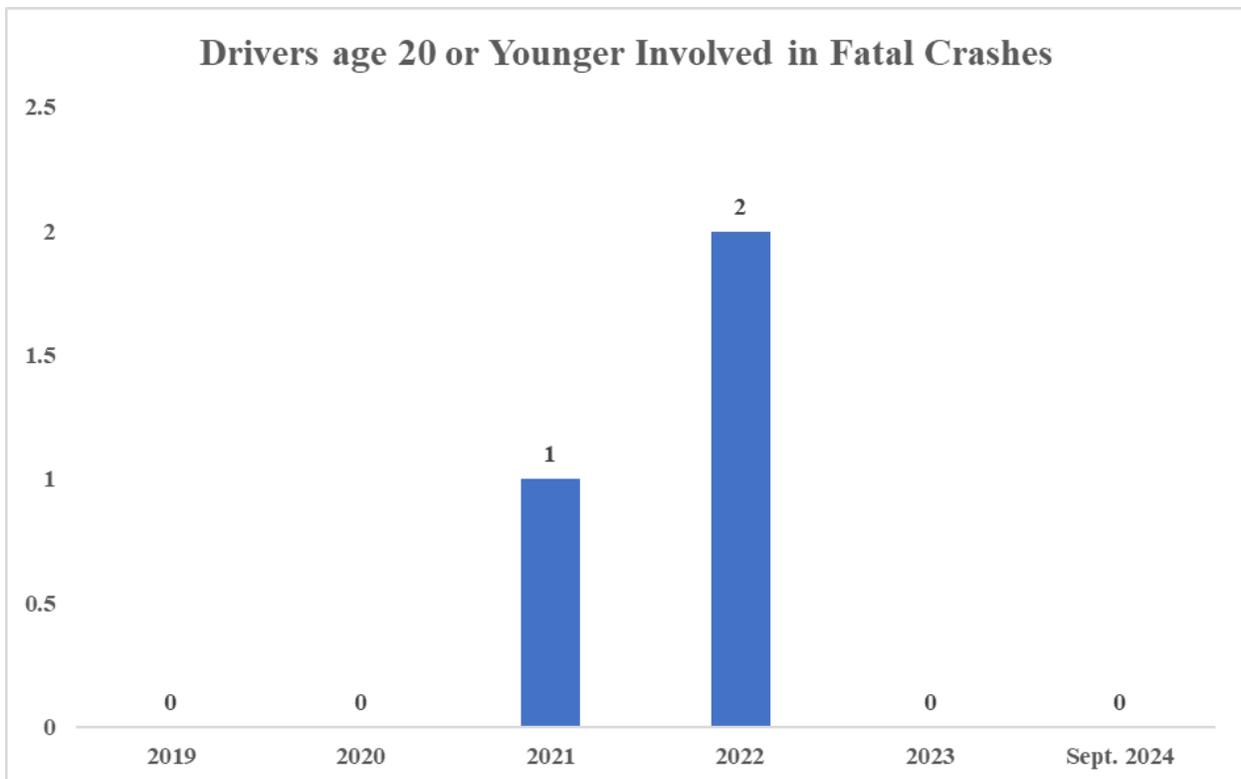


Figure - 9

### C-10 Pedestrian Fatalities:

The linear trend on the above chart reflects a target of 1, 0, 0 for 2024, 2025, 2026. The (2018-2022) average is 1.4. Therefore, the CNMI's target is one (1) by December 2026 for pedestrian fatalities.

**Result: Yes - Met**

*The CNMI reported (0) pedestrian fatality as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund priority programs in its HSP that will reduce the number of pedestrian fatalities on the CNMI highways to zero (0). DPS Highway Safety Office will also continue to work with the Department of Public Works to upgrade all the pedestrian crosswalks to include markings especially at the school zones. Outreach programs will also continue at schools and at community events, along with enforcement activities and various media publicity.

C-10

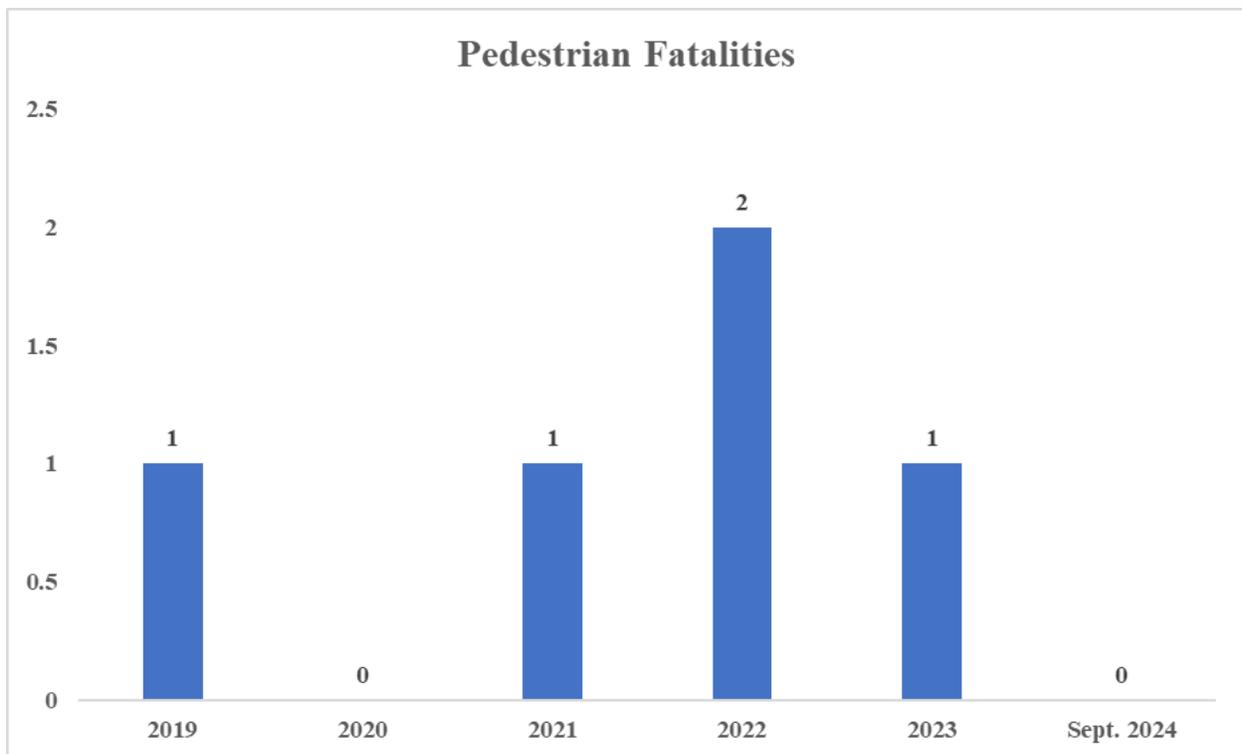


Figure - 10

## C-11 Bicyclist Fatalities

The CNMI's goal is to maintain fatalities at zero (0) for 2024.

**Result: Yes - Met**

*The CNMI reported (0) bicyclist fatalities as of September 2024.*

**Countermeasure:** The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of bicyclist fatalities on the CNMI highways at zero (0) through educational outreach activities at schools, various media sources and enforcement.

C-11

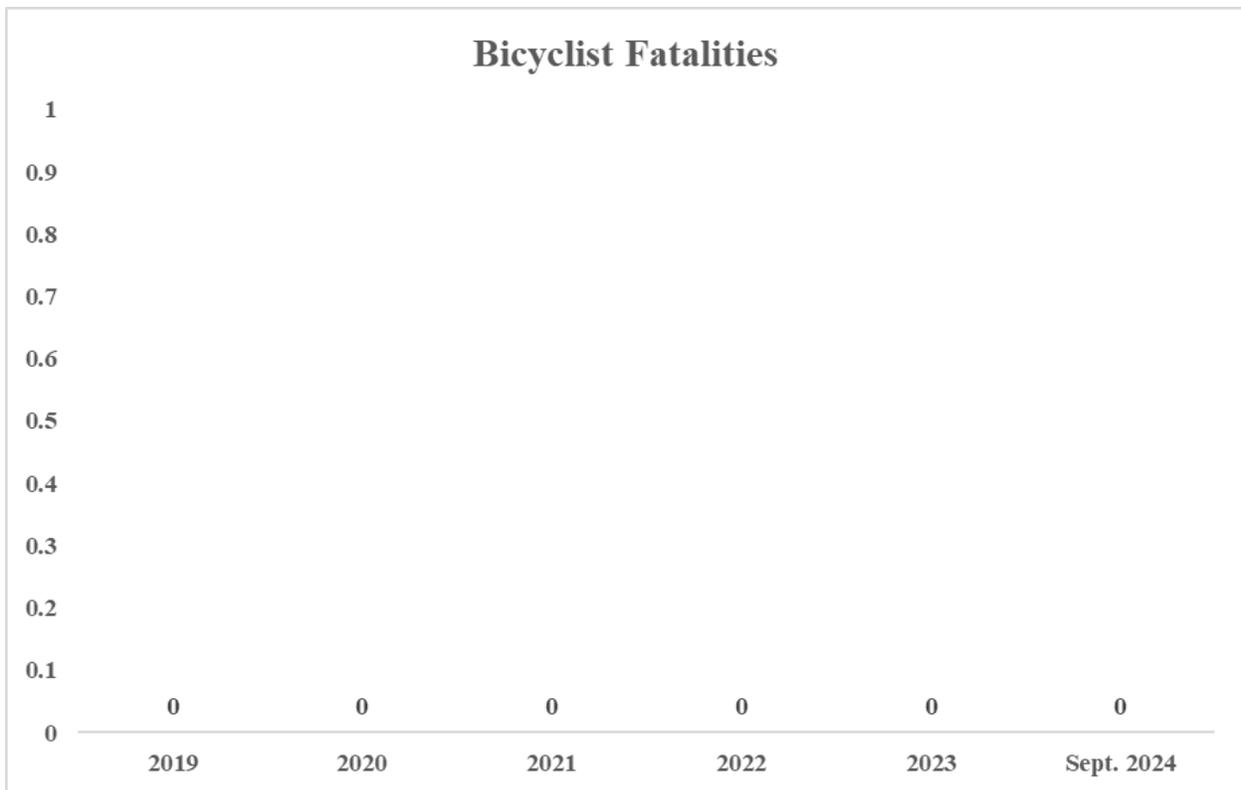


Figure - 11

## Core Behavior Measures:

### B-1 Seat Belt Use Rate (Observed Seat Belt Use Survey)

**Goal:** The CNMI is persistently working towards boosting the utilization of seat belts among front seat outboard occupant passengers.

