

September 2019

# **Highway Safety Plan FY 2020 Northern Marianas**

## Data Sources and Processes

Through its established processes and data sources, the Commonwealth of the Northern Mariana Islands (CNMI) Department of Public Safety (DPS) Highway Safety Office (HSO) has identified its highway safety problems, determined its highway traffic safety performance measures, established its performance targets, and developed and selected evidence based countermeasure strategies (using Countermeasure That Works: A Highway Safety Countermeasure Measure Guide for Highway Safety Offices, Ninth Edition, 2017 as guidance) and projects in all the different program areas such as: occupant protection, child restraint, impaired driving (alcohol and drug), pedestrian & bicycle safety, motorcycle safety, traffic crash reduction, and traffic injuries and fatality reduction.

With these objectives, we could address the strength and weaknesses of our programs and outline project areas requiring greater emphasis for future planning, funding and reporting.

The CNMI uses the following data sources:

- CNMI citation and violation statistics (manually collected and inputted weekly)
- Crash Reporting System (CRS)
- Records Management System (RMS)
- Driver's and Vehicle reports
- Citation/Adjudication report
- EMS/Injury Surveillance report
- Survey results: - Safety Belt and Child Passenger Restraint Usage
  - Attitudinal Survey - indicates highway safety concerns by programs.

Proven strategies are enforcement, public education and awareness. Strategies include targeted enforcement focusing on specific violations, such as speeding on our highways (LTI), HVE and saturation patrol for impaired driving and seat belt enforcement to include mobilization campaigns. Using the data collected helps us identify location of higher risk areas.

## Process Participants

### **Partnerships and Collaboration**

The CNMI realizes that for a traffic safety program to be effective it is important to collaborate with other stakeholders to be able to identify and take appropriate actions to address problems through effective countermeasures.

The CNMI Traffic Safety officials has maintained strong partnership with other government agencies and business establishments in Saipan, Tinian and Rota who share the common interest to reduce traffic crashes, injuries and fatalities in the CNMI highways:

- Department of Public Safety (Highway Safety Office, Highway Patrol, Patrol Division, Bureau of Motor Vehicle, Tourism Orient Policing, Motor Carrier)
- Department of Fire & EMS
- Commonwealth Health Care Corporation
- Commonwealth Ports Authority
- CNMI Courts
- CNMI Legislature
- Office of the Attorney General
- Public School System
- Department of Community & Cultural Affairs (Div. of Youth Services)
- Alcohol, Beverage, Tobacco Control
- Marianas Visitors Bureau
- Business Establishments (stores, car rental companies, tour agencies, radio stations, television company, newspaper & magazine companies, etc.)

## Description of Highway Safety Problems

A huge problem the CNMI is faced with currently is the outcome of destructions caused by category 4 typhoon MANGKUT in September 2018 that hit the island of Rota, **AND** category 5 Super Typhoon YUTU that hit the islands of Saipan and Tinian on Oct. 2018. Both typhoons destroyed the islands' infrastructure (schools, government buildings, street lights, traffic lights), hundreds of homes, water and power sources, vehicles, and equipment. As for our department, enforcement equipment such as checkpoint trailers, tower lights, speed measuring device, highway safety signboards, and some enforcement vehicles were also destroyed. DPS is awaiting FEMA's determination of assistance to replace or repair some or all of them.

Without the equipment and the lack of street lights & traffic lights, checkpoint activities were hampered; therefore more HVE and saturation patrol enforcement were conducted as well as media outreach.

Recovery efforts after the typhoon went through December 2018 where many law enforcement officers were assigned to other areas such as to the Joint Field Operations (JFO) where they were directed to assist with procurement of emergency equipment, food & water distribution, assist at designated shelters, clean-up of debris on the roads, assist the Red Cross, FEMA, and other agencies.

## *Police Traffic Services*

The Saipan DPS is faced with challenges on the highways and roadways due to the rapid growth of its economy from the rise of the casino industry. The vast increase of vehicles on the highways and roadways brought behavioral problems causing increase in citations issued, DUI arrests, number of crashes. The number of law enforcement officers is not sufficient. Effort is made by the department to request for additional enforcement officers.

## *Occupant Protection/Child Restraint:*

Through a survey conducted in August 2018, the seat belt usage rate in the CNMI decreased from 92.23% in 2017 to 89.28% in 2018.

There is no vehicle tint regulation in the CNMI. The Department of Public Safety, Highway Safety Office has been working with the legislature to address this issue by passing a law, but unfortunately it is not a popular topic. Because we live in the tropics and the sun heat is extreme, majority of people purchasing new vehicles have their windows tinted immediately. This is fine, but there needs to be a regulation that determines the degree of how dark the tint can be. The very darkly tinted vehicles do not allow law enforcement officers to see whether seat belts or child restraints are being utilized. Checkpoints and covert operations are performed and they assist with the detection and citation of motorists not in compliance.

The low traffic fine of \$25.00 for seat belt violations on adult occupants does not do much as a deterrence method. We have reached out to our legislators requesting that the fine be increased as a deterrence tool to ensure usage and ultimately reduce injuries and fatalities.

The high price of child restraint seats is also another contributor to the non-usage. Some families cannot afford these car seats even if there is a program that pays for 50% of the cost. The low minimum wage of \$7.05 an hour and the high cost of living due to the geographical location of our islands is a major factor of their inability to purchase seats.

There is also the perception especially in the smaller islands of Tinian and Rota that because the speed limit is low and the driving distance is shorter, crashes are unlikely to happen. Therefore, the need to use seat belts and child restraints are not seen as being necessary.

But enforcement activities and educational outreach are continuously being performed and is apparent in the child restraint usage survey result which increased from 64.53% in 2017 to 72.32% in 2018.

## *Impaired Driving:*

### *Alcohol*

One of the major contributing factor to the CNMI's traffic fatality is impaired driving. Based on the chart below, the numbers of DUI arrests, alcohol related crashes, and alcohol related fatalities have increased in the last five (5) years.

With almost all activities such as sports, family gatherings, and parties leading toward alcohol consumption. The beautiful beaches that surround our islands are the most popular places for most gatherings and drinking sessions usually start there, then continue on to bars. This practice is done by the young as well as older adults (21– 60 yrs.).

Also, there are many repeat offenders for DUI arrests and many of them have learned from prior arrests how to evade the process by not cooperating with law enforcement.

Again, the perception that because our islands are small with close proximities from bars to residences, and with low speed limits, the tendency is to assume that driving after drinking is not a big deal. There is the mentality that *"I'm not driving far"*. However, as data from the last three (3) years indicate (2016-2018), the number of DUI arrests continue to rise, and crashes and fatalities remain the same.

### *Drugs*

The CNMI, mainly the island of Saipan consists of diverse population as the economy is mainly and heavily dependent on the tourism industry. In recent years, the US government opened up the trade deal and visa waiver program to Chinese nationals which made the island of Saipan a popular destination. This opportunity enticed Chinese businesses to opened and cater to the tourists. There have been many arrests of Chinese nationals made for smuggling illegal drugs mainly methamphetamine (aka 'ICE') into the island. The local and federal law enforcement authorities continuously battle illegal drugs with the WAR ON ICE campaign. There have been many drug busts with street values of over thousands of dollars, but unfortunately, there are those that are not caught, and the drugs are flooding the streets. With these drugs commonly found out in the streets, it is also common to find motorists in possession and operating vehicles under the influence of illegal drugs.

As with several states legalizing medicinal and recreational marijuana use, the CNMI in September 2018 passed the law to legalize marijuana for medical, recreational, and commercial purposes. The CNMI Department of Public Safety clearly has great concerns about the consequences of marijuana impaired drivers on our highways. We lack resources such as additional personnel, training, enforcement tools, vehicles, etc. to combat these challenges.

**Saipan**

	<b>2016</b>	<b>2017</b>	<b>2018</b>
Fatalities	4	5	4
Injuries: Serious	13	11	9
Citations Issued:			
Speed	855	917	765
Seat Belt	697	1090	805
Child Restraint	46	73	33
DUI Arrests	188	315	278
Hit & Run	171	87	68
Pedestrian	30	37	26

**Rota**

	<b>2016</b>	<b>2017</b>	<b>2018</b>
Fatalities	0	1	0
Injuries: Serious	0	0	0
Citations Issued:			
Speed	7	30	0
Seat Belt	113	65	28
Child Restraint	2	0	0
DUI Arrests	2	5	4
Hit & Run	0	0	0
Pedestrian	0	0	0

**Tinian**

	<b>2016</b>	<b>2017</b>	<b>2018</b>
Fatalities	1	0	0
Injuries: Serious	1	0	0
Citations Issued:			
Speed	1	0	0
Seat Belt	4	0	12
Child Restraint	0	0	0
DUI Arrests	1	0	0
Hit & Run	0	0	0
Pedestrian	0	0	0

## Methods for Project Selection

- Each year around February/March, the Highway Safety Office sends out letters to potential applicants (these applicants are both current grantees and agencies that have expressed interest in applying for grants).
- A meeting date is scheduled for each of the agency applicants. At this meeting we discuss the entire application process and advise them that projects should be developed to reduce traffic fatalities and injuries through increased enforcement, public awareness, an /or additional laws or policies to improve public observance of traffic safety.
- Agency will submit project application / agreement will submit which includes the following:
  - Project Identification
  - Targets and Objectives
  - Strategies and Activities
  - Budget Itemization
- Application selection is based on applicant's prior year's performance, proposed activities and how they would address problem identifications and how it will improve highway safety in the different program areas. We look at data or statistics used to identify their problem identification addressing who, what, where, and when. We also look at prior year's project completion.
- Once review is completed and selection has been made, letters are sent out to each applicant advising that their applications have been approved.

A Project Agreement is prepared which includes:

- Federal Award Information
- Authorization to Proceed (contingent on funding availability)
- Agency Information Sheet: Application, Project Information
- Budget Itemization indicating how much each project will be funded
- Acceptance of Condition
- Agreement of Understanding and Compliance
- Once funding is received, funds are distributed accordingly and Authorization to Proceed notices are issued.

The CNMI HSO currently has the following grantees:

- Saipan Highway Patrol Division (6 applications)
- Rota Highway Patrol Division (3 applications)
- Tinian Highway Patrol Division (2 applications)
- Dept. of Fire & EMS (2 applications)
- CNMI Superior Court (1 application)

## List of Information and Data Sources

### 1. Data and Other Information Sources

Traffic safety professionals in the CNMI understand data is a critical component necessary to make decisions about traffic safety problems throughout the territory and to identify effective countermeasures to manage and evaluate programs. As data is the crucial part for the development of countermeasures, it is important to maintain data which is timely and accurate.

#### None of the U.S. Territories are included in the Fatality Analysis and Reporting System (FARS).

***The CNMI's Traffic Records Systems*** is made up of six core data systems – crash, roadway, driver, citation /adjudication, vehicle, and EMS/injury surveillance.

**Crash Data** – The Department of Public Safety (DPS) holds crash data reports. Highway Patrol Officers submits crash data.

**Roadway** – The CNMI Department of Public Works (DPW), Highway Division is responsible for the collection and maintenance of roadway system data.

**Driver** – The DPS Bureau of Motor Vehicle (BMV) maintains driver data. It includes records of licensed drivers and expired licenses.

**Citation /Adjudication** – The DPS holds records of citations in the CNMI. Most of the citations submitted are paper tickets. The E-Citation project is pending legislation for clarity of signature legality. DPS' goal is to have all sections of the department have E-Citation capability. The E-Citation project will allow citation data to be accessible between DPS, the Attorney General's Office, and the Court.

**Vehicle** – The DPS BMV maintains the vehicle data system. This includes Vehicle registration and title transactions.

**EMS / Injury Surveillance** – The Department of Fire & EMS maintains the EMS run data, outpatient data (including emergencies), hospital discharge data, and trauma data.



## Survey Results

### **Safety Belt and Child Passenger Restraint Usage Surveys / Pre – and Post Event Surveys**

The CNMI being a recipient of Section 402 and 405(b) funding and is required to conduct two (2) observational safety belt surveys; one in March and the other in September. This survey identifies the impact of the enforcement and educational efforts during the Click-It-Or-Ticket and Child Passenger Safety campaigns.

**Attitudinal Survey** - indicates highway safety concerns by programs

## Description of Outcomes

While the CNMI does not participate in a Strategic Highway Safety Planning process, all available data is collected and used for traffic safety planning purposes.

- No VMT

- No FARS

## Performance Report

**Progress towards meeting State performance targets from the previous fiscal year's HSP**

<b>Sort Order</b>	<b>Performance measure name</b>	<b>Progress</b>
1	C-1) Number of traffic fatalities (FARS)	Not Met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
3	C-3) Fatalities/VMT (FARS, FHWA)	Not Met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
6	C-6) Number of speeding-related fatalities (FARS)	Not Met

7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	Not Met
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met

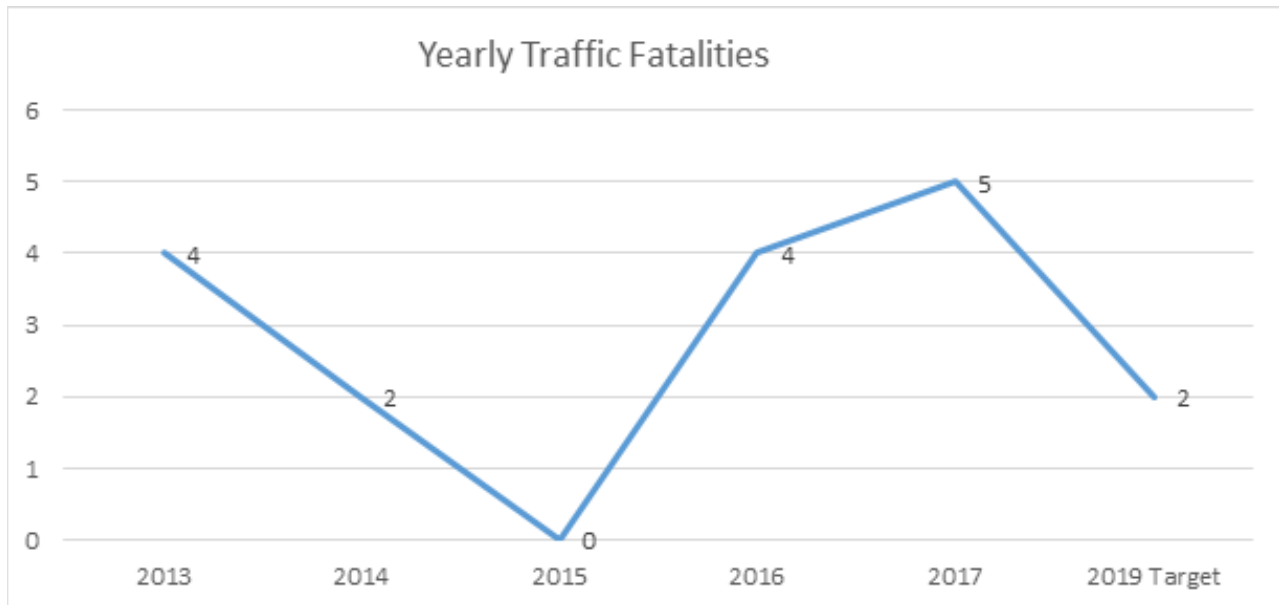
**C-1: Traffic Fatalities in the CNMI: 2013-2017**

Year:	2013	2014	2015	2016	2017
Actual Numbers:	4	2	0	4	5

**The CNMI’s goal was to reduce traffic fatalities by 67% from 3 (2013-2017) average to 2 by December 31, 2019.**

**Progress: Not Met**

(There were 4 traffic fatalities in 2018)



CNMI is not included in FARS data; however, State data is utilized

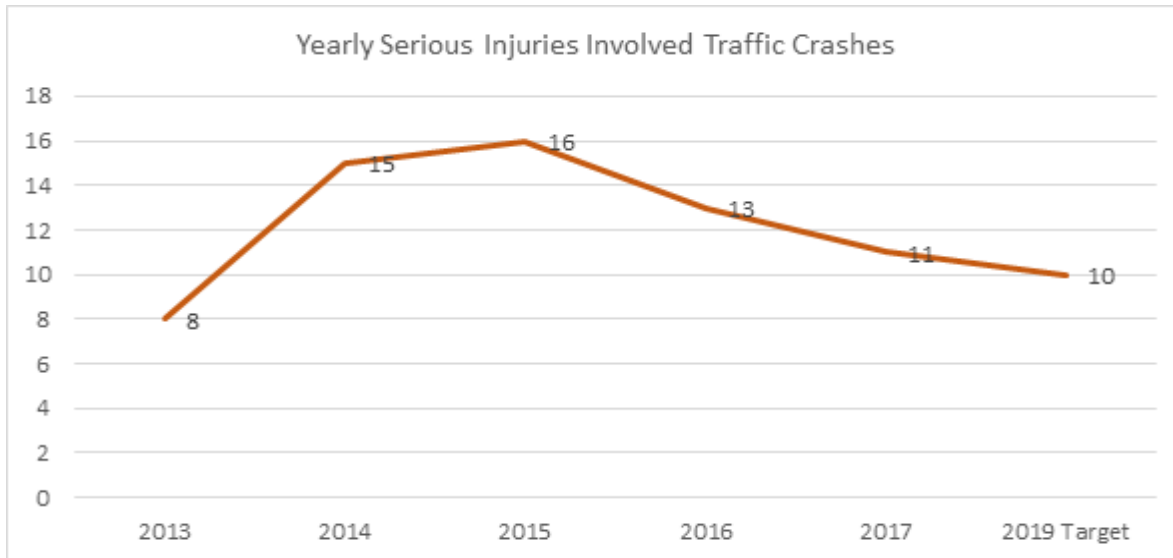
**C-2: Traffic Serious Injury Reduction (Traffic Crashes) in the CNMI 2013-2017**

Year:	2013	2014	2015	2016	2017
Actual Numbers:	8	15	16	13	11

**The CNMI’s goal was to reduce serious traffic injuries by 83% from 12 (2014-2018 average) to 10 by December 31, 2019.**

**Progress: Not Met**

(There were 16 serious injuries in 2018)



\*CNMI is not included in FARS data; however, State data is utilized.

Not Applicable to the territories.