#### Results: Met

In 2024, an observed seat belt usage survey indicated an increase of 5.43 percentage points from 92.78% in 2023 to 98.21%.

According to the survey on the usage of child restraints, there has been a 5.35 percentage point increase, rising from 82.98% in 2022 to 88.33% in 2024.

## Core Activity Measures

### A-1 Seat Belt / Child Restraint Citations Issued:

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
Seat Belts :	559	485	720	696	433	As of Sept. 2024
Child Restraint:	26	17	74	39		As of Sept. 2024

### A-2 Impaired Driving Arrests:

<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
168	281	263	160	83	As of Sept. 2024

### A-3 Speeding Citations Issued:

<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
659	480	598	1,553	675	As of Sept. 2024

# CNMI Department of Public Safety

## Core Performance Measure Target Chart – FY2024 Annual Report

Performance Measure	Assessment of Results in Achieving Performance Targets for FY24 and FY23									
	Target Period	Target Year(s)	Target Value FY24 HSP	Data Source* / FY 24 Progress Results	On Track to Meet FY24 Target Y/N ** (in-progress)	Target Value FY23 HSP	Target Year(s)	Data Source/ FY23 Final Result	Met FY23 Target Y/N	
C-1) Total Traffic Fatalities	5 Year	2020-2024	3	2019-2023 State - 3	Yes	4	2019-2023	2018-2022 State - 4	Yes	
C-2) Serious Injuries in Traffic Crashes	5 Year	2020-2024	6	2019-2023 State - 5	Yes	8	2019-2023	2018-2022 State - 6	Yes	
C-3) Fatalities/VMT	5 Year	2020-2024	N/A	2015 - 2019 N/A	N/A	N/A	2019-2023 N/A	2018-2022 N/A	N/A	
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY24 HSP.										
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2020-2024	2	2019-2023 State - 1	Yes	1	2019-2023	2018-2022 State - 1	Yes	
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2020-2024	2	2019-2023 State - 2	Yes	2	2019-2023	2018-2022 State - 2	Yes	
C-6) Speeding-Related Fatalities	5 Year	2020-2024	2	2019-2023 State - 2	Yes	2	2019-2023	2018-2022 State - 2	Yes	
C-7) Motorcyclist Fatalities (FARS)	5 Year	2020-2024	0	2019-2023 State - 0	Yes	0	2019-2023	2018-2022 State - 0	Yes	
C-8) Un-helmeted Motorcyclist Fatalities	5 Year	2020-2024	0	2019-2023 State - 0	Yes	0	2019-2023	2018-2022 State - 0	Yes	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2020-2024	0	2019-2023 State - 0	Yes	0	2019-2023	2018-2022 State - 0	Yes	
C-10) Pedestrian Fatalities	5 year	2020-2024	1	2019-2023 State - 1	Yes	1	2019-2023	2018-2022 State - 1	Yes	
C-11) Bicyclist Fatalities	5 year	2020-2024	0	2019-2023 State - 0	Yes	0	2019-2023	2018-2022 State - 0	Yes	
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2024	96%	NHTSA Certified State Survey - 98.21%	Yes	97%	2023	NHTSA Certified State Survey - 92.78%	No	

\*States have the option of evaluating the target achievement with the most recent State of FARS data, not both, for all measures excluding C-1 - C-3. See instructions for details.

\*\*For FY20, if the response is No (N) for any performance measures, the SHSO is required to separately provide within the Annual Report a description of how the SHSO will adjust its upcoming (FY22) HSP to better meet the performance target(s).

## **Highway Patrol Section Evidence Based Traffic Safety Enforcement Program 2024**

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### **1. Commitment to Public Safety**

We are committed to educating the public and enforcing speed regulations on our highways. Despite our efforts, speed-related crashes resulting in serious injuries and the high number of citations issued for speed violations remain a significant concern.

### **2. Current Initiatives**

We have intensified public outreach and awareness campaigns about the dangers of speeding through advertisements and participation in school and community events. Our enforcement strategies include high-visibility highway patrols and random speed enforcement at locations with high incidents of speed violations. Additionally, we have enhanced our presence at high-risk crash sites by deploying police vehicles to deter speeding and reduce speed-related crashes.

### **3. Enhanced Enforcement Strategies**

We have identified additional strategies to strengthen enforcement:

- Integrate speed enforcement into standalone checkpoints.
- Implement a zero-tolerance policy for speeding violations.
- Increase the use of laser technology for speed monitoring.
- Maintain high-visibility enforcement activities.
- Conduct at least 10 targeted speed enforcement activities per month.

### **4. Grant Monitoring and Accountability**

Agencies receiving grant funding for enforcement activities are required to submit detailed after-action reports to the Highway Safety Office. These reports include data on activities such as locations, times, manpower, traffic violations, and arrests. Funding decisions for future initiatives will depend on the effectiveness of these projects. The Highway Patrol will also submit its own data and after-action reports to enhance enforcement strategies and support traffic law assessments.

### **5. Seatbelt and Child Restraint Enforcement**

Our enforcement efforts prioritize compliance with CNMI's seatbelt and child restraint regulations. We plan to implement monthly selective traffic enforcement, subject to management approval, and conduct car seat and seatbelt checkpoints. These initiatives will help evaluate compliance rates and the effectiveness of our strategies in ensuring passenger safety.

## **6. Combating Impaired and Distracted Driving**

To address the correlation between speeding and alcohol impairment, we will continue to conduct sobriety checkpoints, integrating speed enforcement within these sites.

Additionally, we remain committed to public education about the dangers of distracted driving. Following the “Mobile Electronic Device Restrictions in Vehicle Act” of March 2020, we will provide progress data to the Highway Safety Office and promote awareness of penalties and risks.

## **7. Legislative Initiatives**

We are actively working with CNMI lawmakers to propose increased fines for speeding and address issues such as the growing presence of e-bikes. This includes drafting legislation for e-bike registration and safety regulations.

## **8. Pedestrian Safety and Crosswalk Enforcement**

The Highway Patrol monitors violations in pedestrian crosswalks, particularly in school zones and highways. In collaboration with CNMI attorneys, we have developed covert enforcement operations alongside public education campaigns. Meetings with the Division of Public Works have focused on maintaining and improving crosswalks.

## **9. Highway Rehabilitation and Traffic Management**

CNMI is currently rehabilitating deteriorated highways to reduce congestion caused by increased commuter vehicles. This initiative includes installing additional traffic signs and pedestrian crosswalks. We are also assisting the local transit department in drafting legislation to enable the operation of public transit on highways, further alleviating congestion.

## **10. Community Outreach and Education**

The Highway Patrol remains dedicated to community engagement by providing tailored presentations to schools and community groups about traffic laws and safety concerns. Using citation data, we customize our educational efforts to address specific issues. We are also expanding collaboration with government agencies to improve public services.

This comprehensive plan underscores our commitment to reducing traffic-related injuries, improving public safety, and fostering community awareness through evidence-based enforcement and education.

## *Law Enforcement Community Collaboration (LECC)*

The Highway Patrol section has noted a rise in car seat citations among individuals aged 25 and older. These violations include no car seats, misuse and the use of an expired or those not compliant with the Federal Motor Vehicle Safety Standards (FMVSS). In response, they have shifted their focus to educating this older demographic, aiming to raise awareness about car seat regulations, proper selection, and correct installation.

To effectively connect with this audience, the highway patrol section took part in radio talk shows, creating an interactive platform where listeners could ask questions and request information. The talk show addressed key topics such as statistical data, proper car seat usage, checkpoint details, and location of car seat checkup events.

Although presentations at Head Start schools effectively reached parents, many caregivers such as grandparents, uncles, aunts were unable to attend. To better engage these caregivers, the highway patrol utilized talk shows, car seat checkup events, and community gatherings organized by other government agencies, which proved effective in spreading awareness and education.

During the car seat checkup events, both parents and caregivers received personalized guidance on selecting and properly installing car seats. If a car seat was found to be unsuitable for a child whether expired or involved in a crash, the highway patrol offered assistance through a voucher program that covers half the cost of a new car seat. Additionally, when funding permitted, a new car seat is provided, ensuring that every child is safely secured in the vehicle every trip.



Sgt. Adrian Mendiola and Police Officer I Peejay Godwin during a radio talk show.

## *Respective Islands (Saipan, Tinian and Rota) Highway Safety 2024 Annual Report*

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### *Island of Saipan Report...*

The Highway Patrol (Saipan) in alignment with the Highway Safety Programs implemented enforcement and educational outreach strategies aimed to reduce the number of traffic fatalities and serious injuries on our roadways.

As of September 2024, we recorded zero traffic fatalities and 1 serious injury crash, a testament to the commitment, dedication and efforts of our Officers.

As we reflect on the challenges we faced on our highways this year, we acknowledge our vigilance and readiness in overcoming many obstacles, including the ongoing roadway construction projects on one of our busiest traveled highways. Our efforts prioritized safety while mitigating congestion as the project progresses towards completion.

Through outreach and education initiatives, the Highway Patrol Section enhanced its engagement efforts by adopting a more proactive approach for our listeners. Each presentation was tailored to its audience, emphasizing relevant highway safety programs supported by data.

### *Occupant Protection/Child Restraint*

The Highway Patrol section continued its education and enforcement efforts in alignment with the National Click It or Ticket campaigns. According to our data, unrestrained motorists remain a concern. Our survey data revealed the occupant usage rate remained steady while the child restraint usage rate increased by five percent. Therefore, we amplified our emphasis on the importance of child restraint to parents and caregivers at numerous community events, school presentations, and media outlets.

Additionally, our officers maintained their Child Passenger Safety Technician (CPST) certifications to ensure we exercise the proper skills to educate our community members.



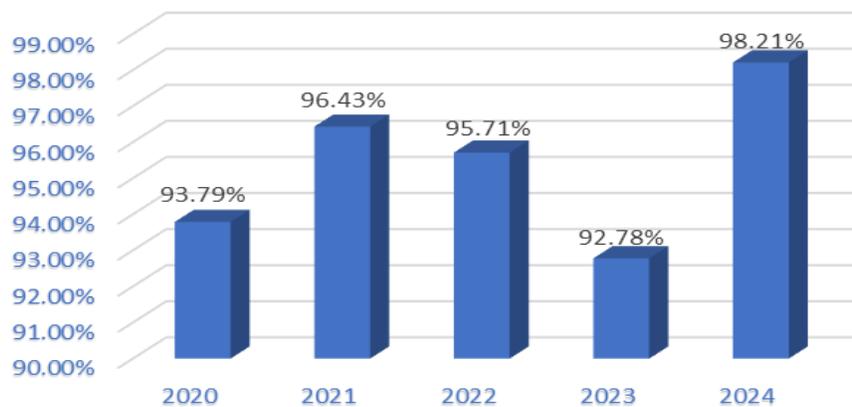
Through talk shows on local media outlets, we broadcasted the importance of the use of seat belts and car seats, encouraging parents and caregivers to attend our courtesy car seat check-up events. There, we noticed an increase of attendants compared to previous years. Parents and caregivers not only came to acquire car seat vouchers, but expressed interest to learn the proper ways to install car seats for their children, grandchildren, nieces and nephews, based on age, height and weight. These initiatives provided a valuable platform for engaging with the traveling public.

In 2023, we recorded a total of 830 seat belt violations and 40 car seat violations. We confronted this concern by continuing our daily enforcements, traditional check points, high visibility enforcements, as well as the re-introduced standalone check points.

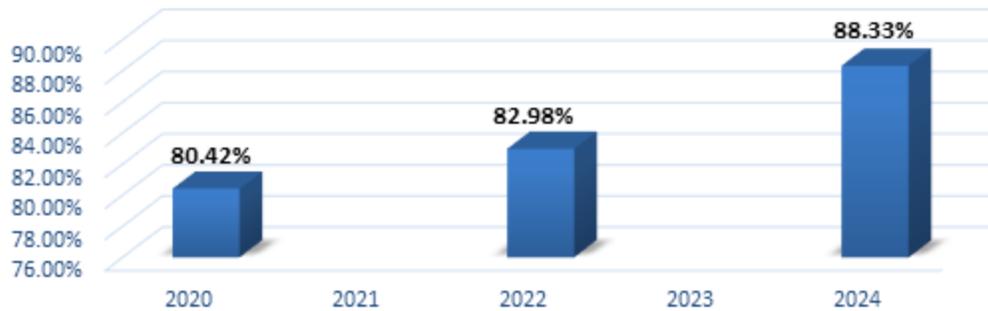
Education / Outreach		Enforcement Activities	
Car Seat check-up events	4	OP/CR enforcement	daily
Radio Talk Shows	5	OP/CR checkpoints	8
School Presentations	17	High Visibility Enforcement	2
Misc. community events	16	Covert enforcement	4

As of September 2024, Saipan recorded a total of 418 seat belt violations which suggests our outreach and deterrent strategies have proven effective. However, we have seen a slight increase in child restraint violations with 42 in the current year. Nonetheless, we will increase our efforts and strive to reduce that number in the years ahead. The department is also fully committed to applying these countermeasures.

### Occupant Protection Usage Rate



## Child Restraint Usage Rate



## Occupant Restraint Violations



## Child Restraint Violations



We have met the following goals and objectives which aimed:

- To decrease unrestrained passenger vehicle occupant fatalities 33% from 03 in FY 2023 to 02 by September 2024.
- To decrease unrestrained passenger vehicle occupant injuries 33% from 03 in FY 2023 to 02 by September 2024.

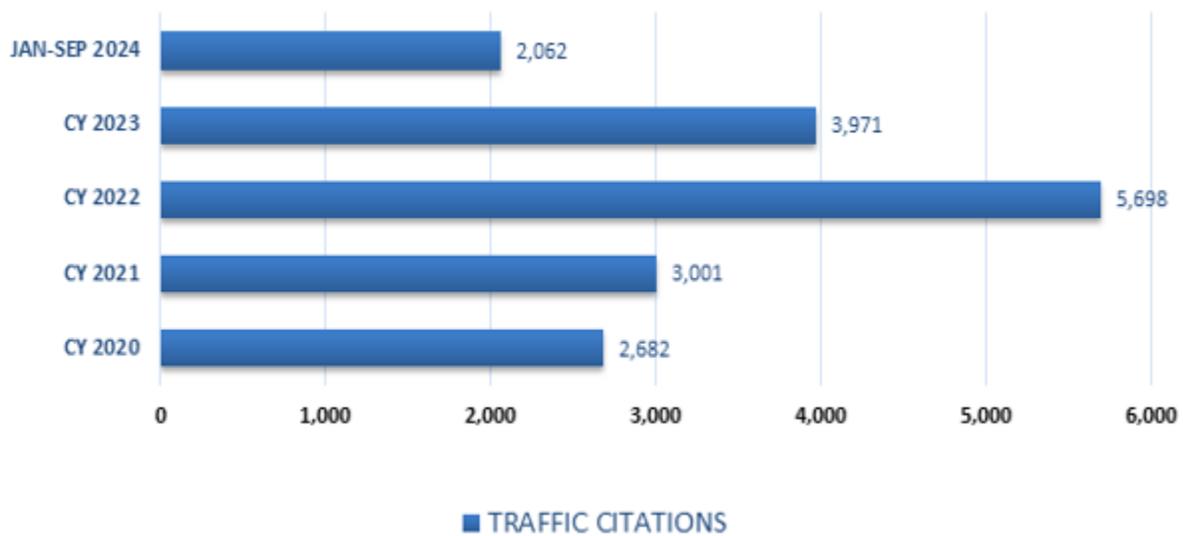
We have not fulfilled the goals and objectives which aimed:

- To increase the number of seat belt citations 5% from 1,144 during FY 2023 to 1,201 by September 30, 2024.

## ***Police Traffic Services (PTS)***

Police traffic services remain a fundamental element for the safety of the community, especially the travelling public. With the support from the department, we were able to enforce traffic laws daily. By showing officer presence on the roadways, issuing traffic citations, placing focus on high-risk areas, we are able to produce low serious injuries and no fatal crashes.

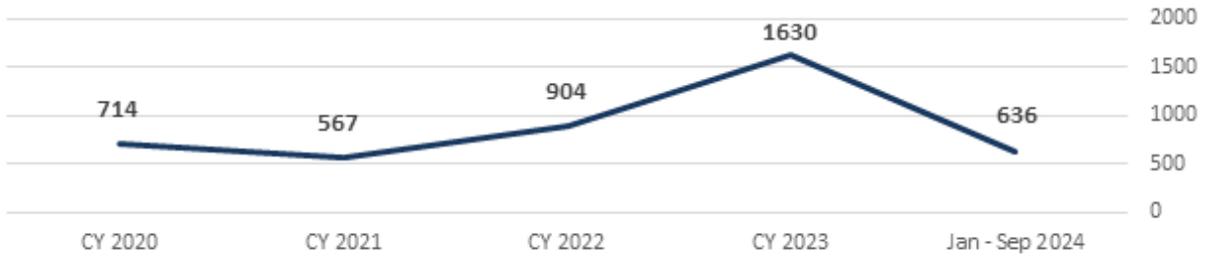
As of September, a total of 2,062 traffic citations were issued to motorists. This highlights an ongoing issue of motorists violating traffic laws, indicating the need to continually enforce the CNMI traffic laws to ensure the safety of all motorists and pedestrians.



Over the last five years, 12 fatal traffic crashes occurred on our island. Of those fatalities, 67% were speed related. Speed remains one of the top contributing factors for traffic fatalities and serious injuries on our roadways.

Speed is evidently a significant problem identified on our island. In the calendar year 2023, we issued a total of 1,630 speed citations; a significant increase compared to the previous year. We tackled this issue by implementing speed enforcement measures throughout the year, combined with impaired driving and OP/CR enforcement activities, both day and night. As of September, a total of 636 speed violators were issued traffic citations, many of which included additional violation(s).

## Speed Violations



Other Police Traffic Services included the following:

- Provided 244 traffic escorts and directed traffic for 16 community events which took place on the main highways or roadways, in addition to managing the daily traffic throughout the ongoing Beach Road construction.
- Conducted 30 Public Education Presentations at various schools and multiple public community events.

We have fully met the following goals and objectives which aimed:

- To decrease fatalities in speeding-related crashes 100% from 01 during FY 2023 to 00 by September 30, 2024.
- To decrease injuries in speeding-related crashes 20% from 05 during FY 2023 to 04 by September 30, 2024.

We have not fully met the following which aimed:

- To increase the number of speeding citations 10% from 904 during FY 2023 to 995 by September 30, 2024.

## ***Traffic Records (TR)***

### **Island-Wide Traffic Safety Information System (ITSIS)**

For the CNMI, Ledge Light Technologies Inc. continued serving as Traffic Records Consultant and responsible for the support of the Traffic Records Coordinating Committee and the Traffic Records Executive Committee. In addition, Ledge Light Technologies, Inc. developed the Traffic Records System Improvement Grant Application, (NHTSA Section 405(c) Grant), Consultant Services for Enhancement, Maintenance, Upgrade, and Technical Support of Island-Wide Traffic Safety Information System (ITSIS) Program.

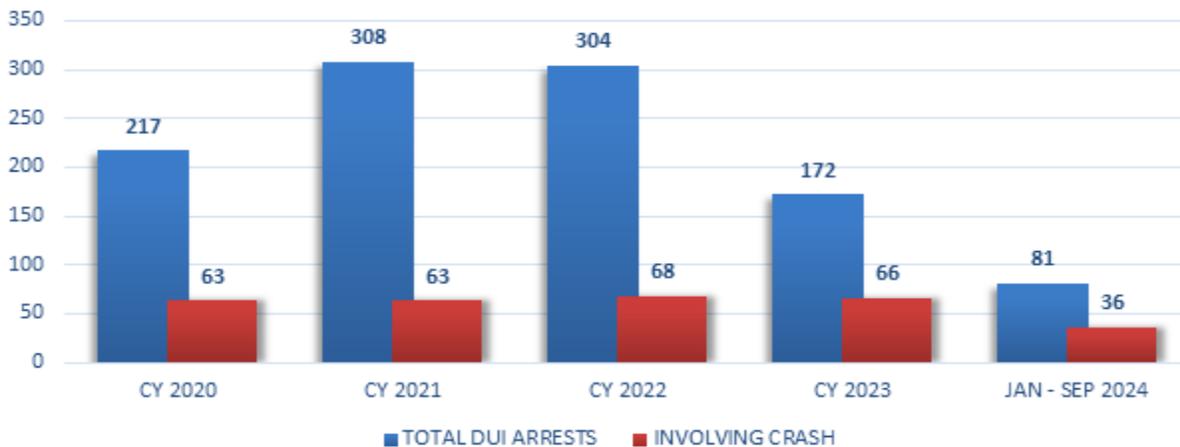
Recently, Commonwealth of the Northern Mariana Islands (CNMI) Courts has announced the successful transition to an automated E-Court system. As part of this transition, we have fully integrated and optimized the functionality of our E-Citation system. Automated submissions for citations to the courts are now in place, ensuring greater efficiency and accuracy in the processing of citations.