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

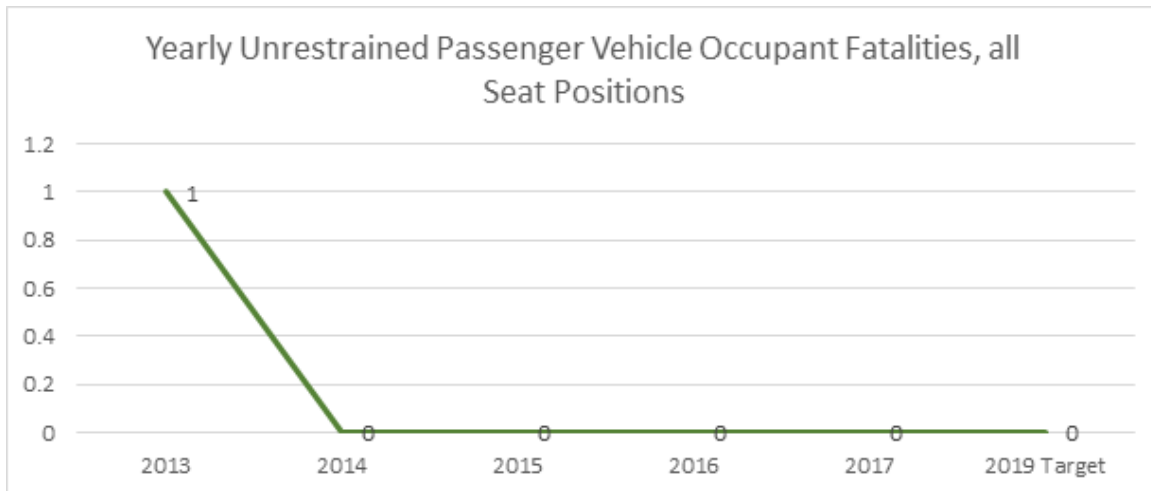
**C-4: Unrestraint Passenger Vehicle Occupant Fatalities, All Seat Positions: 2013-2017**

Year:	2013	2014	2015	2016	2017
Actual Numbers:	1	0	0	0	0

**The CNMI’s goal was to decrease unrestrained passenger’s vehicle occupant fatalities in all seat positions by 100% from 1 (2013-2017) to 0 by December 2019.**

**Progress: In Progress**

There were 0 unrestrained passenger's vehicle occupant fatalities in all seat positions in 2018.



\*CNMI is not included in FARS data; however, State data is utilized

**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

The CNMI's goal was to decrease the number of alcohol-impaired driving fatalities by 50% from 2 (2013-2017 average) to 1 December 31, 2019.

**Progress: Not Met**

There were 3 alcohol impaired driving fatalities in 2018.



\*CNMI is not included in FARS data; however, State data is utilized.

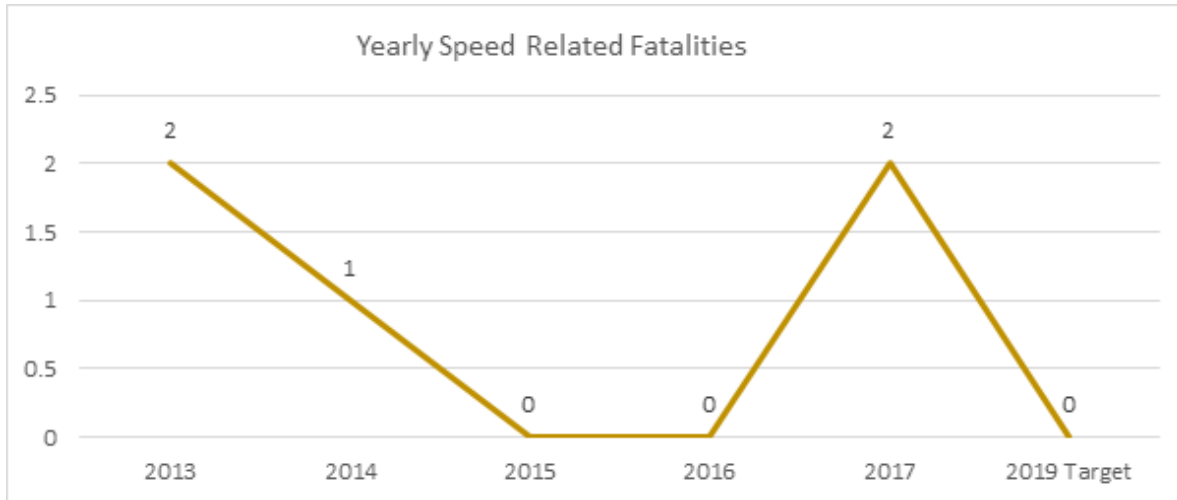
**C-6: Number of Speeding Related Fatalities**

Year	2013	2014	2015	2016	2017
Actual numbers:	2	1	0	0	2

**The CNMI’s goal was to decrease the number of speeding related fatalities by 100% from 1 (2013-2017 average) to 0 by December 2019.**

**Progress: Not Met**

There were 3 speeding related fatalities in 2018.



\*CNMI is not included in FARS data; however, State data is utilized.

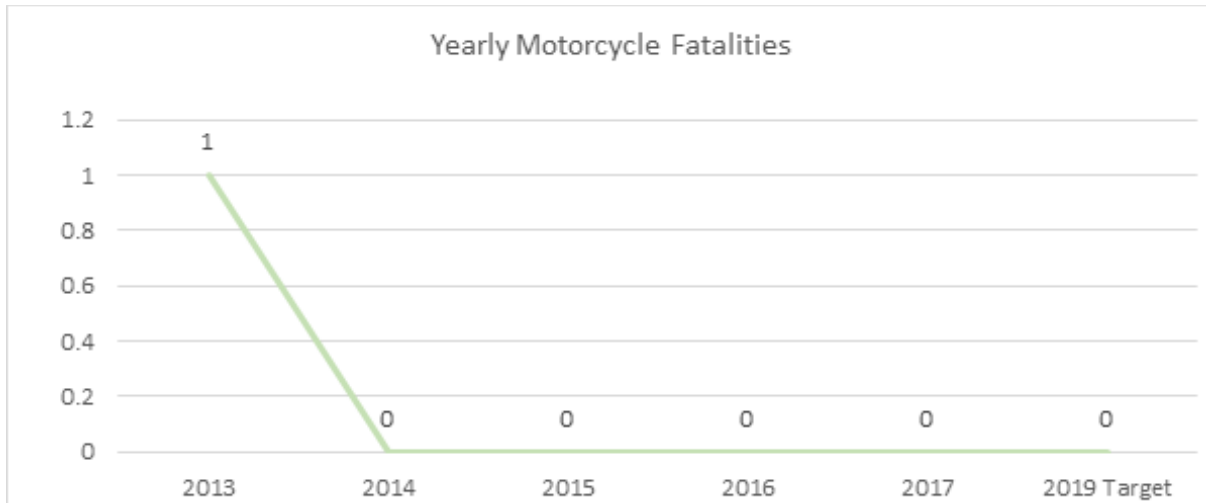
**C-7: Number of Motorcycle Fatalities**

Year:	2013	2014	2015	2016	2017
Actual numbers:	1	0	0	0	0

**The CNMI’s goal was to decrease the number of motorcycle related fatalities from 1 (2013-2017 average) to 0 by December 2019.**

**Progress: In Progress**

There were 0 motorcycle related fatalities in 2018.



\*CNMI is not included in FARS data; however, State data is utilized.

### C-8: Unhelmeted Motorcyclist Fatalities

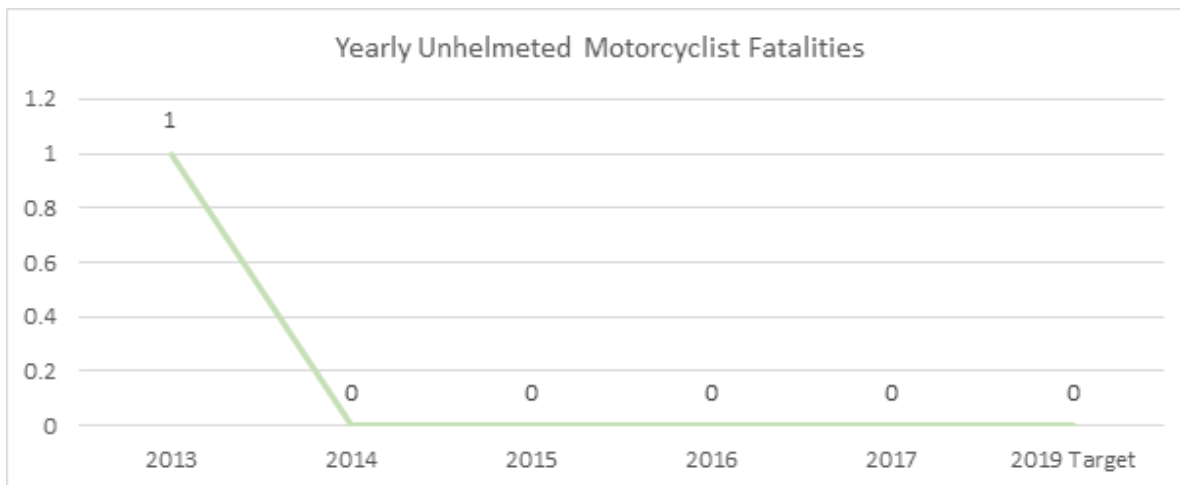
Year:                            2013    2014    2015    2016    2017

Actual numbers:            0        1        0        0        0

**The CNMI's goal was to decrease the number of unhelmeted motorcyclist fatalities from 1 (2013-2017 average) to 0 by December 31, 2019.**

#### Progress: In Progress

There were 0 unhelmeted motorcyclist fatalities in 2018.



\*CNMI is not included in FARS data; however, State data is utilized.

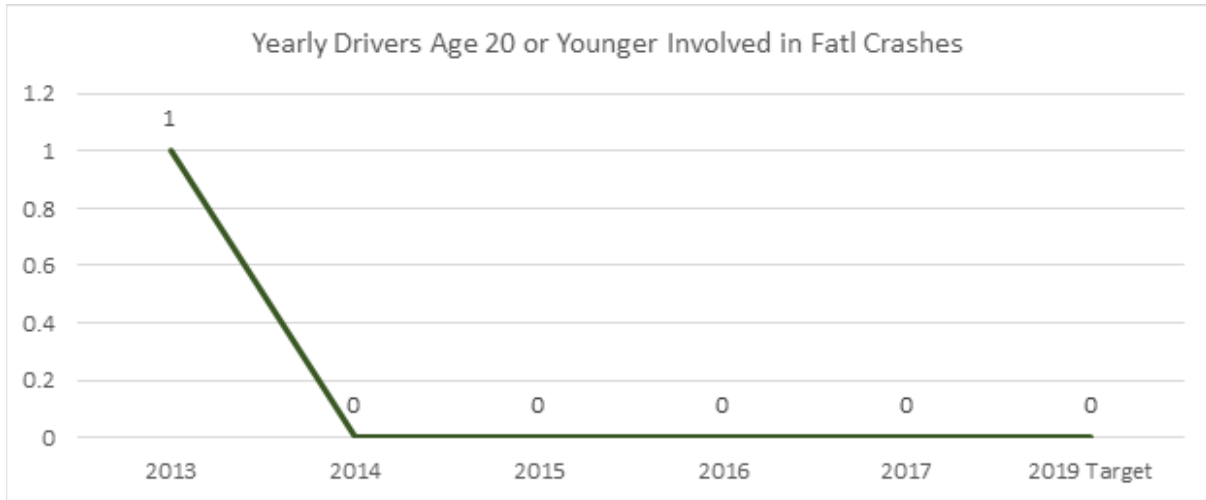
**C-9: Drivers Age 20 or Younger Involved in Fatal Crashes**

Year:	2013	2014	2015	2016	2017
Actual numbers:	1	0	0	0	0

**The CNMI’s goal was to decrease the number of drivers age 20 or younger involved in fatal crashes from 1 (2013-2017 average) to 0 by December 2019.**

**Progress: In Progress**

There were 0 drivers age 20 or younger involved in fatal crashes in 2018.



\*CNMI is not included in FARS data; however, State data is utilized.

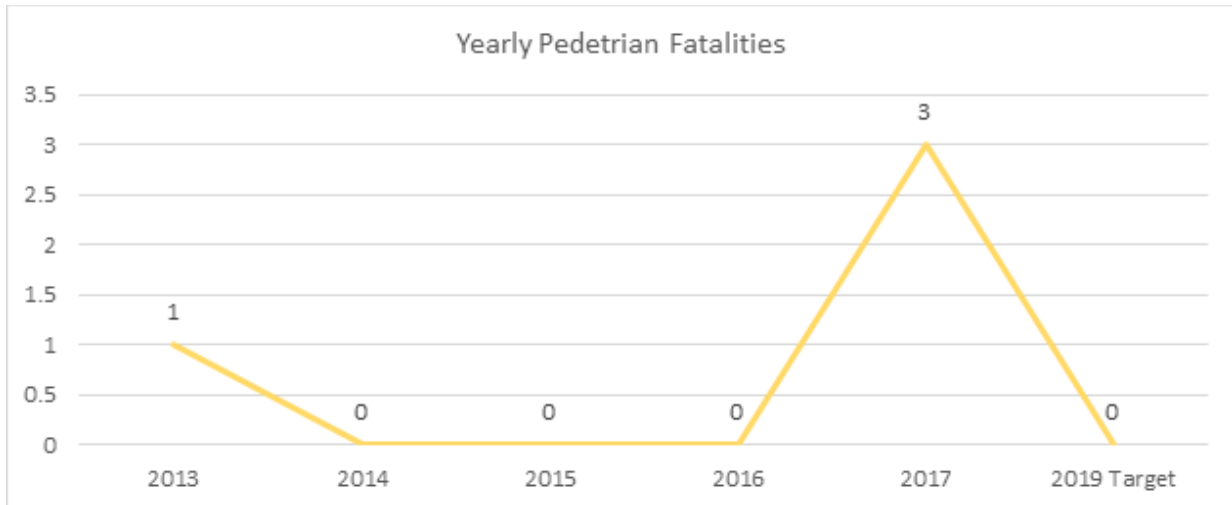
**C-10: Number of Pedestrian Fatalities**

Year:	2013	2014	2015	2016	2017
Actual numbers:	1	0	0	0	3

**The CNMI’s goal was to decrease the number of pedestrian fatalities by 100% from 1 (2013-2017 average) to 0 by December 31, 2019.**

**Progress: Not Met**

There were 3 pedestrian fatalities in 2018



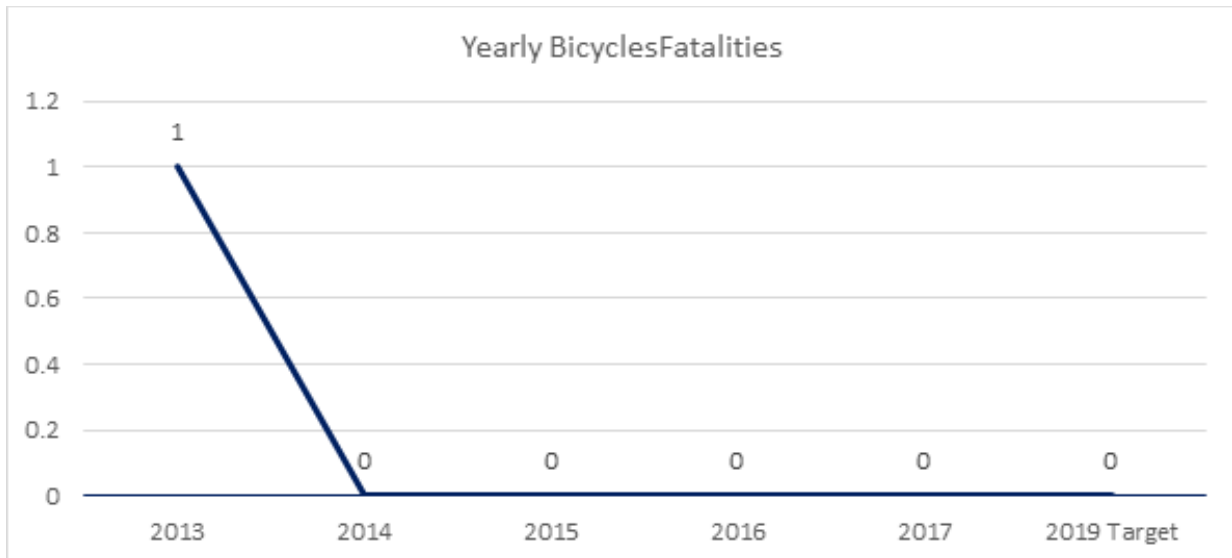
\*CNMI is not included in FARS data; however, State data is utilized.

**C-11: Number of Bicyclists Fatalities**

Year:	2013	2014	2015	2016	2017
Actual numbers:	1	0	0	0	0

The CNMI’s goal was to decrease the number of bicycle fatalities from 1 (2013-2017 average) to 0 by December 31, 2019.

**Progress: In Progress**



\*CNMI is not included in FARS data; however, State data is utilized.



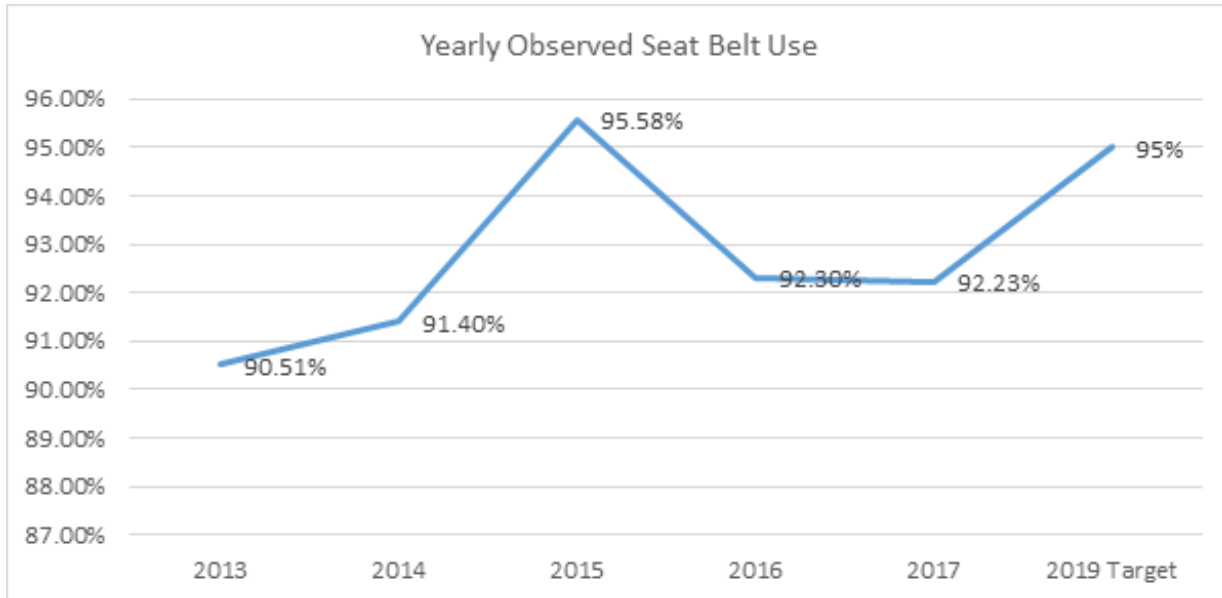
**B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) – 2019

**The CNMI goal was to increase Occupant Protection restraint usage rate by 3% from 92.4% (2013-2017 average) to 95% by December 31, 2019.**

**Progress: Not Met**

In 2018, Occupant Protection Restraint usage rate at 89.28%.



## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	2.00
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	6.00
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.00

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	0.00
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	0.00
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	0.00
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	0.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	0.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	0.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	0.00
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	0.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	95

**C-1) Number of traffic fatalities (FARS)**

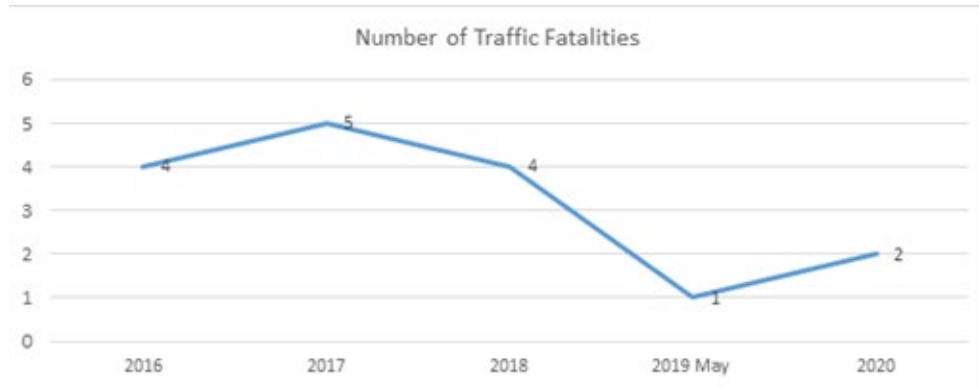
Target Metric Type: Numeric

Target Value: 2

Target Period: 5 year

Target Start Year: 2016

C-1): Traffic Fatalities in the CNMI: 2014-2018



Year:	2016	2017	2018	2019	2020 Target
Actual Numbers	4	5	4	In Progress	2

\*The CNMI is not included in the FARS data

As of May 2019, the CNMI has one fatality

Performance Target Justification:

The above data shows the five (5) year rolling average target for 2020 total Traffic Fatalities. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State analyzed data from 2014 – 2018 to project annual traffic fatalities for calendar years 2019 and 2020.

These projections were then calculated in to a five (5) year rolling average for the years 2016 – 2020. Therefore, the CNMI's goal is to decrease traffic fatalities by 67 percent from 3 to 2 by December 31, 2020 based on the five (5) year rolling average for the calendar years 2016-2020.

Department of Public Safety-Highway Safety Office will continue to fund priority programs in it's HSP to combat the increasing number of traffic fatalities on the CNMI highways.

### **C-2) Number of serious injuries in traffic crashes (State crash data files)**

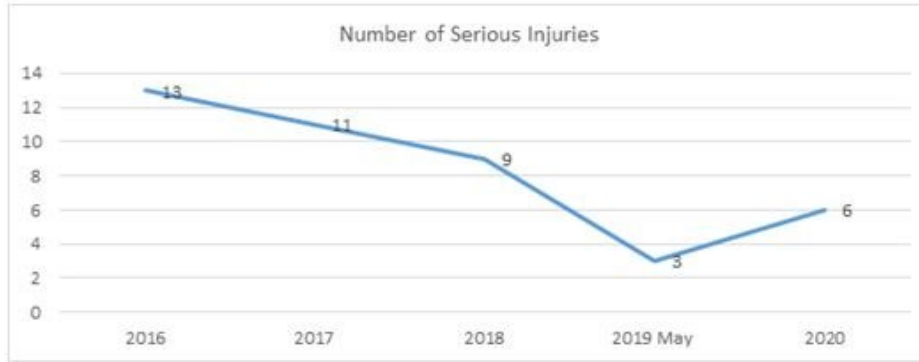
Target Metric Type: Numeric

Target Value: 6

Target Period: 5 year

Target Start Year: 2016

C-2) Traffic Serious Injury Reduction (Traffic Crashes) in the CNMI: 2014-2018



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	13	11	9	In Progress	6

\*The CNMI is not included in FARS data

As of May 2019, the CNMI reported three (3) serious injuries.

Performance Target Justification:

The above data shows the five (5) year rolling average target for 2020 total Serious Traffic Injuries. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State analyzed crash data from 2014 to 2018 to project annual serious traffic injuries for calendar year 2019 and 2020.

These projections were then calculated in to a five (5) year rolling average for the years 2016 to 2020. Therefore the CNMI's goals to reduce serious traffic injuries from 8 to 6 by December 2020 is based on a five year rolling average for calendar years 2016 to 2020.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will lead in to lowering the number of serious injuries on the CNMI highways.

### C-3) Fatalities/VMT (FARS, FHWA)

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2016

**Not Applicable to the territories.**

### C-4) Unrestraint Passenger Vehicle Occupant Fatalities, All Seat Positions: 2014-2018

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	0	0	0	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019, there is no unrestrained passenger vehicle occupant fatality.

Performance Target Justification:

**The CNMI’s goal is to maintain unrestrained passenger’s vehicle occupant fatalities in all seat positions at 0 (2016-2020) average by December 31, 2020.**

The above data shows the five (5) year rolling average target for 2020 with the total number of unrestraint passenger vehicle occupant fatalities in all seat positions. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State data for reporting purposes.

The CNMI sees a positive trend with zero (0) fatalities through the year 2020. Contributing factors may include effective traffic enforcements and public awareness and educational campaigns.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of unrestraint passenger vehicle occupant fatalities in all seat positions on the CNMI highways.

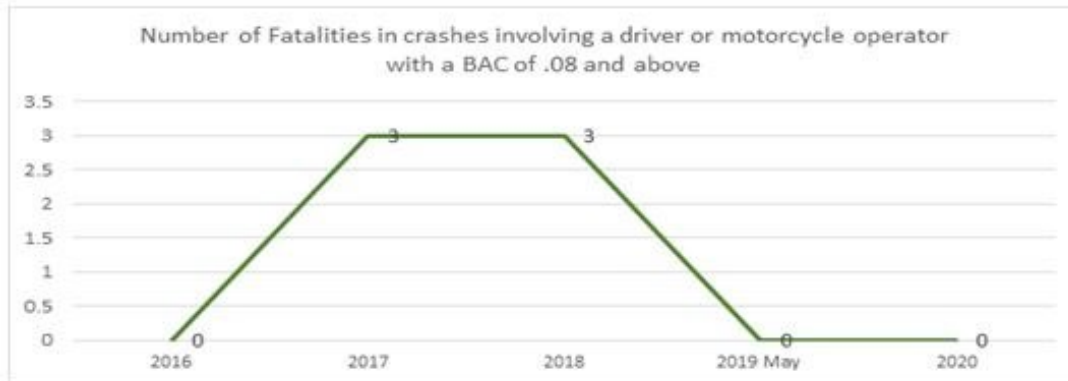
**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	0	3	3	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019 there has been no fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Performance Target Justification

**The CNMI's goal is to decrease the number of alcohol-impaired driving fatalities from 1 (2016-2020 average) to 0 by December 31, 2020.**

The above data shows the five (5) year rolling average target for 2020 with the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State data from 2014 – 2018 to project annual number of fatalities in crashes involving operators with a BAC of .08 and above.

These projections were then calculated in to a five (5) year rolling average for the years 2016-2020. Therefore, the CNMI's goal is to decrease alcohol impaired driving fatalities from 1 to 0 by December 31, 2020 based on the five (5) year rolling average for the calendar years 2016-2020.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will decreased the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above on the CNMI highways.

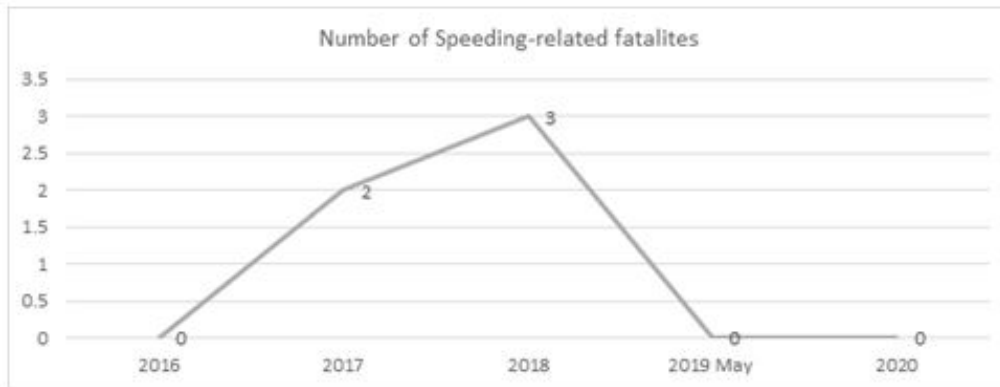
#### **C-6) Number of speeding-related fatalities (FARS)**

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	0	2	3	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019, there has been no speeding related fatalities.

#### Performance Target Justification

The above data shows the five (5) year rolling average target for 2020 with the total number of speeding-related fatalities. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State analyzed data from 2014 – 2018 to project annual number of speed related fatalities for calendar years 2019 and 2020.

These projections were then calculated to a five (5) year rolling average for the years 2016 – 2020. Therefore, the CNMI’s goal is to decrease the number of speeding fatalities from 1 to 0 by December 31, 2020 based on the five (5) year rolling average for the calendar years 2016 – 2020.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will decreased the number of speeding-related fatalities on the CNMI highways.

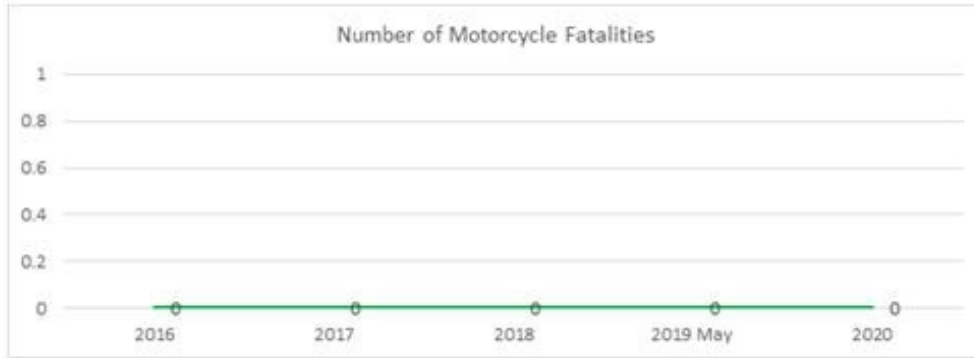
#### **C-7 Number of motorcycle fatalities (FARS)**

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	0	0	0	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019, there has been no motorcycle fatalities

Performance Target Justification

**The CNMI's goal is to maintain the number of motorcycle related fatalities at 0 (2016-2020 average) by December 31, 2020.**

The above data shows the five (5) year rolling average target for 2020 with the total number of motorcycle related fatalities. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State data for reporting purposes.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of motorcycle related fatalities on the CNMI highways.

### **C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

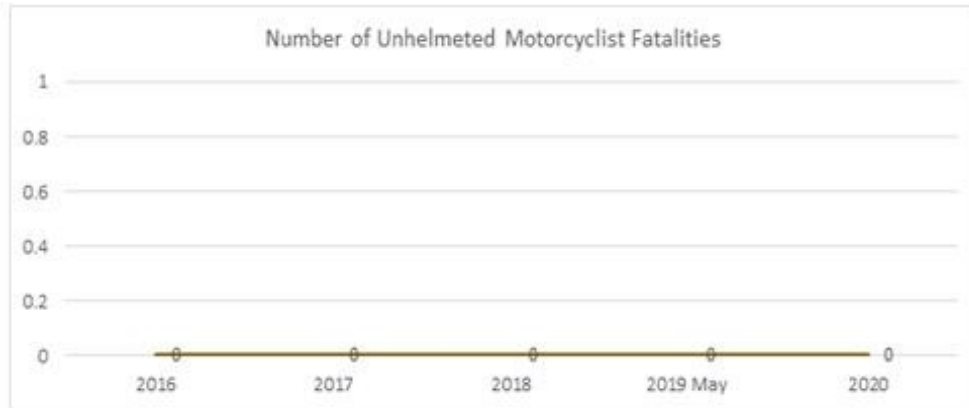
Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2016





Year	2016	2018	2018	2019	2020 Target
Actual Numbers	0	0	0	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019, there has been no reported unhelmeted motorcyclist fatalities.

#### Performance Target Justification

**The CNMI's goal is to maintain the number of unhelmeted motorcyclist fatalities at 0 (2014-2018 average) by December 2020.**

The above data shows the five (5) year rolling average target for 2020 with the total number of unhelmeted motorcycle fatalities. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State data for reporting purposes.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of unhelmeted motorcycle fatalities on the CNMI highways.

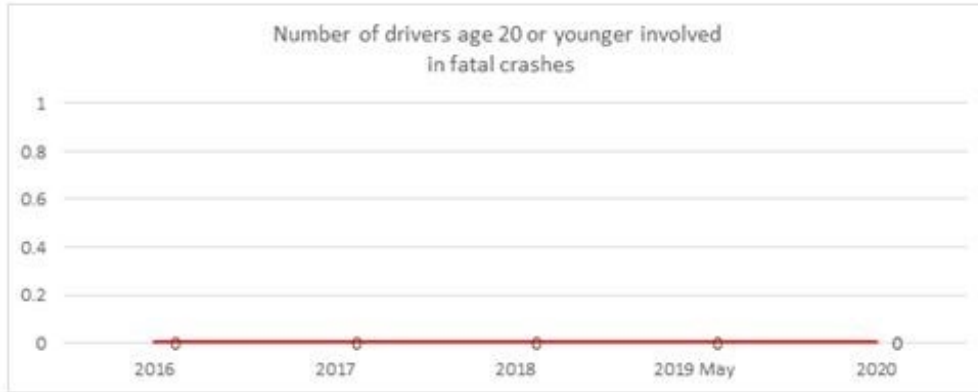
#### **C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	0	0	0	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019, there has been no reports on drivers age 20 or younger involved in fatal crashes

Performance Target Justification

**The CNMI's goal is to maintained the number of driver's age 20 or younger involved in fatal crashes from 0 (2016-2020 average) to 0 by December 31, 2020.**

The above data shows the five (5) year rolling average target for 2020 with the total number of drivers age 20 or younger involved in fatal crashes. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State data for reporting purposes.

The Department of Public Safety, 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.

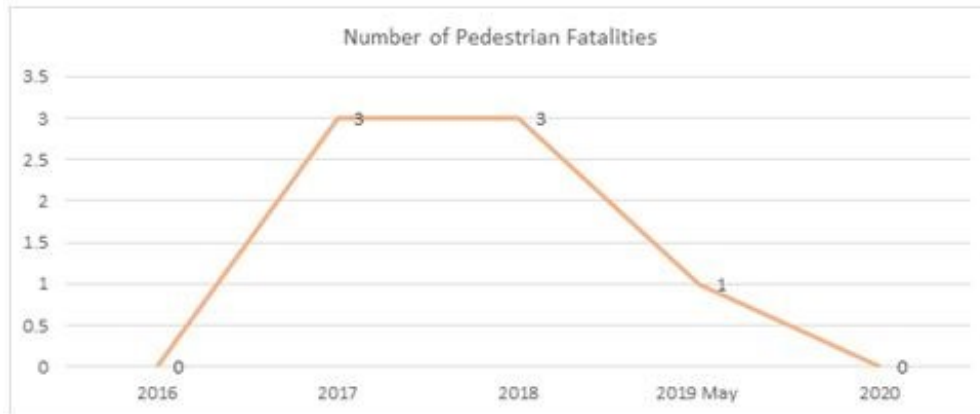
**C-10) Number of pedestrian fatalities (FARS)**

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	0	3	3	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019, the CNMI has reported one (1) pedestrian fatality.

#### Performance Target Justification

**The CNMI's goal is to decrease the number of pedestrian fatalities from 1 (2016-2020 average) to 0 by December 31, 2020.**

The above data shows the five (5) year rolling average target for 2020 with the total number of pedestrian fatalities. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State data for reporting purposes.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of pedestrian fatalities on the CNMI highways. We will continue to put more efforts through other government agencies such as the Department of Public Works to upgrade all the pedestrian crosswalks to include marking on Saipan, Tinian and Rota and especially at the school zone locations. We will continue to educate the public through our outreach pedestrian program at community and local events and both public/private schools during their presentations.

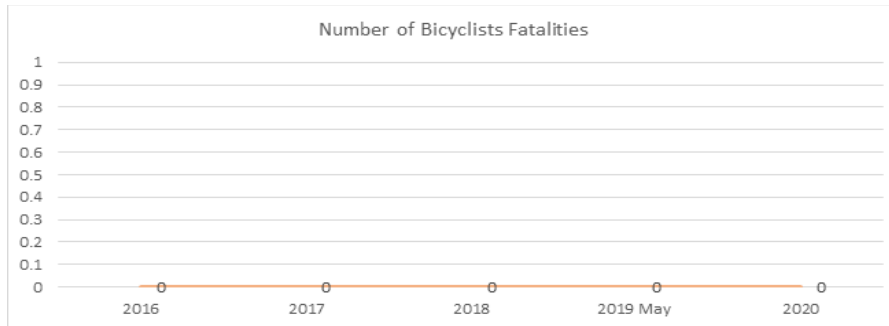
#### **C-11) Number of bicyclists fatalities (FARS)**

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020
Actual Numbers	0	0	0	In Progress	0

\*The CNMI is not included in the FARS data

As of May 2019, there has been no reports on bicyclists fatalities.

#### Performance Target Justification

**The CNMI's goal is to maintain the number of bicycle fatalities from 0 (2016-2020 average) to 0 by December 2020.**

The above data shows the 5 years rolling average target for 2020 total number of bicyclists fatalities. The Department of Public Safety (DPS) Highway Patrol Section in conjunction with the DPS Highway Safety Office utilizes State data for reporting.

The Department of Public Safety, Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of bicyclists fatalities on the CNMI highways. So far for the past 5 years, the CNMI recorded (0) bicyclist fatality. CNMI DPS coordinates with the Marianas Visitors Authority (MVA) on their annual events on swimming, running and bicycle race during the Tagaman Triathlon and Hell of the Marianas competition.