The E-Citation system is now fully compliant with all mandates and orders from the courts, and we are ready to go live. This new system will replace the outdated practice of manual citation submissions, providing a more streamlined, secure, and accessible way to manage our submission process.

## Alcohol Countermeasure

In 2024, Highway Patrol focused on collaborative educational and deterrence efforts. We continued to prioritize public education and awareness through various campaigns. The highway patrol conducted multiple presentations at high schools aimed at the young driving community, educating them about the dangers of impaired driving. This initiative was instrumental in encouraging responsible behavior among young drivers. Additionally, utilizing media outreach to announce checkpoints and by creating a platform for public communications and feedback played a significant role in deterrence. Beyond traditional check points, the highway patrol introduced stand-alone check points to expand coverage on the roads with no additional manpower needed and at no extra cost. Our data identified speed and alcohol as the primary contributing factors to traffic crash fatalities. This data drove us to implement speed enforcement measures alongside standalone checkpoints, simultaneously. These operations not only proved to be a successful strategy, but also helped reduce operational costs for the department. With minimal manpower, we managed to effectively carry out these initiatives. These strategies provided greater flexibility, allowing us to deploy resources throughout various locations at different times, both day and night.

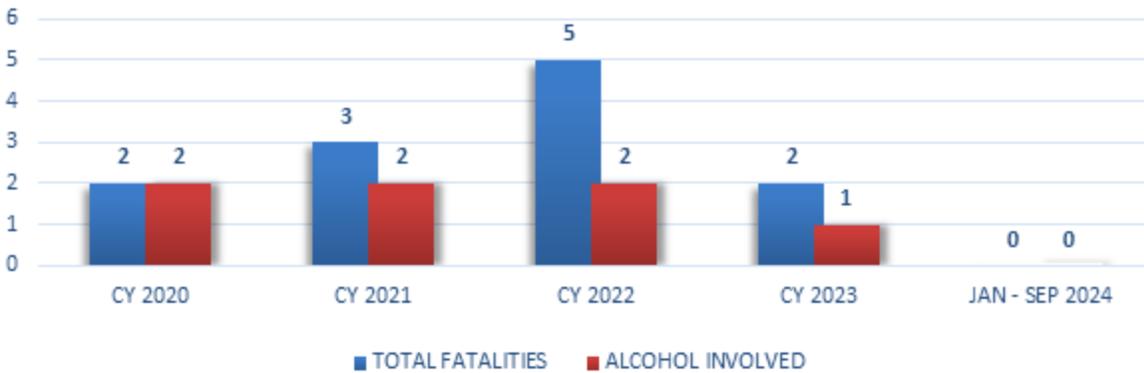
### Impaired Driving Arrests



We have fully met the 2024 Highway Safety Project Agreement's Goals and Objectives which aimed:

We have fully met the 2024 Highway Safety Project Agreement's Goals and Objectives which aimed:

## Fatal Vehicle Crash



We have fully met the 2024 Highway Safety Project Agreement’s Goals and Objectives which aimed:

- To decrease fatalities in impaired driving related crashes 50% from 02 in FY 2023 to 01 by September 30, 2024.

We have not met the goals and objectives which aimed:

- To decrease the number of impaired driving related crashes 10% from 63 during FY 2023 to 57% by September 30, 2024.
- To increase the number of DUI arrests 5% from 304 during FY 2023 to 319 by September 30, 2024.

The Department of Public Safety-Saipan has faced significant challenges over the years, from natural disasters, the effects of the COVID-19 Pandemic, shortage of manpower and a major extended roadway construction project on one of our busiest roads.

In response to the manpower challenges, the Highway Patrol section has adjusted its approach by practicing Public Participation and Engagement (PPE). Knowing we lack the sufficient amount of personnel the department can provide; we took a proactive stance by prioritizing education before enforcement. With our resilience and data driven planning in collaboration with other government agencies, we managed to effectively overcome these obstacles.

The Saipan Highway Patrol section is proud to report zero traffic fatalities on the roadways of Saipan. This is a testament to our enhanced educational outreach engagements and aggressive enforcement efforts. We will strive to continue this trend in the years ahead.

## *Island of Tinian Report...*

The Tinian Highway Patrol section is committed to ensuring the safety of all motor vehicles and pedestrians. They emphasize education and enforcement to encourage safe roadway practices. Their initiatives are designed to increase awareness and decrease crashes, contributing to a safer environment for everyone.

### **Staffing and Resources:**

- Currently, there is only one staff member assigned to this section.
- Challenges arise from the limited manpower, including ongoing efforts to address shortages, as the Department is still seeking funding to hire additional police officers
- Notable administrative changes occurred, with oversight of this section beginning on September 22, 2024.

### **Enforcement Activities:**

- Traffic Enforcement Overtime Program; introduction of staggered overtime shifts aimed at addressing morning and afternoon peak traffic times, with a focus on enforcing speeding regulations in school zones and tackling distracted driving.
- In February, this section carried out saturation patrols over a three-day period.

### **CLICK IT OR TICKET MOBILIZATION:**

In May, this section carried out two high-visibility enforcement activities, resulting in the issuance of 15 citations. Please note that scheduled checkpoints were canceled due to unforeseen circumstances and saturation patrol was done.

### **Community Outreach Events:**

January 2024, this section assisted with JROTC 5k fun run

March 2024, traffic control at a roadside waving

March 2024, Easter event - traffic control due to road closure

September 2024, traffic control was conducted for the Suicide Prevention candle light vigil at the Fiesta Grounds

October 2024, traffic control was conducted for the Domestic Violence and Breast Cancer Walk-a-thon

December 2024, traffic control and escort during procession around the main village of San Jose for a Eucharistic celebration

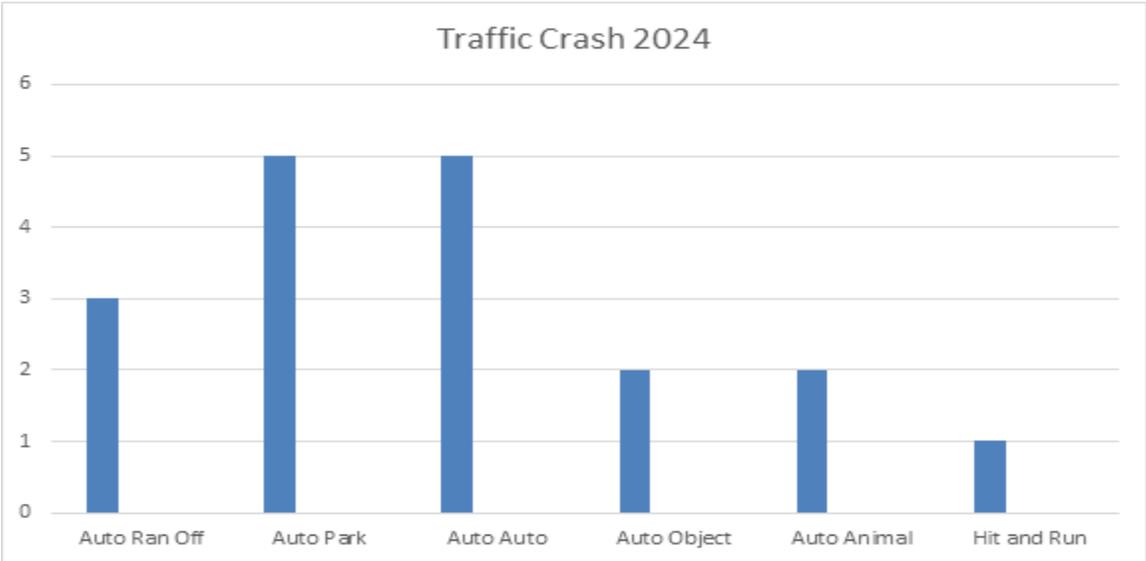


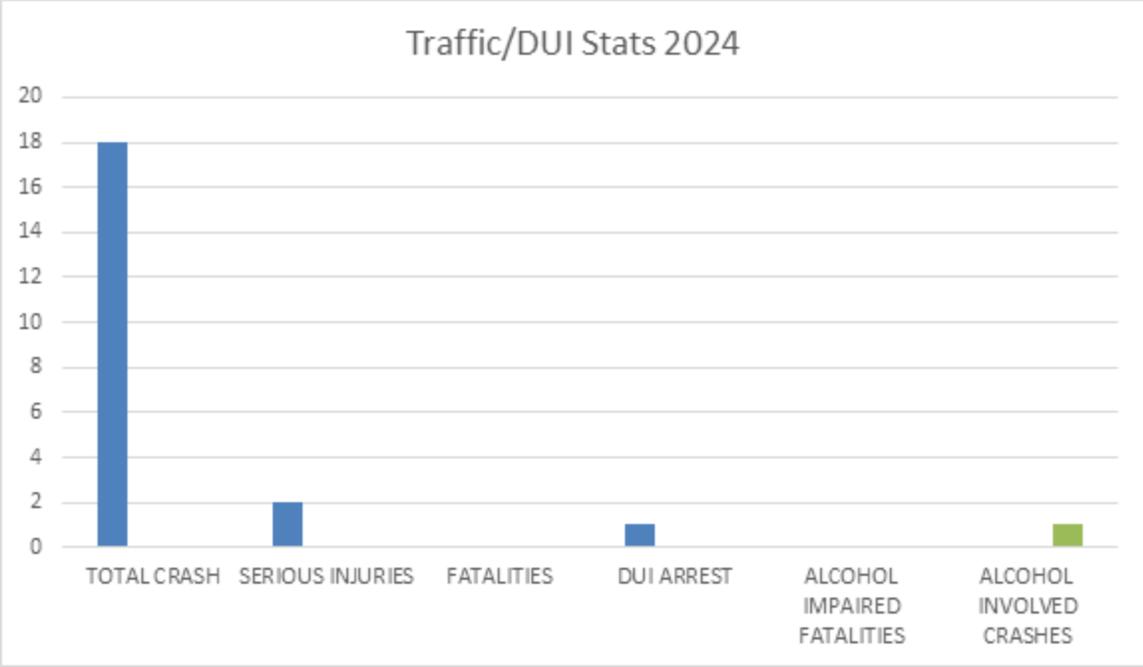
This section conducted a car seat check-up event on September 21, 2024 total of 5 vehicles came to the event.

A virtual presentation on child safety restraints held at the Head Start Program on September 24, 2024.

**Traffic Crash:**

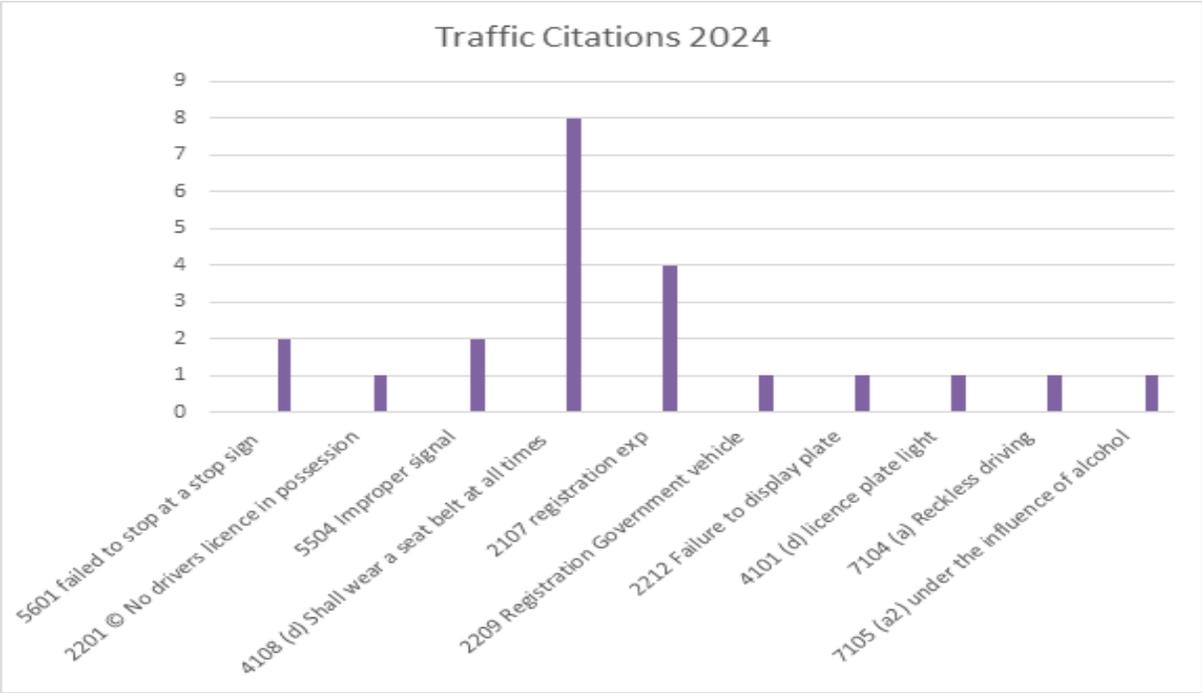
Overview of traffic-related incidents reported during the year 2024 total 18:





**2024 Traffic violations Citations issued**

Total 22 traffic citations issued



## Training and Conferences:



March 2024, Police Officers Esteven Sablan and Victoria Sanchez attended the Child Passenger Safety technician certification training on Saipan.

April 2024, Police Officer Janel Aldan attended the Lifesavers conference in Denver Colorado.



August 2024, Sgt. Wally Villagomez attended the NHTSA Highway Safety Grants Management training on Guam.

**Other Traffic related duties:**

Road Closures included funeral escort, road construction, and community events that were performed.

**Challenges and areas for Improvement:**

Tinian is now a center of construction activity, with numerous ongoing projects involving both civilian contractors and military personnel. In addition, the lack of updated enforcement tools, such as a new laser for speed detection, posed a considerable limitation due to the outdated equipment.

**Goals for the Upcoming Year:**

Strengthening enforcement presence by procuring essential equipment and enhancing the visibility and accessibility of enforcement resources to promote a safer highway environment.

Increase community engagement and education about highway safety through collaborations with schools and participation in government and local events, thereby fostering a more informed and safety-conscious community.

## *Island of Rota Report...*

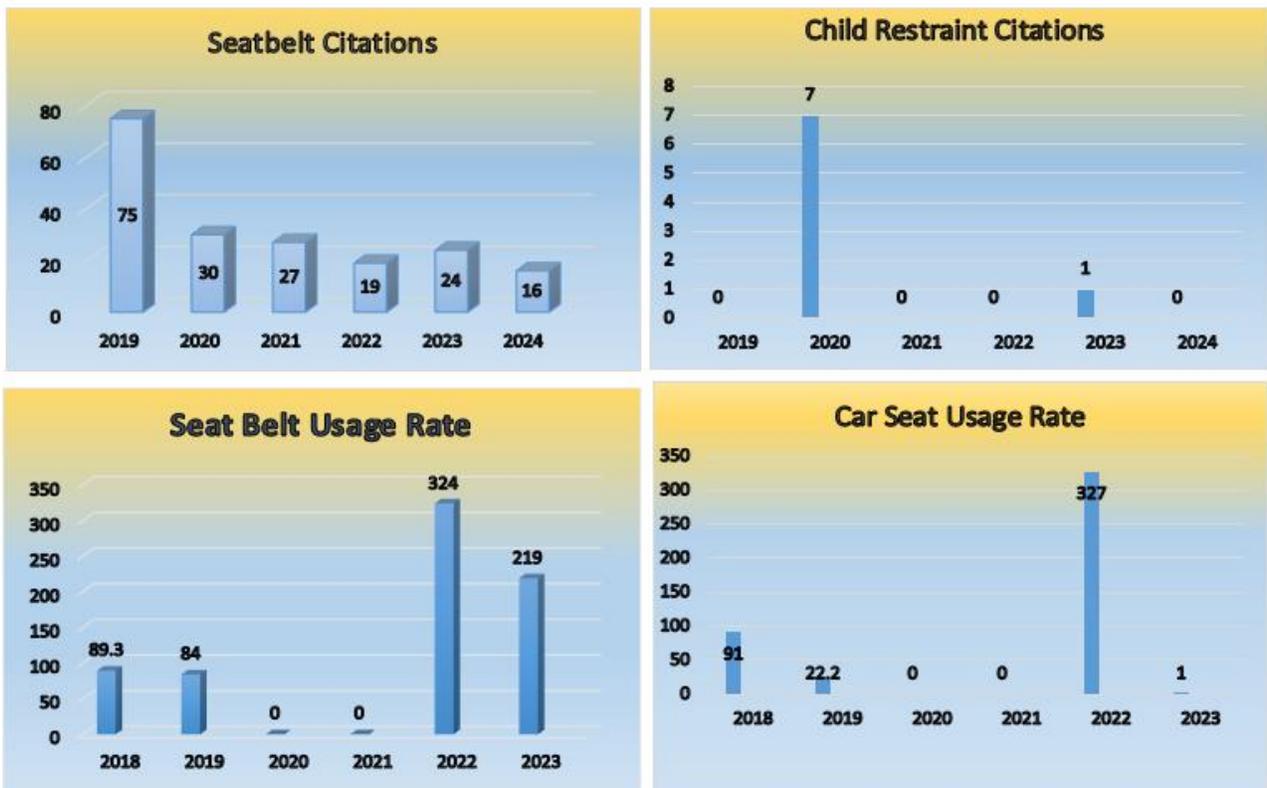
In order to meet its goals and objectives, the section works closely with officers from the Patrol, Criminal Investigation, and Boating Safety Sections to carry out enforcement operations, including checkpoints and High Visibility Enforcement (HVE) initiatives.

The Rota Highway Patrol Section effectively implemented authorized checkpoints, saturation patrols, and high visibility enforcement activities as specified in the Highway Safety Plan (HSP). Additionally, Highway Patrol personnel participated in educational outreach by holding sessions for students in Elementary, Middle, and High Schools. One officer attended the Lifesaver Conference, and two officers earned certification as Child Passenger Safety Technicians in Saipan.

### Occupant Protection/Child Restraint

In 2024, we successfully achieved and implemented the following objectives for our Occupant Protection and Child Restraint program:

- Issued 7 citations for Safety Belt violations
- Certified 2 Child Passenger Safety Technicians



### Highway Safety Plan Projects, Goals and Objectives:

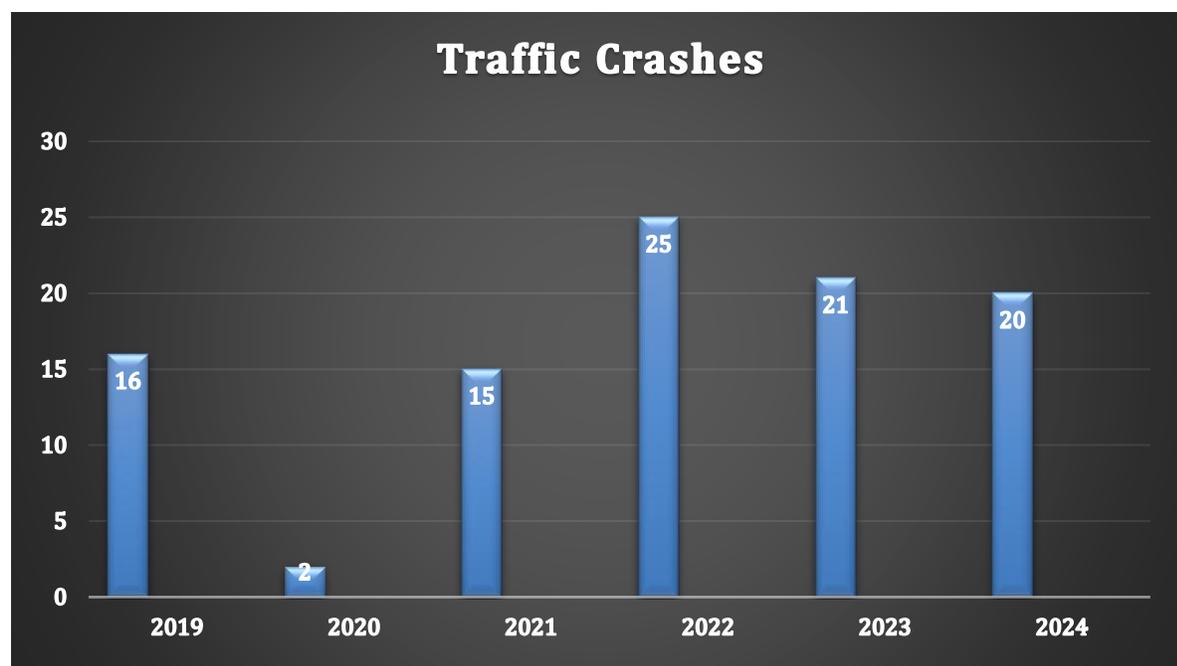
1. Maintained unrestrained passenger vehicle occupant fatalities at 0
2. Maintained unrestrained passenger vehicle occupant fatalities to 0
3. We conducted a total of 2 educational contacts at schools during the school year.
4. We conducted four (4) saturation patrols in May and June 2024.
5. We conducted seven (7) OP/CR checkpoints in May 2024.
6. We had 2 Officers certified for Child Passenger Safety Technician.
7. In September 2024, Highway Patrol Officers conducted OPCR checkpoints and saturation patrols.
8. In September 2024, conducted a National Seat check Saturday for Child Passenger Safety Month.
9. We conducted a safety belt survey for the year 2024.