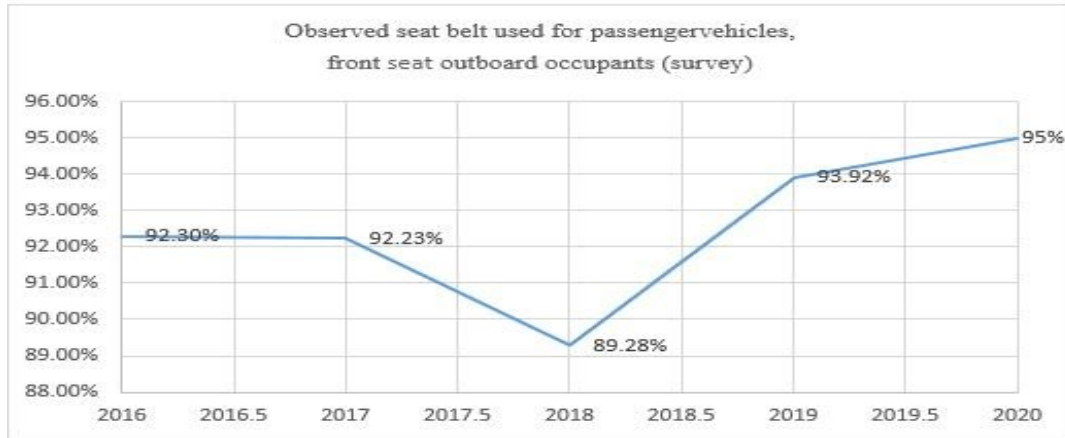
#### **B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Target Metric Type: Numeric

Target Value: 95%

Target Period: 5 Year

Target Start Year: 2016



Year	2016	2017	2018	2019	2020 Target
Actual Numbers	92.30%	92.23%	89.28%	93.92%	95%

\*The CNMI is not included in the FARS data

#### Performance Target Justification

**The CNMI's goal is to increase Occupant Protection restraint usage rate by 5.72 percent points from 89.28% in 2018 to 95% by December 31, 2020.**

Current trends show that the CNMI seat belt usage rate continue to decrease from 2017 with 92.23%, follow by 2018 of 89.28%. Given the decreasing trend on seat belt usage, the Department of Public Safety, Highway Safety Office has set a target of 95%. In order to meet this goal we need to put more efforts in public education, enforcement and earn and paid media to be more involved in putting out messages on the importance of seat belt usage on both child restraint and occupant protection.

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

I certify:           **No**

#### **A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations:       **612**

Fiscal Year A-1:       **2018**

#### **A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests:       **266**

Fiscal Year A-2:       **2018**

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: **741**

Fiscal Year A-3: **2018**

## Program Area

### Description of Highway Safety Problems

Public education is vital for the widespread of the various highway safety campaign awareness. CNMI's outreach is done through earned and paid media sources such as television, radio stations, newspapers, magazines, social media, and movie theatre. This practice enables the HSO and DPS Highway Patrol to reach out to the various population and demographics.

Public education combined with enforcement activities such as checkpoints, HVEs, saturation patrols, speed laser, and check-up events aids in our efforts to reduce traffic crash injuries and fatalities.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	2.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	6.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

### Countermeasure Strategy: Communication Campaign

Program Area: **Communications (Media)**

### Project Safety Impacts

Through various media outreach such as television, radio stations, newspapers, magazines and movie theater highway safety campaigns (Click-It-Or-Ticket, Driver Sober or Get Pulled Over, Labor Day Impaired Driving, Fourth of July Impaired Driving, Holiday Impaired Driving, etc.)

are widespread in the community. These awareness ads serve as reminders on the dangers of impaired driving (both alcohol and drugs), speed, importance of occupant protection and child restraint, motorcycle safety, pedestrian & bicycle safety. Even with year round public education, there are still motorists that violate roadway safety laws. Law enforcement personnel and the Highway Safety Office continue on the efforts of spreading highway safety messages through media and enforcement.

**Linkage Between Program Area**

Public awareness on highway safety campaigns to include Click-it-Or-Ticket, Driver Sober or Get Pulled Over, Child Passenger Safety, etc. through various media sources with the goal of reaching all demographics in the communities in the CNMI.

**Rationale**

This is a countermeasure from NHTSA's Countermeasure that Works document. It is a proven strategy that increases community awareness of safe driving and knowledgeable of the rules of the road on dangers of impaired driving (alcohol & drugs), speeding, seat belt & child restraint use, motorcycle, pedestrian & bicycle safety and distracted driving.

Motorists complying of all the highway safety rules due to law enforcement public education and enforcement activities.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
PM-20-01	Media

**Planned Activity: Media**

Planned activity number: **PM-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**COMMUNICATION CAMPAIGN**

<b>COMMUNICATION CAMPAIGN</b>	<b>PM-20-01</b>	
Communications Media		<b>\$22,000.00</b>
<b>TOTAL PROJECT COST</b>		<b>\$22,000.00</b>

**Project Title: Communication Campaign - Media**

**Project Number: PM20-01**

Project Description: Funds will be used to pay for advertising costs of highway safety’s public educational awareness messages on newspapers, magazines, billboards, production and airing on radio and television, etc. for the various campaigns throughout the year such as: Click-It-Or-Ticket, Drive Sober or Get Pulled Over, Child Passenger Safety Awareness, Distracted Driving, etc.

1.

**Advertising Cost: \$22,000.00**

**TOTAL PROJECT COST: \$22,000.00**

**Intended Subrecipients**

CNMI Dept. of Public Safety, Highway Safety Office.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Communication Campaign

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Paid Advertising	\$22,000.00		



## Program Area

### Description of Highway Safety Problems

The Dept. of Fire & Emergency Medical Services (DFEMS) is responsible for providing emergency medical services for all traffic crash victims CNMI-wide.

Firefighters/EMTs of the department respond to traffic related crashes with insufficient equipment or properly assess patients. These minute yet essential tools are critical to either perform emergency extrication of victims with jammed seatbelts or mechanically malfunction of passenger windows as result of crashes when imminent danger exists.

Time is very crucial in all motor vehicle crash responses and minimizing on-scene time can reduce the mortality rate and increase survival rate. Previous experience has shown that delay in extricating crash victims from motor vehicle crashes may result more serious injuries and/or fatalities.

The lack of extrication equipment or outdated tools and training may result in poor performance in providing emergency medical services when responding to motor vehicle crashes.

<b>Classification</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>No. Motor Vehicle Crash (MVC):</b>	156	164	199	225	202
<b>Patient transported from MVC:</b>	129	134	154	150	140
<b>Ambulance Response to MVC:</b>	147	133	139	205	213

<b>Rescue Response to MVC:</b>	82	21	101	136	106
<b>Suppression Response to MVC:</b>	20	20	12	21	30
<b>Medic Response-Rescue Assist to MVC:</b>	191	37	92	65	106
<b>Fatal (MVC):</b>	4	0	1	2	3
<b>Critical (MVC):</b>	15	13	13	11	10
<b>Minor Injury (MVC):</b>	280	86	165	154	124
<b>Serious Injury (MVC):</b>	77	24	129	58	48

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	2.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	6.00
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	0.00

### Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
EMS Program

### Countermeasure Strategy: EMS Program

Program Area: **Emergency Medical Services**

#### Project Safety Impacts

Purchase of extrication equipment to effectively and efficiently extricate patients involved in motor vehicle crashes. With today's advance technology, there are equipment that are suitable and reliable which are battery operated, portable and light weight and easily handled with more safety features. New equipment will enable responders to quickly extricate crash victims compared to the existing equipment being utilized which require hydraulic pump connecting to high pressure hoses. Previous experience demonstrated that the current tools and equipment take up a lot of time and effort due to its heavy weight and requiring switching of connections when changing between spreader or a cutter and allows only two equipment at a time to be used. Currently, the Department of Fire & EMS has three (3) extrication equipment but only one (1) is operable. Two (2) equipment which were purchased over 9 years are inoperable.

#### Linkage Between Program Area

The Department of Fire & EMS (DFEMS)'s main goal is to reduce the number of traffic fatalities and unnecessary injuries when responding to a motor vehicle crash by reducing on-scene time.

1. To effectively and efficiently extricate patients from motor vehicle crashes.
2. To monitor and analyze response time to determine response outcome.
3. To transport patients from motor vehicle crash scenes to the Emergency Room in a timely manner.

Strategies:

4. Procure extrication tools and equipment to replace equipment no longer operable.
5. Train all rescue personnel on new extrication tools and equipment.

**Rationale**

Effective and efficient extrication of patients involved in motor vehicle crashes through the purchase of extrication tools and equipment.

6. Reduction of fatalities and serious injuries by reducing on-scene time.
7. Response time will be improved.
8. Transport time of patients to the Emergency Room will be shortened.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
EMS-20-01	Purchase of Extrication tools and equipment.

**Planned Activity: Purchase of Extrication tools and equipment.**

Planned activity number: **EMS-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

9. **Project Title: Emergency Medical Services – Purchase of Extrication Tools & Equipment**

**Project Number: EMS 20-01**

**Project Description:** Funds will be used to purchase extrication tools and accessories to be able to extricate traffic crash victims on a timely and efficient manner.



**NO KA OI  
SERVICES, LLC**  
67 Anuenue Place  
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nokaoservices@gmail.com

**HOLMATRO RESCUE  
TOOL BID**

<b>Name/Address</b>
CNMI Dept. of Fire and Emergency M...
Division of Procurement and Supply
Dept. of Finance
P.O. Box 510008
Saipan, MP 96950

<b>Date</b>	<b>Solicitation</b>
06/25/19	74

Item	Article No.	Quantity	Cost	Total
GSP 5250 EVO3 Spreader	158.052.206	1	12,619.00	12,619.00T
Pulling Attachment Set	150.182.274	1	1,557.00	1,557.00T
GRA 4331 EVO3 Ram	158.052.237	1	9,609.00	9,609.00T
GRA Accessory Kit AS 4300A	150.182.269	1	2,467.00	2,467.00T
GCU 5060i EVO3 Cutter	158.052.203	1	12,479.00	12,479.00T
GCU 5030 CL EVO3 Cutter	158.012.144	1	10,619.00	10,619.00T
BMC2 AC/DC ADAPTER	150.182.207	1	695.00	695.00T
High Pressure Lifting Bag Kit	Kit Includes: HLB8, HLB16, HLB 38, Plastic Case, Air Control Unit, PRV 12 Bar Regulator, Hose AH Y 16 FT, Hose AH B 16 FT, Hose AH R 32 FT and Hose Shutoff 12 Bar (2)	1	6,615.00	6,615.00T
	Invoice Subtotal			56,660.00
<b>Total</b>				



67 Anuenue Place  
 Kula, Hawaii 96790  
 1.808.359.3377  
 nokaoiservices@gmail.com

**HOLMATRO RESCUE  
 TOOL BID**

Name/Address
CNMI Dept. of Fire and Emergency M... Division of Procurement and Supply Dept. of Finance P.O. Box 510008 Saipan, MP 96950

Date	Solicitation
06/25/19	74

Item	Article No.	Quantity	Cost	Total
Sales Discount	10% Discount on Tool Purchases		-10.00%	-5,666.00
Shipping	Shipping via UPS Ground		4,750.00	4,750.00T
	Sales Tax		4.166%	2,558.34
			<b>Total</b>	<b>\$58,302.34</b>

**TOTAL PROJECT COST: 60,000.00**

**Intended Subrecipients**

CNMI Department of Fire & EMS (DFEMS).

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
EMS Program

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Emergency Medical Services	\$60,000.00		

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Extrication tools and accessories	1	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00

## Program Area

### Description of Highway Safety Problems

#### Saipan Highway Patrol

#### IMPAIRED DRIVING (Drug and Alcohol) (ID- 20-01)

##### Problematic Statement:

DUI Arrests		Alcohol Related Crashes		Alcohol Related Fatalities	
2018	278	2018	87	2018	3
2017	315	2017	88	2017	3
2016	188	2016	57	2016	3
2015	102	2015	46	2015	0
2014	157	2014	68	2014	0

One of the major contributing factor to Saipan's traffic fatality is alcohol related driving. Based on above chart, the numbers of DUI Arrests, Alcohol Related Crashes and Alcohol related fatality have increased in the last five years. DPS Saipan continues to face challenges in combating Alcohol and/or Drug impaired motorist on the highway.

Here on the island of Saipan, celebration of any sort usually involves alcohol from games, birthday parties, or other social events.

The island of Saipan consists of many diversity cultures as its island's economy is heavily dependent on the tourism industry. In recent years, the US government opened up the trade deal and visa waiver program to Chinese nationals where the island of Saipan had been a popular destination for the Chinese tourists. Growths of Chinese tourists means growth of Chinese immigrants who migrate to Saipan and open up businesses to cater to the Chinese tourists and immigrants.

Many Chinese nationals had been caught on multiple occasions, smuggling in illegal drugs, such as methamphetamine (aka "ICE") into the island and the illegal drugs are flooding the streets. The local along with federal law enforcement authorities are tirelessly combating the illegal drug problems out in the streets with the "War on ICE" campaign, lead by the CNMI Governor himself. With the illegal drugs commonly being found in the streets, its common to find motorists in possession and operating a motor vehicle under the influence of illegal drugs.



With multiple United States legalizing medicinal and recreational Marijuana use has influenced the island of Saipan in legalizing medicinal, recreational and commercial Marijuana. In September 2018, the legislators passed the legalization bill and was unfortunately signed by the Governor, which now became legal.

We, the Department of Public Safety are greatly concerned about the consequence of marijuana impaired driving and need to prepare to combat this issue on our highways.

The CNMI Department of Public Safety currently has two (2) certified Drug Recognitions Experts (DRE); Due to the lack of resources available on island, we are unable to complete the 12th step evaluation which requires oral test kits and laboratory for a successful prosecution based on specimens collected. Therefore, we need to increase the resources as mentioned to combat our challenges without compromise.

### **Rota Highway Patrol**

#### **IMPAIRED DRIVING (Drug and Alcohol) (ID-20-02)**

On the island of Rota, alcohol consumption is involved in many festivities such as birthday parties, weddings, holiday family gathering, etc. Unfortunately, the close proximity of the party sites to residences gives reason to drive after drinking.

With marijuana legalized and the on-going battle of methamphetamine (ICE), Rota law enforcement are facing challenges due to the lack of personnel training and equipment.

On December of 2017 one (1) crash fatality involving alcohol and speed was reported on the island of Rota. Although the number is low, it is still a concern considering the population of the island. It is still necessary to continue efforts in preventing impaired driving on the roads to provide safety and prevent crashes and injuries or fatalities.

<b>Total Fatal</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Crashes</b>	0	0	0	1	0
<b>Alcohol Related Fatality</b>	0	0	0	1	0
<b>Speed Related Fatality</b>	0	0	0	1	0
<b>Speed Citations</b>	172	28	7	30	0

<b>DUI Arrests</b>	2	2	7	5	4
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The CNMI Superior Court judicial processing of traffic related cases is maintained in a traditional hearing procedure scheduled weekly every Thursday morning for arraignment and Thursday afternoon for status hearing. The “traffic docket” consolidates defendants in a routine process that potentially overlooks offenders with higher risk to reoffend, particularly the judicial processing of driving under the influence (“DUI”) offenders. Amongst other serious traffic related offenses DUI offenders pose grave danger to the public and greater risk to lives.

The arrest of a DUI offender is the initial action of the judicial processing. The CNMI Superior Court Clerk of Court received a total of 595 DUI cases for the past three years. Each year there were over 100 DUI cases filed. 2017 had the largest volume of cases with 262. This was nearly a 100% increase. In comparison, 2018 saw a 23% decrease in cases filed. Thirty-three defendants reappeared before the court during the past three years for another DUI case.

**2016-2018 DUI Cases Filed**

**CNMI Superior Court - Clerk of Court**

<b>Year</b>	<b>Cases</b>	<b>Recidivist</b>
<b>2016</b>	<b>130</b>	<b>8</b>
<b>2017</b>	<b>262</b>	<b>15</b>
<b>2018</b>	<b>203</b>	<b>10</b>

The legal outcome of a DUI offender, by law, hinges on the CNMI Superior Court Office of Adult Probation (“OAP”) supervision services. From 2014 to 2018 OAP received 585 court ordered probation involving DUI and reckless driving over the given period. DUI referrals make up approximately 74% of the court ordered referrals. One hundred fifty-one pled down from DUI to reckless driving during the past five years. This is an alarming trend. In 2017, OAP received the most DUI referrals, 108. In spite of the decrease in 2015 and 2016, the number of court ordered probation increased by 74% in 2017.

The Office of Adult Probation received the most referrals in 2017. As a result of the court ordered probation increase between 2016 and 2017, OAP provided supervision services up to one year for each referral and the case load was nearly double between the two years.

Year	DUI	<i>Plead down Reckless Driving</i>	Total Referrals	Add'l Traffic Offenses	Probation Period	
					1 yr.	6 month
2014	92	41	133	14	69	23
2015	68	17	85	11	51	17
2016	62	23	85	7	61	1
2017	108	35	143	39	108	0
2018	98	41	139	121	96	1

\*In 2018, one offender was sentenced to 2 yrs. probation

The CNMI Superior Court is focused on improving the judicial processing of offenders in the direction of problem solving the underlying issue influencing criminal behavior. With respect to highway safety and controlling DUI problem, the CNMI Superior Court is looking into a specialized docket for DUI offenders to further address the substance use issue correlated with addiction. Such specialized docket involves a specific team-oriented approach that requires training of guiding principles and implementation of a DUI docket program.

In summation, the specialized docket strategy will allow the CNMI Superior Court to begin preventing recidivism and controlling impaired driving. By isolating the problem, the CNMI can bring more attention to the issue in the community and work with the community to provide a solution.

## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	0.00

## Countermeasure Strategies in Program Area

Countermeasure Strategy
DWI Courts
Impaired - Coordinator
Impaired - Enforcement

### Countermeasure Strategy: DWI Courts

Program Area: **Impaired Driving (Drug and Alcohol)**

#### Project Safety Impacts

The CNMI Superior Court is focused on improving the judicial processing of offenders in the direction of problem solving the underlying issue influencing criminal behavior. With respect to highway safety and controlling DUI problem, the CNMI Superior Court is looking into a specialized docket for DUI offenders to further address the substance use issue correlated with addiction. Such specialized docket involves a specific team oriented approach that requires training of guiding principles and implementation of a DUI docket program. [Click or tap here to enter text.](#)

#### Linkage Between Program Area

Provide out of state travel cost for seven (7) CNMI DWI Court planning team members to attend the NHTSA/NCDC DUI Foundational Court training.