### Police Traffic Services

The goal of the Highway Patrol Section’s Police Traffic Services program is to not only improve efficiency in the fatal or none-fatal crashes investigations but to also enforce traffic laws on our highways and to accomplish specified PTS tasks.

As a result of our efforts, we successfully achieved the following:

1. Maintain the number of traffic crashes with serious injuries at Zero for the year.
2. Maintain the number of speed-related traffic crashes with serious injuries at zero for the year.



## Highway Safety Plan Projects, Goals and Objectives:

- Maintained fatalities in speeding-related crashes at 0
- Maintained injuries in speeding-related crashes to 0
- Maintained traffic fatalities at 0
- We were able to conduct 3 educational contacts with the school

## TRAFFIC CRASHES/FATALITIES:

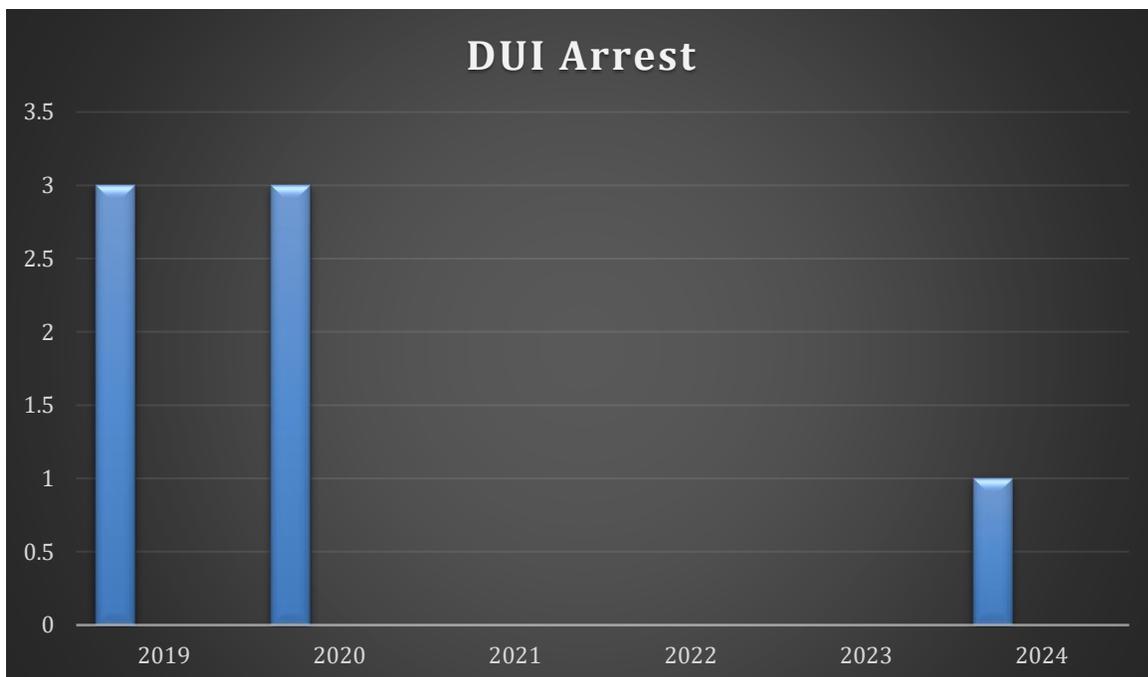
Regardless of vehicles traveling on a small island, traffic crashes continue to occur. This year, the Traffic Section responded to a total of twelve (12) traffic crashes. Of these, 11 were single-vehicle collisions, while the remaining 1 involved multiple motor vehicles. Fortunately, none of these 12 incidents resulted in fatalities.

## Impaired Driving (Alcohol/Drugs)

This year, we responded to one (1) alcohol-related crash. In response, we remain committed to working alongside other government and private agencies to raise awareness and promote safer interactions with our community on the roadways.

Through our efforts, we successfully achieved the following in Alcohol and Other Drug Countermeasures:

- Conducted (5) Sobriety Checkpoints in December
- In September, we conducted (4) High Visibility Enforcement Operations



## **Highway Safety Plan Projects, Goals, and Objectives:**

- We conducted four (4) checkpoints.
- One (01) Police Officer attended the Lifesavers Conference.
- We conducted three (3) saturation patrols.
- We conducted three (3) educational awareness at schools around the island.

## **CHECKPOINTS (Impaired Driving, Occupant Protection & Child Restraint):**

Checkpoints continue to be an effective tool for deterring and detecting specific violations. Our goal is to carry out an adequate number of checkpoints during our mobilizations to meet the objectives set forth in the Highway Safety Plan.

## **CLICK IT OR TICKET MOBILIZATION:**

In May, a proclamation signing for Click It or Ticket month was held. The Highway Patrol section was able to conduct checkpoints and high saturation patrols as part of the Click It or Ticket mobilization enforcement.

## **NATIONAL IMPAIRED DRIVING ENFORCEMENT CRACKDOWN:**

In the month of September, we effectively carried out high saturation patrols.

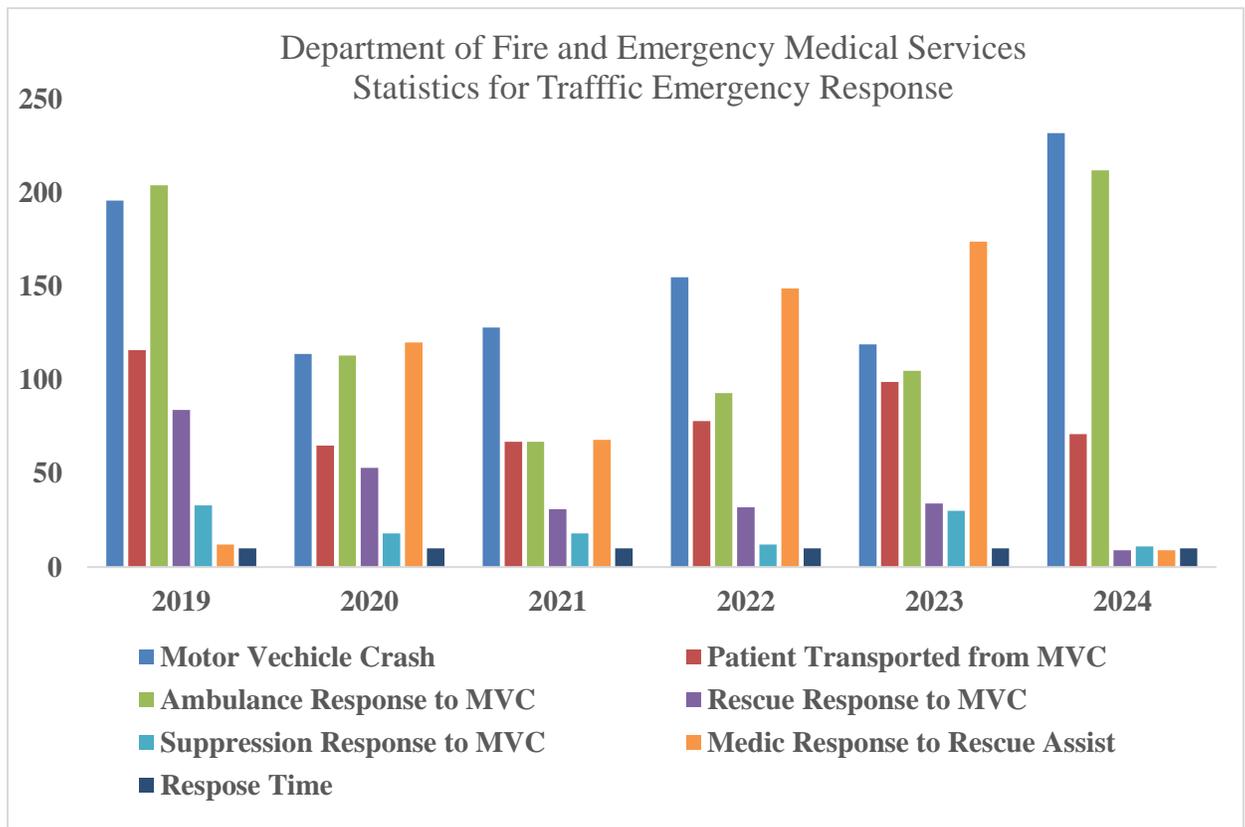
## **CHILD PASSENGER SAFETY WEEK:**

During Child Passenger Safety Week, the Highway Patrol Section conducted educational outreach at schools throughout the island of Rota. In addition, we held the National Seat Check Saturday, carried out high saturation patrols, organized child passenger checkpoints, and performed seatbelt surveys.

## Emergency Medical Services (EMS)

### Activities / Projects

- On Mach 2024 three (3) DFEMS Personnel were certified as CPS Technicians.
- On April 2024 CPS Technician Vincent Torres attended the 2024 Lifesaver Conference in Denver Colorado.
- On September 2024 DFEMS CPS Technicians participated on the National Sit check on Saturday.
- On September 2024 fourteen (14) Toughbook were purchased for ambulance and rescue unit responding to motor vehicles.
- During the month of May 2024, EMS Committee conducted public education and school presentations on extrication equipment and the importance of child restraint use throughout the 2024 EMS Week and EMSC Day campaign.