Participate and complete the training and carry out court planning initiatives

#### Rationale

In summation, the specialized docket strategy will allow the CNMI Superior Court to begin preventing recidivism and controlling impaired driving. By isolating the problem, the CNMI can bring more attention to the issue in the community and work with community to provide a solution.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
ID 20-03	DWI Court

**Planned Activity: DWI Court**

Planned activity number: **ID 20-03**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**CNMI SUPERIOR COURT – DWI COURT**

<b>CNMI Superior Court</b>	
<b>DWI Court</b>	<b>(TD) 20-03</b> <b>\$36,400.00</b>
<b>Total Project Cost</b>	<b>\$36,400.00</b>

**DWI Court**

<b>1.</b>	<p><b>Project Title : CNMI SUPERIOR COURT – DWI Court Training</b>  <b>Project Number: TD 20-03</b></p> <p>Project Description: Then CNMI Superior Court will use the funds to send stakeholders to be trained in order to facilitate a planning process to start a new DWI Court in the CNMI.</p> <p><b>TOTAL PROJECT COST: \$36,400.00</b></p>
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**Intended Subrecipients**

CNMI Superior Court, DWI Court

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
DWI Courts
Impaired - Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$36,400.00		

### Countermeasure Strategy: Impaired - Coordinator

Program Area: **Impaired Driving (Drug and Alcohol)**

#### Project Safety Impacts

Oversees of Impaired Driving Programs for Saipan, Tinian, and Rota.

1. Enforcement Activities - monitor activities, review reports (after action, monthly)
2. Plans and coordinates meetings with sub-grantees, partners and highway patrol personnel.
3. Attends trainings and conferences for advancement on program areas and to stay abreast on program updates.
4. Takes part and coordinates educational presentations at schools, government agencies, and community events.
5. Prepares annual highway safety plan development to include collecting of data for problem identification.
6. Prepares information for program annual report.

#### Linkage Between Program Area

To oversee the CNMI's impaired driving programs.

#### Rationale

7. A coordinated CNMI's impaired driving program activities in Saipan, Tinian, and Rota.
8. Active public awareness and community support program.

9. Active coordination between partners (drug court, probation & parole, and community guidance /counseling).

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
ID-20-00	Impaired Coordinator

**Planned Activity: Impaired Coordinator**

Planned activity number: **ID-20-00**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**IMPAIRED DRIVING**

**IMPAIRED (Alcohol & Drugs)**

HSO Alcohol Program Management (ID-20-00)	<b>\$68,200.00</b>
	\$
<b>TOTAL PROJECT COST</b>	<b>\$68,200.00</b>

**IMPAIRED DRIVING**

**Project Title: Highway Safety Office - Impaired Driving Coordinator**

**Project Title: ID-20 -00**

**Project Description:** Funds will be used for Impaired Driving Program costs to include Program Manager’s salary and fringe and operational costs. This includes supplies, communication, travel to meetings and conferences and as well as Inter-Island for Program Monitoring; and other Alcohol and Drug Impaired related conferences and training.

**TOTAL PROJECT COST: \$ 68,200.00**

### Intended Subrecipients

CNMI Department of Public Safety, Highway Safety Office.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired - Coordinator
Impaired - Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$68,200.00		

### Countermeasure Strategy: Impaired - Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

### Project Safety Impacts

The Impaired Driving (Alcohol & Drugs) program for the CNMI is enforced by the Dept. of Public Safety, Highway Patrol Sections of each island. Enforcement activities are conducted during mobilization period and during each island's events (fiestas, concerts, sporting events) where the number of locals and tourists are likely to drive impaired. Educational activities are conducted throughout the year at schools to include PTA meetings, and other community events.

Enforcement activities:

10. Sobriety checkpoints
11. HVE's
12. Saturation patrol

Communications and outreach (media sources):

13. television
14. radio
15. magazines, newspapers
16. social media



17. presentations at schools and public events to inform the public of the dangers of impaired driving

### Linkage Between Program Area

Enforcement activities and public educations are conducted throughout campaign mobilizations such as: Superbowl, St. Patrick's, July 4th, Labor Day, and holiday season; as well as island fiestas or community events where motorists are likely to drive impaired.

### Rationale

This is a countermeasure from NHTSA's Countermeasure that Works document. It is a proven strategy that decreases alcohol and drug impaired driving related crashes.

With the planned increase in the number of enforcement activities, educational awareness and outreach efforts the CNMI will realize a reduction in impaired driving related crashes, injuries, and fatalities.

### Saipan

The Dept. of Public Safety, Highway Patrol Section's goal is to reduce impaired driving related crashes by 10% from 87 in 2018 to 79 by December 31, 2020; and to decrease impaired driving related fatalities by 33.33% from 3 in 2018 to 2 by December 31, 2020.

### Rota

The Rota Dept. of Public Safety, Highway Patrol Section's goal is to maintain the number of impaired driving related crashes at 0 in 2018 by December 31, 2020; and to maintain number of alcohol impaired driving fatalities at 0 in 2018 by December 31, 2020.

### **Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
ID 20-03	DWI Court
ID-20-00	Impaired Coordinator
ID-20-01	Impaired Enforcement

### Planned Activity: DWI Court

Planned activity number: **ID 20-03**

Primary Countermeasure Strategy ID:

[Planned Activity Description](#)

**CNMI SUPERIOR COURT – DWI COURT**

<b>CNMI Superior Court</b>	
<b>DWI Court (TD) 20-03</b>	<b>\$36,400.00</b>
<b>Total Project Cost</b>	<b>\$36,400.00</b>

**DWI Court**

<b>1.</b>	<b>Project Title : CNMI SUPERIOR COURT – DWI Court Training</b> <b>Project Number: TD 20-03</b>  Project Description: Then CNMI Superior Court will use the funds to send stakeholders to be trained in order to facilitate a planning process to start a new DWI Court in the CNMI.          <b>TOTAL PROJECT COST: \$36,400.00</b>
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[Intended Subrecipients](#)

CNMI Superior Court, DWI Court

[Countermeasure strategies](#)

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
DWI Courts
Impaired - Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$36,400.00		

**Planned Activity: Impaired Coordinator**

Planned activity number: **ID-20-00**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**IMPAIRED DRIVING**

**IMPAIRED (Alcohol & Drugs)**

HSO Alcohol Program Management (ID-20-00) **\$68,200.00**

\$

**TOTAL PROJECT COST \$68,200.00**

**IMPAIRED DRIVING**

**Project Title: Highway Safety Office - Impaired Driving Coordinator**

**Project Title: ID-20 -00**

**Project Description:** Funds will be used for Impaired Driving Program costs to include Program Manager’s salary and fringe and operational costs. This includes supplies, communication, travel to meetings and conferences and as well as Inter-Island for Program Monitoring; and other Alcohol and Drug Impaired related conferences and training.

**TOTAL PROJECT COST: \$ 68,200.00**

**Intended Subrecipients**

CNMI Department of Public Safety, Highway Safety Office.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired - Coordinator
Impaired - Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$68,200.00		

### Planned Activity: Impaired Enforcement

Planned activity number: **ID-20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

#### **IMPAIRED DRIVING (Drug and Alcohol)**

#### **IMPAIRED DRIVING**

Saipan Highway Patrol Impaired Enforcement (ID 20-01)	\$116,800.00
Rota Highway Patrol Impaired Enforcement (ID 20-02)	\$39,400.00
<b>TOTAL PROJECT COST</b>	<b>\$156,200.00</b>

#### **IMPAIRED DRIVING**

**Project Title: Impaired Driving - Saipan Highway Patrol**

**Project Title: ID 20-01**

**Project Description:** Funds will be used to pay for OT costs for Impaired Driving enforcement activities such as checkpoints, HVEs, saturation patrols; public education presentations at schools and at different community events. Funds will be used for operational costs for the program such as printing of educational materials, travel &

training, etc. Funds will also be used for the purchase of (1) police vehicle to be utilized for DUI enforcement activities; purchase of (12) body cameras; and Oral Drug Test Kit.

**Operational Costs:           \$76,800.00**

**Vehicle :                       \$40,000.00**

**TOTAL PROJECT COST: \$116,800.00**

**Project Title: Impaired Driving - Rota Highway Patrol Section**

**Project Title: ID 20-02**

**Project Description:** Funds will be used to pay for OT costs for Impaired Driving enforcement activities such as checkpoints, HVEs, saturation patrols; public education presentations at schools and at different community events. Funds will be used for operational costs for the program such as printing of educational materials (plus shipping), travel & training; office and operational supplies; and purchase of (1) portable light tower.

**Operational Costs:           \$29,400.00**

**Portable Light Tower:   \$10,000.00**

**TOTAL PROJECT COST: \$39,400.00**

**Intended Subrecipients**

Saipan Dept. of Public Safety, Highway Patrol Section.

Rota Dept. of Public Safety, Highway Patrol Section.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired - Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Alcohol	\$156,200.00		

### Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Enforcement Vehicle	1			\$40,000.00	\$40,000.00
Portable light tower	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00

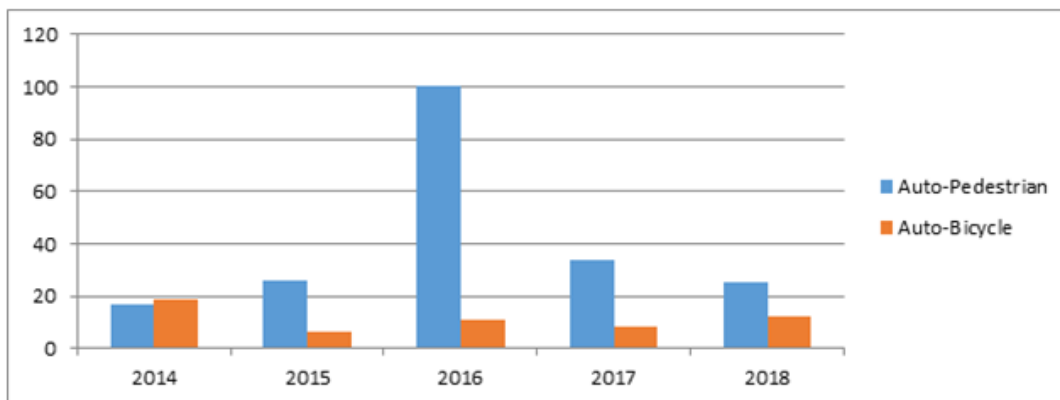
## Program Area

### Description of Highway Safety Problems

Saipan is a tropical island with beautiful scenery of the beach and natural growth, whose economy is depended on tourism. To continue on tourism attraction, Saipan annually hosts minimum of (4) triathlon and more events such as "Xterra", "Hell of the Marianas", "Ironman", and "Tagaman". In the triathlon events, participants utilize our highways for running and biking course. Due to these events, bicycle clubs and riders have dramatically increased. However, a lot of violations and safety hazards are seen on the highways from the athletes, such as traveling on the opposite side of the highways, running thru red traffic signal lights, failing to yield to vehicles which have the right of the way, and etc. These violations occurred due to the fact that the riders are not aware of traffic laws involving bicycles on the highways and lack enforcement from our side.

Furthermore, other than the tri-athletes, the general public are not aware and educated on properly crossing highways/roadways safely. People also do not understand that either driving or even crossing the highway under the influence of alcohol or drugs will impair their perception and reaction time which they under estimate the vehicle approaching them.

Saipan continues to record Auto-Pedestrian and Auto-Bicycle crashes on our roadways and highways. For the year 2018, there were total of (25) Auto-Pedestrian crash with injuries and (3) fatalities; and while (25) Auto-Bicycle crashes with (21) injuries and (0) fatality. In the past 3 years nearly 50% of traffic fatalities involved pedestrians.



**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	0.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	0.00

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Ped/Bike Communications

**Countermeasure Strategy: Ped/Bike Communications**

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

**Project Safety Impacts**

The CNMI has Pedestrian and bicycle laws, however there is none for J-Walking. The Dept. of Public Safety (DPS), Highway Safety Office is working with the legislature to create such law. DPS, HSO is also working the Dept. of Public Works to identify, repair existing, and install more pedestrian crosswalks throughout the island with proper lighting for better visibility.

Educating the public about the consequences of crossing not on a marked pedestrian crosswalk is crucial as we are seeing increase in number of auto-pedestrian crashes involving serious injuries and fatalities.

**Linkage Between Program Area**

By conducting public education activities to explain why utilizing marked pedestrian crosswalks for safety is important, as well as addressing to the motorists to avoid busy highways and school zones when they are intoxicated.

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

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



### Rationale

Conducting public education to the public through various media sources and presentations at all the schools (to include PTA meetings); AND enforcement activities will reduce auto-pedestrian and auto-bicycle crashes. More emphasis will be targeted to tourists, and those living on-island without vehicles since they are the population that more frequently get involved in auto-pedestrian crashes.

Saipan's goal is to decrease the number of auto-pedestrian crashes by 10% from 25 in 2018 to 22 by end of 2020.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Ped/Bicycle20-01	Ped/Bicycle Communications

### Planned Activity: Ped/Bicycle Communications

Planned activity number: **Ped/Bicycle20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

#### PEDESTRIAN/BICYCLE SAFETY

<b>PEDESTRIAN/BICYCLE</b>	<b>PS-20-</b>
<b>01</b>	
Communications	\$2,200.00
<b>TOTAL PROJECT COST</b>	<b>\$2,200.00</b>

**Project Title: Ped/Bicycle Safety**

**Project Number: PS 20-01**

1.

**Project Description:** Funds will be used to pay for advertising costs of highway safety's public educational awareness messages on newspapers, magazines, billboards, radio and television air-time, etc., printing of pamphlets and flyers.

**Advertising Cost: \$2,200.00**

**TOTAL PROJECT COST: \$2,200.00**

**Intended Subrecipients**

CNMI Dept. of Public Safety, Highway Patrol Section.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Ped/Bike Communications

**Funding sources**

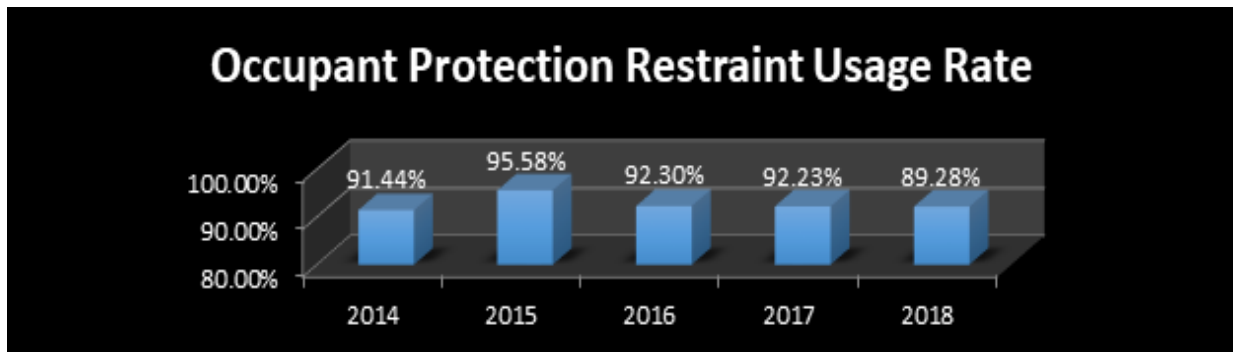
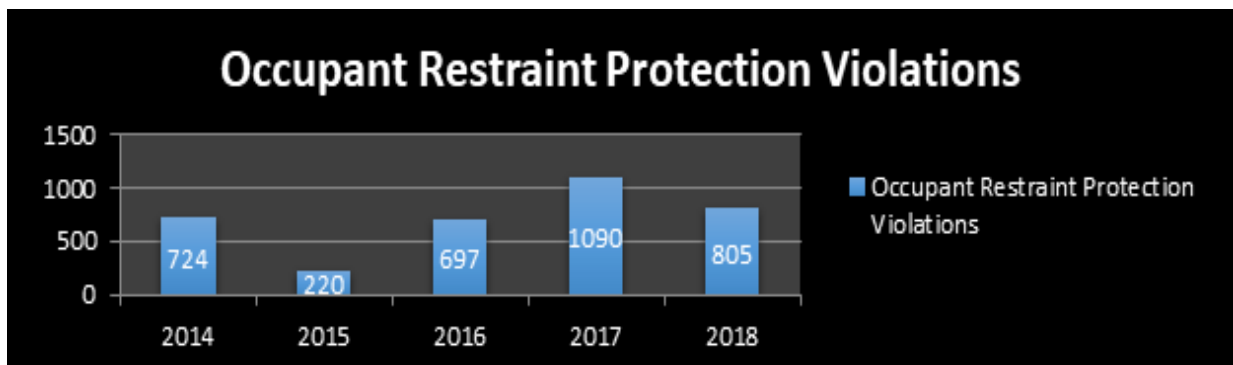
<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Pedestrian/Bicycle Safety	\$2,200.00		

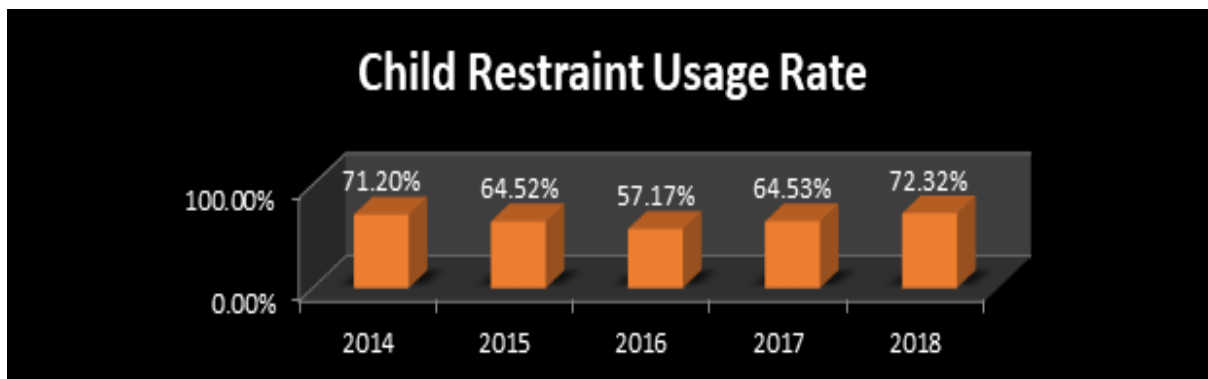
## Program Area

### Description of Highway Safety Problems

#### Saipan Highway Patrol Section

Through an annual physical survey conducted by DPS Highway Patrol Section in June and November of 2018, it was concluded that occupant restraint usage was at 89.28% and child restraints usage was at 72.32% respectively. . DPS Highway Patrol's goal is to reach higher usage rate of above 95% in the next few years. Occupant Restraint (seatbelt) violation is a primary violation where majority of the motorists comply with the ongoing proactive and reactive efforts by the authorities. However, the authorities face some challenges as there are still some motorists that fail to comply.





The child restraint usage has been steadily low even with great amount of proactive and enforcement efforts by the authorities. The CNMI currently does not have a tint law in place where it is more difficult for authorities to detect and apprehend the child restraint violators on the highways. Due to the said reason, CNMI DPS-Saipan conducts covert law enforcement strategy to combat Child Restraint violations.