## ***2024 CAMPAIGNS / MOBILIZATIONS***

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For the following campaigns/mobilizations, ads were placed on various newspapers and magazines, and were aired on various radio stations, television as well as on social media to spread messages to the community:

***SUPER BOWL LVII “Fans Don’t Let Fans Drive Drunk”:*** Feb. 11, 2024

***BUZZED DRIVING IS DRUNK DRIVING – St. Patrick’s Day:*** Mar. 17, 2024

***DISTRACTED DRIVING PUBLIC AWARENESS CAMPAIGN:*** Apr. 1-8, 2024

***CLICK-IT-OR-TICKET NATIONAL ENFORCEMENT MOBILIZATION:*** May 13 – Jun. 2, 2024

***BUZZED DRIVING IS DRUNK DRIVING - JULY 4<sup>th</sup> IMPAIRED DRIVING:*** Jul. 04, 2024

***DRIVE SOBER OR GET PULLED OVER – Labor Day IMPAIRED DRIVING NATIONAL ENFORCEMENT:*** Aug. 14 – Sept. 02, 2024

***CHILD PASSENGER SAFETY WEEK, NATIONAL SEAT CHECK SATURDAY:*** Sept. 15-21, 2024.

***PEDESTRIAN SAFETY MONTH:*** Oct. 01 – Oct. 31, 2024

***HALLOWEEN IMPAIRED DRIVING:*** Oct. 31, 2024

***IMPAIRED DRIVING THANKSGIVING HOLIDAY TRAVEL:*** Nov. 27 – Dec 1, 2024

***OCCUPANT PROTECTION THANKSGIVING HOLIDAY:*** Nov. 28, 2024

***BUZZED DRIVING IS DRUNK DRIVING – Pre Holiday Season:*** Nov. 29 – Dec. 10, 2024

***DRIVE SOBER OR GET PULLED OVER – Holiday Season:*** Dec. 11, 2024 – Jan. 01, 2025

## *Paid Media*

Effective highway programs rely on a combination of high-visibility communications, public outreach, and coordinated enforcement activities. Paid advertising plays a crucial role in the media strategy, providing control over message content, timing, placement, and repetition. This encompasses airing highway safety ads on radio, television, in movie theaters, and through print media. DPS-HSO collaborates with vendors to ensure the optimal utilization of resources for delivering impactful highway safety messages to our community.

HSO has been utilizing social media strategies for campaigns, aiming to maximize and expand the dissemination of crucial safety messages, thereby fostering awareness and education within the community. Each social media campaign aligns with the NHTSA High Visibility Enforcement campaign period.

<b>Campaign</b>	<b>Fund</b>	<b>Budget</b>	<b>Results/Impressions</b>
<b>Halloween Impaired Driving Ads (October 31, 2023)</b>	<b>BIL 402</b>	<b>\$2,734.62</b>	<b>36 TV ads Radio Spots: (155) Public Awareness/Advertisement 182 Print ads Over 7K online views and about 9K + Facebook followers</b>
<b>Thanksgiving Holiday Travel Impaired Driving (November 22-26, 2023) Pre-Holiday Season (November 17 - December 12, 2023.)</b>	<b>BIL 402</b>	<b>\$3,000</b>	<b>Radio Spots: (207) Public Awareness/Advertisement Over 22K online impression Over 41K Facebook interactions</b>
<b>4D Impaired Driving (December 13, 2023 - January 01, 2024.)</b>	<b>BIL 402</b>	<b>\$9,748.49</b>	<b>343 Radio ads 50 TV Ads Over 368 print ads / Magazines Over 7K online views and impressions</b>

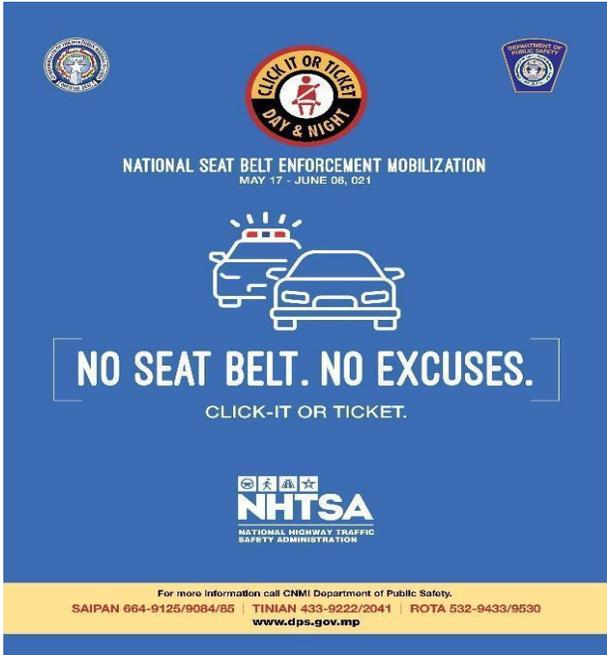
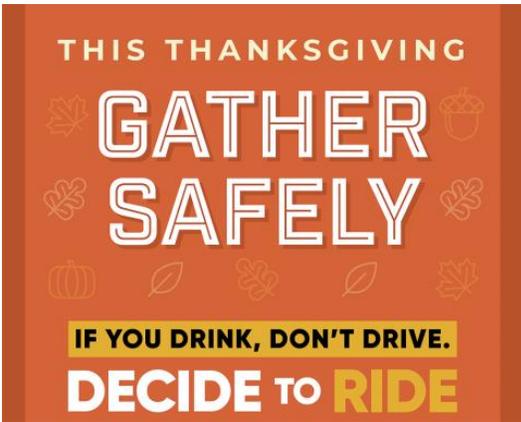
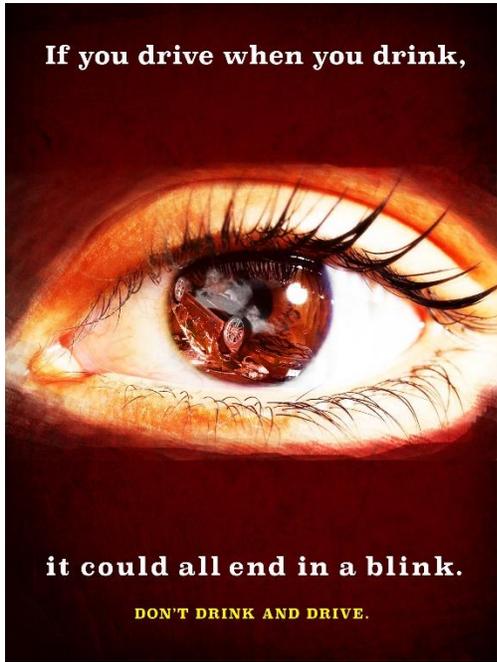
<b>Super Bowl LV Impaired Driving (February 11, 2024)</b>	<b>BIL 402</b>	<b>\$2,714.62</b>	<b>4 TV ads 60 second live spots Radio Spots: (65) Public Awareness/Advertisement 182 Print ads Over 1.5 million online viewers and 9K social media interactions</b>
<b>St. Patrick’s Day (March 17, 2024)</b>	<b>BIL 402</b>	<b>\$2,044.62</b>	<b>TV AD: (4) 30 sec live spots Radio Spots: (125) Public Awareness/Advertisement 3 print ads Over 1.5 million online ads and 2K online impressions</b>
<b>Distracted Driving (April 1-30 2024)</b>	<b>BIL 402</b>	<b>\$7,569.24</b>	<b>12 TV spots Radio Spots: (462) Public Awareness/Advertisement 27,600 Print Ads (Magazine / Newspaper) Over 15K online views and impressions</b>
<b>Heatstroke Awareness (May 1, 2024) Click It or Ticket May 13- June 2, 2024</b>	<b>BIL 402</b>	<b>\$12,736.75</b>	<b>Radio Spots: (461) Public Awareness/Advertisement 40 TV spots with replays 215 Print ads (Newspaper / Magazine) Over 5K online viewers / audience 32,000 Printed educational materials</b>
<b>4<sup>th</sup> of July Impaired Driving (July 4, 2024)</b>	<b>BIL 402</b>	<b>\$2,660.62</b>	<b>Radio Spots: (94) Public Awareness/Advertisement 17 TV spots 221 Prints Ads (Newspaper) Over 2,000 Facebook impressions and Over 3 million online viewers</b>

<b>Speed Reduction Enforcement Campaign (July 10-31, 2024)</b>	<b>BIL 402</b>	<b>\$6,953.12</b>	<b>TV Spots: (35) 30 seconds Live Spots plus all News replay at no cost Radio Spots: (251) Public Awareness/Advertisement 665 Print Ads/Newspapers over 3 million online viewers</b>
<b>Labor Day Impaired Driving (August 14 – September 2, 2024)</b>	<b>BIL 402</b>	<b>\$4,649.00</b>	<b>Radio Spots: (275) Public Awareness/Advertisement 453 Print ads Over 1.4 million online viewers / audience and Facebook followers</b>
<b>Child Passenger Safety Week, National Seat Check Saturday (September 15-21, 2024)</b>	<b>BIL 402</b>	<b>\$5,249.25</b>	<b>Radio Spots: (271) Public Awareness/Advertisement 20 TV spots 90 second Live spots 416,000 print ads (Newspaper / Magazine) Over 3.3 million online viewers / audience and Facebook followers</b>
<b>Public Safety Awareness Pamphlets</b>	<b>BIL 402</b>	<b>\$12,295.00</b>	<b>6,914 Flyers and Banners</b>



buzzed  
driving is  
drunk  
driving

**IF YOU FEEL DIFFERENT  
YOU DRIVE DIFFERENT  
DRIVE HIGH GET A DUI**



# EVERYONE IS A PEDESTRIAN

**OUTSIDE 75°  
INSIDE CAR 105°**

**NEVER LEAVE A CHILD IN A CAR.**



ad COUNCIL NHTSA



### 4 STEPS FOR KIDS

- REAR-FACING
- FORWARD-FACING
- BOOSTER
- SEAT BELT



Please your child right, if they're under 4'9", put them in a booster seat.

[www.boosterseat.gov](http://www.boosterseat.gov)

## *Trainings, Conferences and Meetings*

The following training, conferences and meetings were attended by DPS-HSO staff, Highway Patrol officers from Saipan, Tinian, and Rota:

- Child Passenger Safety Technician training in Saipan on March 04-08, 2024.
- 2024 Lifesavers Conference in Denver, CO in April 2024
- Partners Meeting in Sacramento, CA in April 2024
- NHTSA Grants Management Training & Data Driven Highway Safety Planning Course in Guam on August 05-09, 2024.
- Effective Speaking and Presenting Training Course in Oklahoma City, OK on September 10-12, 2024.



NHTSA Grants Management Training and Data Driven Highway Safety Planning Course in Guam



CNMI CPST Class March 05-08, 2024 in Saipan



Tinian HP Sgt. Wally Villagomez during the CPST Class March 05-08, 2024 in Saipan



Firefighter Vince Torres and Tinian HP Janel Aldan at the Lifesavers Conference in Denver, CO.



CNMI HSO staff and HP Commander Daniel Smith with Region 9 Deputy Administrator Brian Hyunh and staff during the 2024 Region 9 Partner's Meeting in Sacramento, CA.