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

Lastly, DPS-Saipan Highway Patrol's main enforcement equipment, a checkpoint trailer, was destroyed from category 5 Super Typhoon Yutu and awaiting for FEMA assistance.

#### **Rota Highway Patrol Section**

The Rota Department of Public Safety continues to see safety belt use violations among passengers and drivers in a motor vehicle. In 2014, 102 safety belts citation were issued for drivers, 45 for passengers and 4 for children. In 2015, 71 safety belts citations were issued to drivers, 24 for passengers, 9 for children. In 2016, 82 safety belts citation were issued for drivers, 31 for passengers, and 00 for children. In 2017, 48 safety belt citations were issued for drivers, 17 for passengers, and 0 for children. In 2018, 8 safety belt citations were issued for drivers, 2 for

passengers, and 0 for children. The average safety belt citation for drivers per year is seen at about 62.2 23.8 for passengers, and 2.6 for children.

Driver safety belt violation makes up 72.2% while passenger is marked at 26.86% and children violations stands at 2.93 %.

Rota Department of Public Safety still adds emphasis in the area of educating the occupants and instilling a positive behavior with respect to seatbelt usage. Continued enforcement is seen as a step towards achieving and changing this behavior pattern of 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.

<b>CITATION / ARREST DATA</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Seat Belt Citations	147	104	113	65	10
Child Restraint Citations	04	16	2	0	0

**Tinian Highway Patrol**

The Tinian Department of Public Safety, Highway Patrol Section has five personnel after being granted an addition of two (2) in May 2019. The only HP vehicle is inoperable due to recall, mechanical and electrical issues and major damages sustained during Super Typhoon Yutu. A loaned vehicle from the Patrol section is being used and shared amongst 5 personnel to conduct; STLE enforcement, saturation patrol and other traffic related activities. An additional vehicle assigned to this section will greatly boost enforcement, reduce traffic crashes, and prevent fatalities.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	0.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	95.00

## Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
OP - Enforcement
OP Highway Safety Office Program Management

### Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

#### Project Safety Impacts

The CNMI CPS program is managed and coordinated by the Highway Safety Office program coordinator in Saipan. There are 8 fitting stations in the CNMI: 6 in Saipan, 1 in Rota, and 1 in Tinian. There are currently 58 CPSTs in Saipan with 2 instructors, 3 in Rota with 2 instructors, and 4 in Tinian with 1 instructor. The car seat fitting stations are a multi-disciplinary effort where parents and caregivers can learn the correct use of child restraints. The stations are staffed with nationally certified CPS technicians consisting of highway patrol officers, local hospital (family advocates, nurses, and youth services social workers) and fire fighters. All CPS technicians assist during national campaign events and public outreach.

#### Linkage Between Program Area

Currently on Saipan, there are six (6) Child Seat Inspection Stations registered with NHTSA which are located in Susupe -(3 stations) (central location), in Garapan (northern location), in Kagman (eastern location), and in Koblerville (southern location). All stations are staffed with CPS Technicians.

One (1) inspection station available on Tinian is located in the central location, at the Department of Public Safety-Traffic Section.

And one (1) on Rota, inspection station is available at the Department of Public Safety – Traffic Section located at the main village of Songsong.

High-risk populations are found in all the different locations on all three (3) islands, therefore special efforts are provided along with our partner agency that specifically serve high-risk populations.

#### Rationale

This is a countermeasure from NHTSA's Countermeasure that Works document. It is a proven strategy that increases correct child restraint use.

With the number of inspection stations and CPS technicians, the islands of Saipan, Rota and Tinian are able to provide assistance to parents and caregivers on the proper use and installation

of child restraint systems. The expertise of the technicians are utilized at the fitting stations and at various public events/outreach.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
405b	Inspection Stations

**Planned Activity: Inspection Stations**

Planned activity number: **405b**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**OCCUPANT PROTECTION**

**OCCUPANT PROTECTION**

Occupant Protection (Saipan) **\$80,500.00**  
(405b-20-01)

Occupant Protection (DFEMS) **\$40,000.00**  
(405b-20-02)

**TOTAL PROJECT COST \$120,500.00**

**OCCUPANT PROTECTION**

**1. Project Title: OP- Saipan**

**Project Number: 405b-20-01**

Project Description: Funds will be used to pay for operational costs to include overtime, vehicle rental for survey and covert operation, travel & training to conferences such as Lifesavers, KIMZ, and OP related trainings, certification fees for Safe Kids. Funds will also be used to pay for production and airing of OP/CR educational ads for community awareness; purchase of child restraint systems; training costs for CPST classes. Funds will also be used to purchase a CPS simulator training seat to include freight & handling.

Equipment:

1. CPS simulator training seat.= \$5,000.00

**TOTAL PROJECT COST: \$80,500.00**

**1. Project Title: OP - DFEMS**

**Project Number: 405b-20-02**

Project Description: Funds will be used for travel & training to conferences such as Lifesavers, KIMZ, and to pay for training of additional firefighters to be certified CPS technicians and rec-certification fee.

**TOTAL PROJECT COST: \$40,000.00**

**Intended Subrecipients**

CNMI Dept. of Public Safety, Highway Patrol Office.

CNMI Dept. of Fire & EMS (DFEMS).

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	\$120,500.00		



## Countermeasure Strategy: OP - Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

### Project Safety Impacts

The Occupant Protection and Child Restraint programs for Saipan, Tinian, and Rota are enforced by the Dept. of Public Safety, Highway Patrol Section. Their goal is to maximize the usage rate of Occupant Protection and Child Restraints and minimize the violations to decrease the number of traffic fatalities and/or crashes involving serious injuries on the highways through:

Education:

2. conduct public education on the importance of using seat belts and child restraints

Enforcement:

3. increase the number of OP/CR checkpoints both at day and at night
4. conduct low visibility/covert enforcement
5. conduct more inspections/check-up events

Training:

6. increase number of Child Passenger Safety Technicians (CPST) by certifying new as well as renewing/re-certify current CPSTs.

There are 8 fitting stations in the CNMI: 6 in Saipan, 1 in Rota, and 1 in Tinian. There are currently 58 CPSTs in Saipan with 2 instructors, 3 in Rota with 2 instructors, and 4 in Tinian with 1 instructor.

### Linkage Between Program Area

Enforcement activities and public education presentations will be conducted throughout the year with more activities held during the Click-It-Or-Ticket campaign in May, and the Child Passenger Safety campaign in September.

### **Saipan**

7. HP officers will conduct (4) OP/CR presentations per year at schools and at public functions.
8. Distribute posters, brochures and pamphlets at the public education events; and have ads on television, radio, magazines, newspapers for public awareness.
9. Conduct (4) OP/CR courtesy child restraint inspection/check-up events at community events yearly.

10. Conduct (1) Child Passenger Safety Technician (CPST) training to certify additional technicians, as well as renew current technicians who are up for recertification to ensure continuity of program and to meet community's needs. There are currently 58 CPSTs in Saipan to (police officers, firefighters/EMTs, HSO staff, nurses, family advocates, sales associates (at participating stores), Div. of Youth Services).
11. Continue with child restraint assistance program.
12. Increase the number of OP/CR checkpoints both during the day and at night.
13. Conduct low visibility/covert enforcement; rental of vehicles for covert enforcement.

### **Rota**

14. HP officers will conduct (2) educational presentations monthly from Oct.2019 to September 2020 at schools and community events to increase safety awareness on OP/CR and factor of traffic crash injuries while not being properly restrained.
15. Additional (3) educational presentations will be conducted on OP/CR safety during the Click-It-Or-Ticket mobilization in May.
16. Conduct Occupant Protection and Child Restraint checkpoints, HVEs, and saturation patrols.
17. Have additional CPSTs certified to increase pool. There are currently 3 CPSTs (police officers and firefighters) in Rota.

### **Tinian**

18. Tinian HP officers will continue to conduct public education presentations at schools and at community events. The island's EMS Family Fun Day in May and the Pika Festival in February attract many locals as well as visitors to the island - additional OP/CR public education presentations are conducted during these events. Erect billboards for OP/CR safety, distribute pamphlets and brochures during the Click-It-Or-Ticket and the Child Passenger Safety mobilizations.
19. Have additional CPSTs certified to increase pool. There are currently 4 CPSTs (police officers) in Tinian.

### **Rationale**

This is a countermeasure from NHTSA's Countermeasures that Works documents. It is a proven strategy that increases seat belt and child restraint system usage.

With the planned enforcement activities and educational awareness outreach efforts, and an increase in violation fees all (3) islands will realize a reduction in traffic crash related fatalities and serious injuries from non-usage of seat belts and car seat; and an increase in seat belt and child restraint violation citations.

**Saipan**

- 20. To decrease unrestrained passenger vehicle occupant fatalities 50% from 1 in FY 2017 to 0 by September 30, 2020.
- 21. To decrease unrestrained passenger vehicle occupant injuries 10% from 275 in FY 2018 to 248 by September 30, 2020.
- 22. To decrease the number of seat belt citations 10% from 805 during FY 2018 to 725 by September 30, 2020 as a result of enforcement activities such as HVE and checkpoints.

**Rota**

- 23. To decrease unrestrained passenger vehicle occupant fatalities 100% from 1 in FY 2017 to 0 by September 30, 2020.
- 24. To decrease unrestrained passenger vehicle occupant injuries 50% from 8 in FY 2017 to 4 by September 30, 2020
- 25. To decrease the number of seat belt citations 10% from 65 during FY 2017 to 59 by September 30, 2020 as a result of enforcement activities such as checkpoints and HVE’s.

**Tinian**

- 26. To maintain unrestrained passenger vehicle occupant fatalities at 0.
- 27. To decrease unrestrained passenger vehicle occupant injuries 100% from 2 in FY 2017 to 0 by September 30, 2020.
- 28. To decrease the number of seat belt citations 10% from 12 during FY 2017 to 11 by September 30, 2020 as a result of enforcement activities such as checkpoints and HVE’s.

**Planned activities in countermeasure strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
OP-20-01	OP - Enforcement Activities

**Planned Activity: OP - Enforcement Activities**

Planned activity number: **OP-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**OCCUPANT PROTECTION / CHILD RESTRAINT**

**OCCUPANT PROTECTION / CHILD RESTRAINT**

**OP-20-01**

Saipan OP/CR Enforcement	\$66,300.00
Rota OP/CR Enforcement	\$37,000.00
Tinian OP/CR Enforcement	\$28,000.00
<b>TOTAL PROJECT COST</b>	<b>\$131,300.00</b>

**OCCUPANT PROTECTION/CHILD RESTRAINT**

**Project Title: Occupant Protection/Child Restraint - Enforcement**

**Project Title: OP-20-01A Saipan**

1. Project Description: Funds will be used to pay OT costs for Occupant Protection / Child Restraint (OP/CR) enforcement activities such as checkpoints, HVEs, saturation patrols; and public education presentations at schools and community events. Funds will be used for the Child Restraint Purchase Assistance Program; to pay for the contractual services for the CNMI annual Seat Belt Survey statistical analysis and reporting, and printing of brochures.

**TOTAL PROJECT COST: \$ 66,300.00**

**Project Title: Occupant Protection/Child Restraint - Enforcement**

**Project Title: OP 20-02A Rota**

1. Project Description: Funds will be used for Occupant Protection / Child Restraint (OP/CR) enforcement activities such as checkpoints, HVEs, saturation patrols; and public education presentations at schools and community events. Funds will be used for the Child Restraint Purchase Assistance Program; operational costs for the program to include printing of educational materials. Funds will be used to purchase CPS simulator training seat, freight and handling as well as travel & training to KIMZ conference, CPST training.

**Equipment under \$5,000.00 =2,400.00**

**TOTAL PROJECT COST: \$37,000.00**

**Project Title: Occupant Protection/Child Restraint - Enforcement**

**Project Title: OP 20-03A Tinian**

Project Description: Funds will be used to pay OT costs for Occupant Protection / Child Restraint (OP/CR) enforcement activities such as checkpoints, HVEs, saturation patrols; and public education presentations at schools and community events. Funds will be used for the Child Restraint Purchase Assistance Program; operational costs for the program to include printing of educational materials; travel & training to KIMZ & Lifesavers conference, CPST training Funds will also be used to purchase CPS simulator training seat.

1.

**Equipment under \$5,000.00 = \$2,400.00**

**TOTAL PROJECT COST: \$28,000.00**

**Intended Subrecipients**

Saipan, Rota, and Tinian Dept. of Public Safety Highway Patrol Section.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
OP - Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Occupant Protection	\$131,300.00		

## Countermeasure Strategy: OP Highway Safety Office Program Management

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

### Project Safety Impacts

Oversees Occupant Protection/Child Restraint Programs for Saipan, Tinian, and Rota.

29. Enforcement Activities - monitors activities, reviews reports (after action, monthly, annually).
30. Plans and coordinates meetings with sub-grantees, partners and highway patrol personnel.
31. Attends meetings, trainings and conferences for advancement on program areas and to stay abreast on program updates.
32. Takes part and coordinates educational presentations at schools, government agencies, and community events.
33. Initiates public awareness outreach through various media sources for OP/CR: television, radios, newspapers, magazines, movie theaters.
34. Prepares annual highway safety plan development to include collecting of data for problem identification.
35. Prepares information for program annual report.
36. Oversees the Child Passenger Safety Technician (CPST) program to include: - Certification and Recertification trainings (Safe Kids Worldwide), Car seat Fitting Stations,

### Linkage Between Program Area

To oversea the CNMI's Occupant Protection/Child Restrain programs.

### Rationale

37. Coordination of the CNMI's Occupant Protection/Child Restraint program activities in Saipan, Tinian, and Rota.
38. Ensure that there is an active public awareness and community support program.
39. Ensure active coordination between partners (hospital, Dept. of Fire & EMS, family advocates, child restraint vendors, schools, CPSTs, Div. of Youth Services).

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-20-00	OP - Coordinator

Planned Activity: OP - Coordinator

Planned activity number: **OP-20-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

**OCCUPANT PROTECTION / CHILD RESTRAINT**

**OCCUPANT PROTECTION / CHILD RESTRAINT**

Saipan OP/CR Program Management (OP 20-00) **\$72,450.00**

\$

**TOTAL PROJECT COST \$72,450.00**

**OCCUPANT PROTECTION/CHILD RESTRAINT**

**Project Title: Highway Safety Office – Occupant Protection/Child Restraint**

**Project Title: OP 20-00**

1. Project Description: Funds will be used for Occupant Protection / Child Restraint (OP/CR) Program Manager to include salary and fringe and operational costs. This includes travels to meeting and conferences such as NHTSA’s Region 9 Partners Meeting / Pre-HSP Meeting, Lifesavers Conference as well as inter-island for Program Monitoring and other OP/CR related conferences and training.

**TOTAL PROJECT COST: \$ 72,450.00**

Intended Subrecipients

CNMI Dept. of Public Safety, Highway Safety Office.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Highway Safety Office Program Management

Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Occupant Protection	\$72,450.00		



## Program Area

### Description of Highway Safety Problems

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

1. Identifying the CNMI's most significant traffic safety problems;
2. Prioritizing problems and developing methods for the distribution of funds'
3. Developing the annual Highway Safety Plan (HSP);
4. Selecting individual projects to be funded;
5. Evaluating accomplishments;
6. Increasing public awareness and community support;
7. Participating on various traffic safety committees;
8. Organizing traffic safety group;
9. Coordinating public information and education programs; and
10. Generally promoting and coordinating traffic safety in the CNMI.

### Associated Performance Measures

## Planned Activities

### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-20-00	Planning & Administration	

### Planned Activity: Planning & Administration

Planned activity number: **PA-20-00**

Primary Countermeasure Strategy ID:

### Planned Activity Description

#### PLANNING AND ADMINISTRATION

Planning and Administration (PA **\$109,650.00**  
20-00)

**TOTAL PROJECT COST**

**\$109,650.00**

**PLANNING AND ADMINISTRATION**

**1. Project Title: Program Administration**

**Project Number: PA 20-00**

Project Description: Funds will be used to administer the highway safety programs for the CNMI including salary and fringe of the HSO Coordinator; operational costs such as communication, utilities, annual fees, fuel reimbursement for HSO vehicle, printing ,and travel to meetings and conferences for the Governor’s Representative (GR), the Director of DAGS and HSO Coordinator. Meetings and conferences include: NHTSA Partner’s Meeting, Pre-HSP Meeting, NAWHSL, GHSA Executive Seminar & Annual Meeting, Lifesavers Conference, as well as inter-island monitoring.

**TOTAL PROJECT COST: \$109,650.00**

**Intended Subrecipients**

CNMI Dept. of Public Safety, Highway Safety Office.

**Countermeasure strategies**

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Planning and Administration	\$109,650.00		

## Program Area

### Description of Highway Safety Problems

#### Police Traffic Services - *Saipan*

	2014	2015	2016	2017	2018
Traffic Citations	4442	2502	3063	5829	3488
Traffic & Non-Traffic Crashes	1081	1484	2068	2311	2140
Hit & Run	56	76	171	87	68
Traffic Fatalities	2	0	5	5	4
Involving Serious Injuries	29	13	13	11	16
Involving Minor Injuries	280	86	165	154	459

Based on statistics stated above that the island of Saipan's highways and roadways are one of the main challenges DPS Saipan is faced on a daily basis due to rapid growth of its economy. The number of resources such as vehicles and manpower at DPS highway patrol have been between 8 to 10. However, the numbers of DUI arrests, total citations issued, total recorded number of crashes and more are increasing rapidly. Therefore, DPS Saipan must match the rapid growth of the economy by increasing the number of resources to face one of its main challenges it faces on a daily basis. For year 2018, DPS Highway Patrol's law enforcement manpower was increased to 12 to increase its enforcement efforts.

DPS Highway Patrol Section continues to strive its best in promoting highway safety and enforcing traffic laws on a daily basis to all motorists safe. However, there is a dire need for administrative assistance, investigative and enforcement equipment, trainings, fuel, vehicles and support in order to continue to providing uninterrupted services effectively and efficiently. Through training and advance technology, Highway Patrol Section will be able to provide better and more accurate services for our people that travel on public highways/roadways. The people depend on us to provide accurate and thorough reports and services.

**Police Traffic Services – Rota**

	2014	2015	2016	2017	2018
Traffic Citations	324	148	122	95	10
Traffic & Non-Traffic Crashes	16	11	23	18	13
Hit & Run	0	0	0	0	0
Traffic Fatalities	0	0	0	1	0
Involving Serious Injuries	0	1	0	0	0
Involving Minor Injuries	3	0	0	0	0

Rota noticed two (2) main factors relating to traffic crash which are 1) highway road surface infrastructure having very poor condition and is way over due for resurfacing and 2) drivers negligence to exercise safety driving due to the poor condition of the road.