*Highway Safety Programs Funding*

*Section 402, 405b & 405c (FAST Act)*

*Section 402, 405b & 405c (BIL)*

*Section 402, 405b & 405c (Supplemental BIL)*

*FFY24 Obligation and Expenditure*

**Total FFY24  
Obligation & Expenditure**

**FAST Act**

<b>Project Number</b>	<b>Agency</b>	<b>Fund</b>	<b>Obligated</b>	<b>Expended</b>
<b>Occupant Protection</b>				
OP -24-00	DPS- HSO	402	\$4,417.37	(4,300.00)
OP- 24-01	DPS-Saipan HP	402	\$4,223.77	(4,193.00)
OP- 24-02	DPS-Rota HP	402	\$637.21	(588.00)
<b>Total OP</b>			<b>\$9,278.35</b>	<b>(9,081.00)</b>
<b>Police Traffic Services</b>				
PTS -24-00	DPS-HSO	402	\$18,573.96	(\$18,370.15)
PTS- 24-01	DPS- Saipan HP	402	\$120,010.41	(116,105.46)
PTS- 24-02	DPS-Rota HP	402	\$80,733.52	(72,902.05)
PTS- 24-03	DPS-Tinian HP	402	\$69,192.68	(\$69,192.68)
<b>Total PTS</b>			<b>\$288,510.58</b>	<b>(276,570.34)</b>
<b>Impaired Driving -Al &amp; Drugs</b>				
ID-HSO 24-00	DPS-HSO	402	\$-0-	-0-
ID- Saipan 24-01	DPS-Saipan HP	402	\$-0-	-0-
ID- Rota 24-02	DPS-Rota HP	402	\$-0-	-0-
ID- Tinian 24-03	DPS-Tinian HP	402	\$-0-	-0-
<b>Total ID</b>			<b>\$-0-</b>	<b>-0-</b>
<b>Traffic Records</b>				
TR - HSO 24-00	DPS-HSO	402	\$-0-	-0-
TR - Saipan 24-01	DPS- Saipan HP	402	\$-0-	-0-
<b>Total TR</b>			<b>\$-0-</b>	<b>-0-</b>
<b>Pedestrian &amp; Bicycle Safety</b>				
PS-24-01	DPS-Saipan HP	402	\$-0-	-0-
<b>Speed Enforcement</b>				
SE-24-01	DPS-Saipan HP	402	\$1,544.74	(\$1,505.00)
<b>Paid Media</b>				
PM-24-00	DPS-HSO	402	\$-0-	-0-
<b>Total Section 402</b>			<b><u>\$299,333.67</u></b>	<b><u>(\$287,156.34)</u></b>

<b>Section 405(b) OP</b>				
405(b) - HSO High-24-00	DPS-HSO	405(b)	\$28,789.95	(\$27,949.41)
405(b) - HSO Low-24-00	DPS-HSO	405(b)	\$-0-	-0-
<b>Total 405(b)</b>			<b>\$28,789.95</b>	<b>(\$27,949.41)</b>
<b>Section 405 (c)</b>				
Total 405(c) -24-00	DPS-HSO	405 (c)	\$-0-	-0-
<b>Total 405(c)</b>				
<b>TOTAL - FAST ACT</b>			<b><u>\$28,789.95</u></b>	<b><u>(\$27,949.41)</u></b>

## BIL

Project Number	Agency	Fund	Obligated	Expensed
<b>Planning &amp; Administration</b>				
PA-24-00	DPS-HSO	402	\$167,310.17	(107,855.12)
<b>Occupant Protection</b>				
OP-HSO -24-00	DPS-HSO	402	\$201,406.36	(126,022.04)
OP-Saipan -24-01	DPS-Saipan HP	402	\$159,461.79	(44,184.12)
OP-Rota - 24-02	DPS-Rota HP	402	\$40,023.67	(7,547.02)
OP-Tinian - 24-03	DPS-Tinian HP	402	\$39,836.66	(12,100.75)
<b>TOTAL OP</b>			<b>\$440,728.48</b>	<b>(189,853.93)</b>
<b>Police Traffic Services</b>				
PT – HSO -24-00	DPS-HSO	402	\$134,999.57	(33,236.65)
PT-Saipan-24-01	DPS Saipan HP	402	\$424,537.71	(90,514.810)
PT-Rota-24-02	DPS Rota HP	402	\$113,060.00	(17,557.39)
PT-Tinian-24-03	DPS Tinian HP	402	\$109,268.71	(17,734.12)
<b>TOTAL PT</b>			<b>\$781,865.99</b>	<b>(159,042.97)</b>
<b>Impaired Driving - AL &amp; Drugs</b>				
ID – HSO -24-00	DPS-HSO	402	\$131,218.93	(57,451.41)
ID – Saipan -24-01	DPS-Saipan HP	402	\$139,846.62	(21,700.210)
ID – Rota -24-02	DPS-Rota HP	402	\$52,043.00	(16,256.33)
ID – Tinian -24-03	DPS-Tinian HP	402	\$27,843.00	(3,661.56)
<b>TOTAL ID</b>			<b>\$350,951.55</b>	<b>(99,069.51)</b>
<b>Traffic Records</b>				
TR – HSO -24-00	DPS-HSO	402	\$88,174.72	(48,735.03)
TR – Saipan -24-01	DPS-Saipan HP	402	\$70,866.38	(\$59,125.00)
<b>TOTAL TR</b>			<b>\$159,041.10</b>	<b>(107,860.03)</b>
<b>Emergency Medical Services</b>				
EMS-24-01	Dept. of Fire & EMS	402	\$89,845.16	(38,430.00)
<b>Pedestrian &amp; Bicycle Safety</b>			<b>\$40,300.00</b>	<b>(2,647.38)</b>

Speed Enforcement SE-24-01	DPS Saipan HP	402	\$44,922.29	(1,801.00)
Paid Media PM-24-00	DPS-HSO	402	\$69,495.04	(55,420.70)
Heatstroke/Unattended	DPS-HSO	402	\$20,000.00	(3,715.25)
<b>Total S. 402 BIL</b>			<b>\$2,164,459.78</b>	<b>(765,696.45)</b>
<b>BIL 405b OP High</b>	<b>DPS-HSO</b>	<b>405b</b>	<b>\$118,440.72</b>	<b>(19,324.78)</b>
<b>BIL405c Data Prog</b>	<b>DPS-HSO</b>	<b>405c</b>	<b>\$134,701.61</b>	<b>(61,774.92)</b>
Supplemental BIL NHTSA AL-24-01	DPS-HSO	402 Suppl	\$89,485.87	-0-
EM-24-01	DFEMS	402 Suppl	\$33,939.35	(5,265.25)
PT-24-00	DPS-HSO	402 Suppl	\$24,099.58	-0-
<b>Total S. 402 Supplemental BIL</b>			<b>\$147,524.80</b>	<b>(5,265.25)</b>
Supplemental BIL 405b	DPS-HSO	405b Suppl	\$7,371.13	-0-
Supplemental BIL 405c	DPS-HSO	405c Suppl	\$8,346.15	(8,278.00)
<b>TOTALNHTSA</b>			<b>\$2,908,373.81</b>	<b>(1,175,442.16)</b>

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Status of Obligations and Expenditures**

State: Mariana Islands

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**2024-FINAL**

Report Date: 01/14/2025

Posted: 01/08/2025

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
<b>NHTSA</b>									
<b>FAST Act NHTSA 402</b>									
<b>Occupant Protection</b>									
	OP-2024-OP-24-00	FG15020115			\$4,300.00	\$4,300.00	\$117.37		\$0.00
	OP-2024-OP-24-01	FG150200116			\$4,193.00	\$4,193.00	\$30.77		\$0.00
	OP-2024-OP-24-02	FG15020117			\$588.00	\$588.00	\$49.21		\$0.00
	<b>Occupant Protection Total</b>				<b>\$9,081.00</b>	<b>\$9,081.00</b>	<b>\$197.35</b>		<b>\$0.00</b>
<b>Police Traffic Services</b>									
	PT-2024-PT-24-00	FG15020118			\$18,370.15	\$18,370.15	\$203.82		\$0.00
	PT-2024-PT-24-01	PT-Saipan FG15020047			\$116,105.46	\$116,105.46	\$3,904.95		\$0.00
	PT-2024-PT-24-02	FG15020062			\$72,902.05	\$72,902.05	\$7,831.47		\$0.00
	PT-2024-PT-24-03	FG15020084			\$69,192.68	\$69,192.68	\$0.00		\$0.00
	<b>Police Traffic Services Total</b>				<b>\$276,570.34</b>	<b>\$276,570.34</b>	<b>\$11,940.24</b>		<b>\$0.00</b>
<b>Speed Enforcement</b>									
	SE-2024-SE-24-01	FG15020119			\$1,505.00	\$1,505.00	\$39.74		\$0.00
	<b>Speed Enforcement Total</b>				<b>\$1,505.00</b>	<b>\$1,505.00</b>	<b>\$39.74</b>		<b>\$0.00</b>
	<b>FAST Act NHTSA 402 Total</b>			<b>\$0.00</b>	<b>\$287,156.34</b>	<b>\$287,156.34</b>	<b>\$12,177.33</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 405b OP High</b>									
	<b>405b OP High</b>								
	MIX-2024-00-00-00	FG15020085			\$27,949.41	\$27,949.41	\$840.54		\$0.00
	<b>405b OP High Total</b>				<b>\$27,949.41</b>	<b>\$27,949.41</b>	<b>\$840.54</b>		<b>\$0.00</b>
<b>BIL NHTSA 402</b>									
	<b>FAST Act 405b OP High Total</b>			<b>\$0.00</b>	<b>\$27,949.41</b>	<b>\$27,949.41</b>	<b>\$840.54</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Planning and Administration</b>									
	PA-2024-PA-24-00	PA-FG15020086			\$107,855.12	\$107,855.12	\$59,455.05		\$0.00
	<b>Planning and Administration Total</b>				<b>\$107,855.12</b>	<b>\$107,855.12</b>	<b>\$59,455.05</b>		<b>\$0.00</b>
<b>Impaired Driving</b>									
	AL-2024-AL-24-01	AL-Saipan-FG15020088			\$21,700.21	\$21,700.21	\$118,146.41		\$0.00
	AL-2024-AL-24-02	AL-Rota-FG15020089			\$16,256.33	\$16,256.33	\$35,786.67		\$0.00
	AL-2024-AL-24-03	AL-Tinian FG15020091			\$3,661.56	\$3,661.56	\$24,181.44		\$0.00
	AL-2024-ID-24-00	AL-HSO-FG15020087			\$57,451.41	\$57,451.41	\$73,767.52		\$0.00