Although the numbers are relatively low, based on population and roadway size, it is still a concern for the Highway Patrol officers. Efforts are still made to minimize total crashes on the island of Rota.

**Police Traffic Services – Tinian**

	2014	2015	2016	2017	2018
Traffic Citations	6	2	54	157	42
Traffic & Non-Traffic Crashes	13	12	8	7	4
Hit & Run	0	0	0	0	0

Traffic Fatalities	0	0	1	0	0
Involving Serious Injuries	1	2	1	0	0
Involving Minor Injuries	0		0	0	0

Most of the current speed problems are a direct response to community complaints regarding speeding in school zones, narrow neighborhood roads and motorist not following the posted traffic signs. Due to Super Typhoon Yutu’s destruction, there are no functioning traffic lights and posted signs in the school zones on route 201. Because of to the non-existence of warning lights as well as posted signs, motorists tend to speed around this area. Another area where speeding occurs is on Broadway, a long stretch of highway that runs six miles north and south of the island. Young drivers tend to drive at a high rate of speed, during the early morning hours (between 200 a.m. to 500 a.m.) due to low police visibility, and lack of posted speed limit signs.

Super Typhoon Yutu also destroyed this section’s only checkpoint trailer, which was used to conduct Sobriety and OP/CP checkpoints and to store traffic control equipment .

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	2.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	6.00
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	0.00

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
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PTS - Coordinator & Assistant
PTS - Enforcement

### Countermeasure Strategy: PTS - Coordinator & Assistant

Program Area: **Police Traffic Services**

#### Project Safety Impacts

The Police Traffic Services programs for Saipan, Tinian, and Rota are overseen by a Program Coordinator and an Assistant. Their duties consist of:

1. Enforcement Activities - monitor activities, review reports (after action, monthly, annually).
2. Plans and coordinates meetings with sub-grantees, partners and highway patrol personnel.
3. Attends training and conferences for advancement on program areas and to stay abreast on program updates.
4. Takes part and coordinates educational presentation at schools, government agencies, and community events.
5. Prepares PTS part on annual highway safety plan development to include collecting of data for problem identification.
6. Prepares PTS program part for annual report.

#### Linkage Between Program Area

Police Traffic Services program activities and projects are overseen and managed to ensure program success.

#### Rationale

7. A coordinated Police Traffic Services program in the islands of Saipan, Tinian, and Rota.
8. Active public awareness and community support program.
9. Active coordination between partners.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-20-00	PTS Coordinator & Assistant
PTS-20-01	PTS Enforcement

**Planned Activity: PTS Coordinator & Assistant**

Planned activity number: **PTS-20-00**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**POLICE TRAFFIC SERVICES**

**POLICE TRAFFIC SERVICES**

Saipan – Police Traffic Services Program Mgmt. (PT 20-00) **\$74,220.00**

**TOTAL PROJECT COST \$74,220.00**

**POLICE TRAFFIC SERVICES**

**Project Title: Highway Safety Office PTS Program Management**

**Project Number: PT 20-00**

Project Description: Funds will be used for Police Traffic Services Program Manager and Assistant’s salary and fringe, and operational costs. This includes supplies, communication, travel to meetings, conferences and as well as inter-island program monitoring and other traffic safety conference and training.

- 1. Salary and Fringe: \$36,180.00**

**Program Management Cost: \$38,040.00**

***Subtotal: \$74,220.00***

**TOTAL PROJECT COST:\$74,220.00**

**Intended Subrecipients**

CNMI Department of Public Safety, Highway Safety Office.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
PTS - Coordinator & Assistant

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Police Traffic Services	\$74,220.00		



**Planned Activity: PTS Enforcement**

Planned activity number: **PTS-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**POLICE TRAFFIC SERVICES**

**POLICE TRAFFIC SERVICES**

Saipan – Police Traffic Services	(PT 20-01)	<b>\$185,500.00</b>
Rota – Police Traffic Services	(PT 20-02)	<b>\$111,000.00</b>
Tinian – Police Traffic Services	(PT 20-03)	<b>\$51,000.00</b>
<b>TOTAL PROJECT COST</b>		<b>\$347,500.00</b>

**POLICE TRAFFIC SERVICES**

**Project Title: Police Traffic Services- Saipan Highway Patrol Section**

**Project Number: PT 20-01 - Saipan**

Project Description: Funds will be used for Highway Patrol Section to continue enforcement of traffic laws on the highways and to conduct public outreach to include educational activities at schools and community events on safe driving. To conduct HVE’s & Low Visibility enforcements, saturation patrols. Funds will be used for program operational costs such as investigation supplies, fuel reimbursement for Highway Patrol vehicles, communication costs; and for the purchase of (2) police motorcycles for traffic enforcement, one (1) checkpoint van and additional costs to equip vehicles purchased in FY19. Also, to bring instructors to conduct At Scene Traffic Crash course.

1.

<b>Operational Costs:</b>	<b>\$75,500.00</b>
<b>Training:</b>	<b>\$20,000.00</b>
<b>Motorcycles:</b>	<b>\$50,000.00</b>
<b>Van:</b>	<b>\$40,000.00</b>

**TOTAL PROJECT COST: \$185,500.00**

**Project Title: Police Traffic Services- Rota Highway Patrol Section**

**Project Number: PT 20-02 - Rota**

Project Description: The Rota Highway Patrol Section will use funds to continue enforcing traffic laws on the highways to include saturation patrols and laser speed enforcement activities. Rota DPS officers will conduct educational activities at schools and community events on traffic safety. Funds will be used for program operational costs including office and operational supplies, fuel reimbursement for highway patrol vehicles, communication, travel & training, and shipping costs. Funds will also be used to purchase two (2) police motorcycles for traffic law enforcement activities; and to send four (4) officers to Saipan to attend At Scene Traffic Crash course.

1.

**Operational Cost: \$61,000.00**

**Motorcycles: (2) Police package: \$50,000.00**

**TOTAL PROJECT COST: \$111,000.00**

**Project Title: Police Traffic Services- Tinian Highway Patrol Section**

**Project Number: PT 20-03 – Tinian**

1.

Project Description: Funds will be used for Highway Patrol Section to continue enforcement of traffic laws on the highways to include HVE's, saturation patrols; and to

conduct public outreach to include educational activities at schools and community events on safe driving. Funds will be used for program operational costs such as supplies, fuel reimbursement for Highway Patrol vehicle, communication costs; and for the purchase of (1) checkpoint trailer, one (1) desktop computer & printer. Also, to bring four (4) officers to Saipan to attend the At Scene Traffic Crash course.

**Operational Cost: \$26,000.00**

**Checkpoint Trailer: \$23,000.00**

**Desktop Computer & Printer: \$2,000.00**

**TOTAL PROJECT COST: \$51,000.00**

#### Intended Subrecipients

Saipan Dept. of Public Safety, Highway Patrol Section.

Rota Dept. of Public Safety, Highway Patrol Section.

Tinian Dept. of Public Safety, Highway Patrol Section.

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PTS - Coordinator & Assistant
PTS - Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Police Traffic Services	\$347,500.00		

### Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Checkpoint Trailer	1	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00
Checkpoint Van	1	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00
Police Motorcycles	4	\$25,000.00	\$100,000.00	\$25,000.00	\$100,000.00

### Countermeasure Strategy: PTS - Enforcement

Program Area: **Police Traffic Services**

#### Project Safety Impacts

#### **Saipan**

The Police Traffic Services program for the island of Saipan is enforced by the Dept. of Public Safety, Highway Patrol Section. The Highway Patrol Section under the Police Division is divided into three (3) units:

- Selective Traffic Law Enforcement (STLE) unit which conducts daily traffic law enforcements, entertains traffic and non-traffic crashes, provides traffic escorts, and directs traffic at events during daytime hours.
- Driving Under the Influence Enforcement (DUI) unit which conducts traffic law enforcement during the night and early morning hours, entertain traffic and non-traffic crashes, provides traffic escorts, and direct traffic at events and closely monitors for impaired operators on the highway.
- Traffic Investigation Unit (HPIU) are on-call and standby 24/7 to respond to traffic crashes involving serious injuries and fatalities to conduct thorough investigation. HPIU investigates any automobile hit and run incidents, entertains and re-investigates Traffic Crash Reports which are completed by other officers as they are challenged. HPIU assists fellow Highway Patrol officers in finding out the cause of the crash using tools/equipment and special training received.

HPIU works hand in hand with STLE and DUI in assisting daily traffic law enforcement activities and public educational activities. The HP section will continue providing uninterrupted highway safety measures to the public and work effectively to keep our highways safety and conduct accurate and thorough investigations on crashes involving serious injuries or fatalities in a timely manner. Public education activities at schools and at community events will be conducted to explain why safe driving on the highways is important and is part of the CNMI law.

### **Rota**

The Police Traffic Services program for the island of Rota is enforced by the Dept. of Public Safety, Highway Patrol Section. Up until May 2018, there were four (4) officers assigned to the Highway Patrol Section. These four consist of 1 Commander (Lt.), 1 Field Supervisor (Sgt.), and 2 officers and enforce programs such as Impaired Driving, Occupant Protection, Speed, and public awareness/educational presentations are split among them.

The Rota Highway Patrol Section will continue to enforce highway safety measures on the island. Increased number of enforcement activities (checkpoint, saturation patrols, laser speed mobilization); and educational efforts will continue to be performed to address safety issues or concerns.

### **Tinian**

The Police Traffic Services program for the island of Tinian is enforced by the Dept. of Public Safety, Highway Patrol Section. Since mid May 2019 , there were five (5) officers assigned to the Highway Patrol Section. These five consist of 1 Commander (PO II), and 4 PO I and enforce programs such as Impaired Driving, Occupant Protection, Speed, and public awareness/educational presentations are split among them.

The decrease in the number of traffic citations issued from 157 in 2017 to 42 in 2018 was due to manpower shortage in 2018. The additional 3 manpower added to the section in May 2019, will boost enforcement efforts and to include citations. Enforcement and educational efforts will continue to be performed to address safety issues or concerns.

### **Linkage Between Program Area**

Enforcement activities and public educations presentations will be conducted throughout the year on safe driving on Saipan, Rota, and Tinian.

### **Saipan**

Monthly HVE and saturation patrol enforcement, plus mobilizations to include checkpoints during campaign period (CIOT, CPS Week, Impaired Driving Holiday Season, etc.)

Once quarterly conduct public awareness activities on safe driving. Necessary trainings will be offered to officers to increase their expertise in traffic crashes (training will be provided by officers within HP) and increase the number of officers assigned to the HP section as well as better equip them with necessary tools and equipment to perform their duties.

**Rota**

Twelve (12) saturation patrols, HVEs, and laser speed enforcements will be conducted from October 2019 - September 2020.

Monthly educational presentations at schools and community events will be conducted.

**Tinian**

One (1) saturation patrol, HVE, and laser speed enforcement will be conducted quarterly from October 2019 - September 2020. Enforcement activities will be conducted at the school zone areas and at the Broadway road.

Public education will be conducted monthly at high schools, PTA meetings, community events and car rental establishments.

Meet with DPW to address traffic sign location sites that currently do not have any.

**Rationale**

With the planned enforcement activities and educational awareness outreach efforts, all (3) islands will realize a reduction in traffic crashes with serious injuries and fatalities.

**Saipan**

- 10. To decrease traffic crash fatalities 25% from 4 in 2018 to 3 by December 31, 2020.
- 11. To decrease serious traffic injuries 10% from 16 in 2018 to 14 by December 31, 2020.

**Rota**

- 12. To decrease traffic crash fatalities 100% from 1 in 2017 to 0 by December 31, 2020.
- 13. To decrease serious traffic injuries 100% from 1 in 2015 to 0 by December 31, 2020.

**Tinian**

- 14. To decrease traffic crash fatalities 100% from 1 in 2016 to 0 by December 31, 2020.
- 15. To decrease traffic injuries 100% from 1 in 2015 to 0 by December 31, 2020.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
PTS-20-01	PTS Enforcement

**Planned Activity: PTS Enforcement**

Planned activity number: **PTS-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**POLICE TRAFFIC SERVICES**

**POLICE TRAFFIC SERVICES**

Saipan – Police Traffic Services	(PT 20-01)	<b>\$185,500.00</b>
Rota – Police Traffic Services	(PT 20-02)	<b>\$111,000.00</b>
Tinian – Police Traffic Services	(PT 20-03)	<b>\$51,000.00</b>
<b>TOTAL PROJECT COST</b>		<b>\$347,500.00</b>

**POLICE TRAFFIC SERVICES**

**Project Title: Police Traffic Services- Saipan Highway Patrol Section**

**Project Number: PT 20-01 - Saipan**

Project Description: Funds will be used for Highway Patrol Section to continue enforcement of traffic laws on the highways and to conduct public outreach to include educational activities at schools and community events on safe driving. To conduct HVE’s & Low Visibility enforcements, saturation patrols. Funds will be used for program operational costs such as investigation supplies, fuel reimbursement for Highway Patrol vehicles, communication costs; and for the purchase of (2) police motorcycles for traffic enforcement, one (1) checkpoint van and additional costs to equip vehicles purchased in FY19. Also, to bring instructors to conduct At Scene Traffic Crash course.

1.

<b>Operational Costs:</b>	<b>\$75,500.00</b>
<b>Training:</b>	<b>\$20,000.00</b>
<b>Motorcycles:</b>	<b>\$50,000.00</b>
<b>Van:</b>	<b>\$40,000.00</b>

**TOTAL PROJECT COST: \$185,500.00**

**Project Title: Police Traffic Services- Rota Highway Patrol Section**

**Project Number: PT 20-02 - Rota**

Project Description: The Rota Highway Patrol Section will use funds to continue enforcing traffic laws on the highways to include saturation patrols and laser speed enforcement activities. Rota DPS officers will conduct educational activities at schools and community events on traffic safety. Funds will be used for program operational costs including office and operational supplies, fuel reimbursement for highway patrol vehicles, communication, travel & training, and shipping costs. Funds will also be used to purchase two (2) police motorcycles for traffic law enforcement activities; and to send four (4) officers to Saipan to attend At Scene Traffic Crash course.

1.

**Operational Cost: \$61,000.00**

**Motorcycles: (2) Police package: \$50,000.00**

**TOTAL PROJECT COST: \$111,000.00**

**Project Title: Police Traffic Services- Tinian Highway Patrol Section**

**Project Number: PT 20-03 – Tinian**

1.

Project Description: Funds will be used for Highway Patrol Section to continue enforcement of traffic laws on the highways to include HVE's, saturation patrols; and to conduct public outreach to include educational activities at schools and community events on safe driving. Funds will be used for program operational costs such as supplies, fuel reimbursement for Highway Patrol vehicle, communication costs; and for the purchase of



(1) checkpoint trailer, one (1) desktop computer & printer. Also, to bring four (4) officers to Saipan to attend the At Scene Traffic Crash course.

**Operational Cost: \$26,000.00**

**Checkpoint Trailer: \$23,000.00**

**Desktop Computer & Printer: \$2,000.00**

**TOTAL PROJECT COST: \$51,000.00**

**Intended Subrecipients**

Saipan Dept. of Public Safety, Highway Patrol Section.

Rota Dept. of Public Safety, Highway Patrol Section.

Tinian Dept. of Public Safety, Highway Patrol Section.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
PTS - Coordinator & Assistant
PTS - Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Police Traffic Services	\$347,500.00		

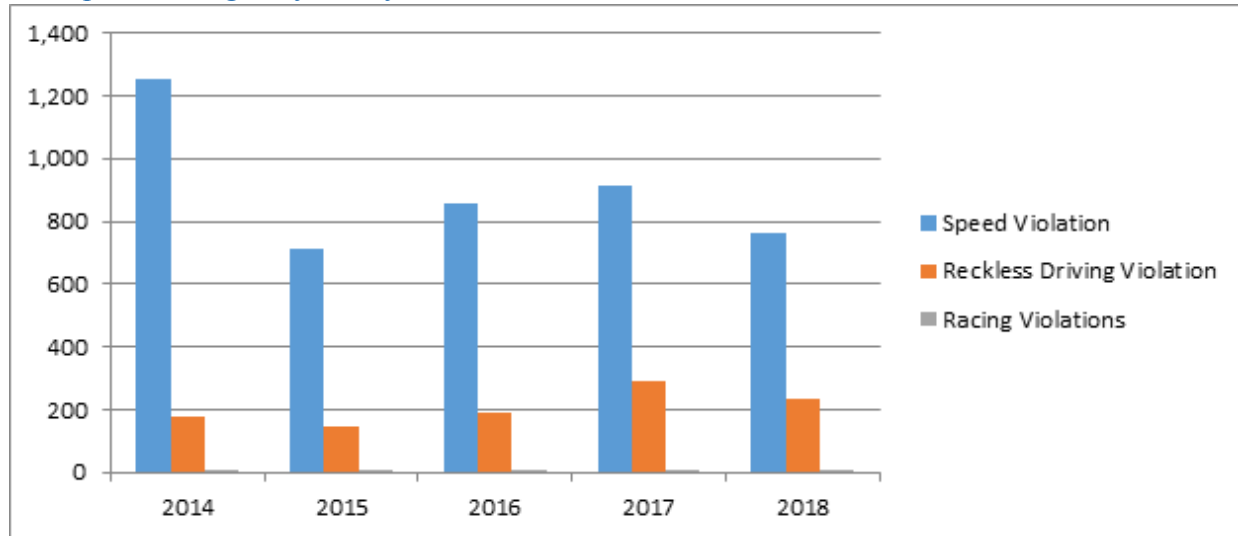
**Major purchases and dispositions**

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

<b>Item</b>	<b>Quantity</b>	<b>Unit cost</b>	<b>Total Cost</b>	<b>NHTSA Share per unit</b>	<b>NHTSA Share Total Cost</b>
Checkpoint Trailer	1	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00
Checkpoint Van	1	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00
Police Motorcycles	4	\$25,000.00	\$100,000.00	\$25,000.00	\$100,000.00

## Program Area

### Description of Highway Safety Problems



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

Drag racing and high speed competitions have been on the rise in the northern part of the island where most of the involved are young drivers (Age group 17-35 yrs). Highway Patrol Officers have responded in several instances where these young drivers have been involved in car crashes as a result of the high speed races. That particular stretch of roadway is about a mile long straight paved road with unimproved shoulders in Marpi where the illegal races take place. There are secondary gravel intersections on this road with overgrown vegetation that creates blind-spots making the location a high risk area for potential crashes. This area is also a popular tourist site where visitors commute to daily. This area took three (3) lives away as a result of illegal drag racing in the past ten (10) years. In 2013, a fifteen year old male driver was arrested and charged with reckless driving and racing on the highway at this location after he lost control of his vehicle and struck five (5) other illegal racer's parked vehicles.

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

To combat these problems on the highway, the authorities need to change and come up with new strategies such as, to conduct a covert type of operations using unmarked or rent-a-cars to gain entry into the race area without being detected. Also for the speed enforcement activities with LTI 20/20 devise to use unmarked or rent-a-cars to embed into the motorists head about possibility of speed enforcement anywhere and anytime in an unmarked vehicle could occur and motorists will be more in compliance.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	2.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	6.00
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	0.00

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Speed Sustained Enforcement

**Countermeasure Strategy: Speed Sustained Enforcement**

Program Area: **Speed Management**

**Project Safety Impacts**

Speed and alcohol are the main causes for traffic crashes in the CNMI. Law enforcement will continue their efforts to reduce Speed related crashes through continued enforcement efforts such as HVEs, laser enforcements; and educational activities to increase the public's awareness of the danger of speeding and minimize speed related injury and fatality crashes on the highway.

**Linkage Between Program Area**

Implementing the following strategies will reduce speed related crashes with serious injuries and/or fatalities:

- conduct public education to the general public on the dangers of speeding to include exceeding the posted speed limit, driving too fast and racing.
- influence CNMI law makers to increase speed fines from \$30.00 to \$90.00 to serve as deterrence to all motorists.

- conduct various speed enforcement activities to include covert operations.

### Rationale

Reduction of speed related crashes with serious injuries and/or fatalities by December 31, 2020.

1. To decrease fatalities by a 100% from 1 (2014-2018 average) to 0 by December 31, 2020.
2. To decrease numbers of speeding citations by 10% from 765 in 2018 to 689 by December 31, 2020 as a result of public education and enforcement activities such as covert operations and laser speed enforcement.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SE-20-01	Speed Enforcement

### Planned Activity: Speed Enforcement

Planned activity number: **SE-20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

#### 3. SPEED ENFORCEMENT

##### SPEED ENFORCEMENT

Speed Enforcement (SE 20-01) **\$6,000.00**

**TOTAL PROJECT COST \$6,000.00**

4.

**Project Title: Speed Enforcement**

**Project Number: SE 20-01**

**Project Description:** The Saipan Highway Patrol Section will use funds to rent vehicles to be used during covert operations to crack down on illegal drag racers and imprudent drivers on our roadways.

**TOTAL PROJECT COST: \$6,000.00**

**Intended Subrecipients**

Saipan Department of Public Safety Highway Patrol Sections.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Speed Sustained Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Speed Enforcement	\$6,000.00		

## Program Area

### Description of Highway Safety Problems

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

For the traffic crash records, DPS-Saipan had upgraded from old LEMIS system to new RMS system in 2009 and we currently upgraded from RMS system to CRS system. While using RMS system, we've learned that the system does not store all necessary data needed for Highway Safety Programs. However, RMS system is still in use for criminal and incident record purpose and our current CRS system works great in recording and retrieving crash data records.

For the traffic citation records, we launched the new e-citation system. The implementation of e-citation system will link up with CRS and JustWare system of the courts and Attorney General's office for better communication and record management. However, due to limited amount of resources such as hardware (laptop, printers and etc.), law enforcement authorities are forced to continue to cite violators with manual traffic citations. DPS Saipan is currently equipped with (11) total hardware for the whole department for nearly (60) law enforcement vehicles and over (245) law enforcement personnel. And when the traffic citations are issued manually, it requires many manpower hours and resources.

### Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	2.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	6.00
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	0.00

2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	0.00
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	0.00
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	0.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	0.00
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	0.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	0.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	0.00

### Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
TR - Program Management

#### Countermeasure Strategy: TR - Program Management

Program Area: **Traffic Records**

#### Project Safety Impacts

#### Linkage Between Program Area

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

#### Program Management

- continue funding (1) dedicated traffic data personnel to gather traffic statistics on a daily basis and transmit to appropriate agencies.
- fund costs related to traffic record program personnel to attend trainings and conferences.

#### Rationale

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.



Updated and accurate traffic data will be available for planning, recording, or any other useful purposes for NHTSA Region-9, DPS Highway Safety Office, Highway Patrol Section, CNMI legislature or other agencies.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
TR-20-00	TR - Program Management
TR-20-01	Purchase of E-Citation hardware.

**Planned Activity: TR - Program Management**

Planned activity number: **TR-20-00**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

<b>TRAFFIC RECORDS</b>	<b>TR-20-00</b>
<b>TOTAL PROJECT COST</b>	<b>\$55,000.00</b>

**Project Title: Traffic Records**

**Project Number: TR 20-00**

- Project Description:** Funds will be used for data personnel and program management cost including salary & fringe, operation cost, travel to Traffic Records Forum and related trainings.
- 1.

**TOTAL PROJECT COST: \$55,000.00**

**Intended Subrecipients**

Saipan Department of Public Safety Highway Patrol section.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
TR - Program Management

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	NHTSA 402	Traffic Records	\$55,000.00		

**Planned Activity: Purchase of E-Citation hardware.**

Planned activity number: **TR-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

**TRAFFIC RECORDS**

<b>TRAFFIC RECORDS</b>	<b>TR-20-01</b>
<b>TOTAL PROJECT COST</b>	<b>\$26,100.00</b>

**Project Title: Traffic Records**

**Project Number: TR 20-01**

**Project Description:** Purchase of E-Citation hardware for Highway Patrol Section vehicles. Hardware consist of: Toshiba Toughbook (to input driver information and traffic violation), Zebra Portable Printer (for printing of E-citation tickets) and Universal Inverter (Converting DC power to AC power for equipment to be used for a longer period of time). Funds will also be used to purchase a copier machine.

**TOTAL PROJECT COST: \$26,100.00**

**Intended Subrecipients**

Saipan Dept. of Public Safety Highway Patrol Section.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR - Program Management

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Traffic Records	\$20,000.00		

**Major purchases and dispositions**

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Copier machine	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
E-citation hardware	4	\$5,000.00	\$20,000.00	\$5,000.00	\$20,000.00

## Traffic Safety Enforcement Program

**Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):**

Unique Identifier	Planned Activity Name
ID-20-01	Impaired Enforcement
OP-20-01	OP - Enforcement Activities
PTS-20-01	PTS Enforcement
SE-20-01	Speed Enforcement

**Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

### Crash Analysis

Traffic crash data are based on crash information collected from crash reports in general vehicle, bicycle, motorcycle and pedestrian crashes. This data does not limit to injuries or fatal crashes alone. Location, day, time, weather condition, road condition are information obtained and recorded during investigation when crashes occur.

### Deployment of Resources

Problematic areas where crashes are prone to occur will be monitored and addressed by conducting high visibility traffic enforcement, checkpoints, and speed checks.

### Effectiveness Monitoring

We take proactive steps to send out safety messages via social and paid media, radio talk show, newspaper, school presentations, public assembly and town meetings. We continue to emphasize on community involvement with pedestrian and school safety, while traveling to and from the schools; speed enforcement, impaired driving prevention, seat belt and child restraint usage.

Results from pre and post surveys for occupant protection/child restraint, speed laser enforcement, covert operations, and attitudinal survey are tools used to determine success of enforcement efforts. Results of these activities will determine 1) whether more enforcement activities are necessary, 2) change in enforcement methods need to be made, or 3) the frequency of the activities need to be increased.

## High Visibility Enforcement

**Planned HVE strategies to support national mobilizations:**

Countermeasure Strategy
Communication Campaign
Impaired - Enforcement
OP - Enforcement
PTS - Enforcement
Speed Sustained Enforcement

**HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

Unique Identifier	Planned Activity Name
ID-20-01	Impaired Enforcement
OP-20-01	OP - Enforcement Activities
PTS-20-01	PTS Enforcement
SE-20-01	Speed Enforcement

## 405(b) Occupant Protection Grant

### Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Rota Highway Patrol Section
Saipan Highway Patrol
Tinian Highway Patrol Section

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

#### Planned Participation in Click-it-or-Ticket

The islands of Saipan, Rota and Tinian will maximize enforcement efforts by encouraging multi-agency campaigns with the timing of news release, airing of OP/CR ads, educational contacts at schools and community events, safety belt & child seat inspections during the national Click-It-Or-Ticket campaign and Child Passenger Safety week.

The following activities will be performed:

1. OP/CR checkpoints (day and night)
1. High Visibility Enforcement
2. Covert operations
3. Public outreach activities
4. Car seat inspections

#### List of Task for Participants & Organizations

Saipan, Tinian and Rota Highway Patrol Section and Department of Fire and EMS.

## Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
OP - Enforcement
OP Highway Safety Office Program Management

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
405b	Inspection Stations
OP-20-00	OP - Coordinator
OP-20-01	OP - Enforcement Activities

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: **8**

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: **10**

Populations served - rural: **10**

Populations served - at risk: **10**

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

## Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

<b>Countermeasure Strategy</b>
Child Restraint System Inspection Station(s)
OP - Enforcement
OP Highway Safety Office Program Management

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
405b	Inspection Stations
OP-20-01	OP - Enforcement Activities

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes:       **2**

Estimated total number of technicians:   **50**

### **Maintenance of effort**

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.**

### **Qualification criteria for a lower seat belt use rate State**

**The State applied under the following criteria:**

Primary enforcement seat belt use statute:       **Yes**

Occupant protection statute:       **No**

Seat belt enforcement:   **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program:   **No**

Occupant protection program assessment:       **No**



## Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

### Citations

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **CNMI 9CMC 4108 (d) (g) (e-1) and (e-2)**

Amended Date:

### Seat belt enforcement

**Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)
OP - Enforcement
OP Highway Safety Office Program Management

**Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:**

Unique Identifier	Planned Activity Name
405b	Inspection Stations

OP-20-01	OP - Enforcement Activities
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## High risk population countermeasure programs

**Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)
OP - Enforcement
OP Highway Safety Office Program Management

**Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:**

Unique Identifier	Planned Activity Name
405b	Inspection Stations
OP-20-01	OP - Enforcement Activities

## 405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

Meeting Date
5/5/2019
5/19/2019
6/9/2019

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: **Leonardo T. Duenas**

Title of State's Traffic Records Coordinator: **Program Coordinator**

**TRCC members by name, title, home organization and the core safety database represented:**

[List of TRCC members](#)

ITSIS Systems	Role	Name	Organization	Agency
Crash / C / A	User	Margarita DLG. Camacho	Highway Safety Office	DPS
Crash / C / A	User	Leonardo T. Duenas	Highway Safety Office	DPS
Driver / Vehicle	Collector / User	Juana Leon Guerrero	Bureau of Motor Vehicle	DPS
EMS / Injury Surveillance	User / Management	Juan Pua	Department of Fire / EMS	EMS
EMS / Injury Surveillance	Collector / Management	Lt. Daniel Suel	Department of Fire / EMS	EMS
Crash / Citation	Management	John D. Guerrero	MIS	DPS
Crash / C / A	Collector	Sgt. Norris Kwon	Highway Patrol	DPS
Crash / C / A	Collector / User	Capt. Anthony Macaranas	Highway Patrol	DPS
Crash / C / A	Collector / User	Capt. Jerry Ayuyu	MCSAP	DPS
Citation / Adjudication	User	Michael Villacrusis	MIS	Judiciary
Roadway	Collector / User	Thomas Camacho	TSD, Department of Public Works	DPW
Crash / C / A	User	Jonathan Wilberscheid	Attorney General Office	AGO

Roadway	Management	James Ada	Department of Public Works	DPW
Crash/ C /A	User	Robert A. Guerrero	Department of Public Safety	DPS
Citation / Adjudication	User / Management	Presiding Judge Robert Naraja	Superior Court / CNMI	Court
Crash / C / A	User	Robby Glass	Asst. Attorney General	AGO
Crash / C / A	User	Kaori Muna	Highway Safety Office	DPS

## Traffic Records Assessment

### Strategic Planning and Traffic Record System Recommendations

#### Crash Recommendations

- Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Vehicle Recommendations

- Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Driver Recommendations

- Improve the applicable guidelines for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

#### Roadway Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the description and contents of the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Citation/Adjudication Recommendations**

- Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

**EMS/Injury Surveillance Recommendations**

- Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

## Traffic Records for Measureable Progress

### Section 405 (c) FY2020 Projects Descriptions

#### 5.1 Proposed Projects Summary for FY 2020 Funding

The table below provides a summary for each of the projects that are being proposed for funding under the **FY 2020** “Section 405 (c) Grant”. A detailed description of each project is provided in this section of the application.

<b>Project Title</b>	<b>Project Description</b>	<b>Funding 2020 Grant</b>
ITSIS Maintenance & Support/Upgrades	Island-wide Traffic Safety Information System Maintenance, Support (Crash, ECitation, OSCAR & RAMP)	\$50,000.00
Hardware for ECitation Deployment - DPS Department-Wide	Printers/Toughpad/Car Kit & Hardware Configuration	\$87,000.00
Court System JustWare API Upgrade	Upgrade of the JustWare API and Maintenance & Support	\$15,000.00

RIMS Updates/Enhancements & Training	Update Roadway Inventory/ Application Technology Upgrade & User Training	\$40,000.00
Emergency Patient Care Report DSL & Hardware Procurement	Monthly subscription of DSL service and Hardware Procurement for the Emergency Patient Care Reporting System	\$96,000.00
Traffic Records Program Support	TRCC and TREC Support	\$10,000.00
Traffic Records Strategic Plan Update/Grant Application Development	Update the Traffic Records Strategic Plan, provide TRCC and Program Support, develop and prepare the FY2018 Grant Application for submission to NHTSA	\$40,000.00
Attorney General Office -DPS Connection	Point to Point Connection between Attorney General Prosecutor's Office in Susupe to Department of Public Safety	\$5,000.00
<b>FY2020 BUDGET</b>		<b>\$343,000.00</b>

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

On-Going

State: <i>CNMI</i>	Plan Year: <i>2020</i>	Revision Date: <i>06/18/19</i>
Submitted By: Leo Duenas (for TRCC)		Email: <i>lduenas@dps.gov.mp</i>

Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces) CNMI\_CA\_001; CNMI\_CA\_002; CNMI\_CA\_004; CNMI\_CR\_001 - 006; CNMI\_EMS\_001 - 005; CNMI\_RW\_001 - 006

Deficiency Description: (This section contains a brief statement of the deficiency.)

Crash Reporting System

- Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

- Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

A Traffic Records Assessment was conducted for the Commonwealth of the Northern Mariana Islands (CNMI) between May 7 and August 30, 2013 by the NTHSA Go Team.

State: CNMI	Plan Year: 2020	Revision Date: 06/018/19
Submitted By: Leo Duenas		Email: <a href="mailto:lduenas@dps.gov.mp">lduenas@dps.gov.mp</a>

Article II. Performance Measures & Goals:

***Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.***

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces) CNMI\_CA\_001\_P

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway

- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

- Increase
- Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

1. Time required for collecting, processing and generating traffic Safety reports.
2. Completeness and accuracy of traffic data reports.
3. Time required for disseminating traffic safety reports to qualified requestors.
4. Time required for generating quality crash analysis.
5. Completeness and accuracy of crash analysis and locations
6. Level of accessibility to traffic safety data and reports.

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined.)

1. Time periods from crash date/time to completion of crash report will be compared to those on the current system. This can often be measured in days on the current system.
2. Completeness and accuracy of data collected on the replacement crash system will be compared to that on the current system, which does not capture many pertinent crash data items and misreports others.
3. Crash report preparation times on the replacement system will be compared to those on the current system, which can often be measured in days.
4. Completeness of crash reports generated on the replacement system will be compared to the current system, which does not collect many pertinent crash data items.
5. Accuracy of crash reports generated on the replacement system will be measured against those manually prepared from data on the current system. See item 3 above.
6. Accessibility to crash reports generated on the replacement crash system will be compared to that on the current system, which requires requested reports to be individually delivered physically or electronically to qualified requestors.
7. Timeliness of Citation to adjudication
8. Integration criminal data with traffic data for developing countermeasures
9. Interface to the Court System and AG's Office
10. Integration with Roadway Data
11. Interface to Driver and Vehicle Data



**Goals by Year:** (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

**GOAL: Value as of:**

*Increase in Time Savings*

June 2016	80%
June 2017	85%
June 2018	90%
June 2019	95%
June 2020	95%

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

**FINAL**

**(this year - prior year)**

Value as of	%	Change	%
June 2016	75%	Change from 2015	15%
June 2017	80%	Change from 2016	5%
June 2018	85%	Change from 2017	5%
June 2019	90%	Change from 2018	5%
June 2020	95%	Change from 2019	5%

### Article III. Projects:

*The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters - no

spaces)

CNMI\_ITSIS\_003

**Project Title:** (This section contains a working title for the Project.)

Highway Safety Systems Integration, Data Analysis Tools, Ad Hoc and Map-Based Reports, and Data Warehouse

**Lead Agency:** (Name of the Agency that is primarily responsible for the Project.)

Office of Highway Safety

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.*

Name: Leonard T. Duenas  
Title: Coordinator  
Agency: CNMI Highway Safety Office  
Address: Jose M. Sablan Building, Civic Center Susupe  
City, ZIP: Saipan, MP 96950  
Phone: 670-664-9121  
Email: [lduenas@dps.gov.mp](mailto:lduenas@dps.gov.mp)

**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

*Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Department of Public Safety; Highway Safety Office; Bureau of Motor Vehicle; Superior Court; Department of Fire & EMS

**Core System & Performance Area:**

What Core System(s) and Performance Area(s) will be affected by this project?  
Check All that Apply

**Project Description:** *(This section provides a brief overview of what the project will entail.)*

The Island-wide Traffic Safety Information System (ITSIS) comprise of the following systems:

- Electronic Citation System
- Electronic Crash Reporting System,
- Online System for Crash Analysis & Reporting (OSCAR),
- Report Amendment and Modification Program (RAMP), and

The project is to provide system maintenance, upgrades/enhancements and technical support of the ITSIS. This work is necessary to keep the ITSIS current, to provide improvements and repairs as needed, and to supply technical support to the Highway Safety Office and law enforcement personnel.

The technical support task is to ensure that the ITSIS is functioning properly and data is successfully transmitted and integrated properly into the ITSIS databases.

The Help Desk/System Maintenance tasks will involve periodic updates to all the installed programs, the upgrading of applications, and responding to requests for assistance with ITSIS database queries. Also includes general assistance with the OSCAR module.

Included under in this project as well is answering of system user’s emails, monitoring the systems support website, and providing additional on-site training as necessary. Upgrade the ITSIS to new technology and the enhancements and modifications of all currently deployed applications to function with the new technology.

**Basis for Project:** *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID’s that are being addressed.)*

Data Integration, Sharing, and Usage

**Expected Impact:** *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID’s that are likely to be impacted by the Project.)*

Improve data sharing and usage

**Project Priority:** *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

**Projected Budget by Funding Source:**

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)*

<b>Funding Source</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Section 405 (c)</b>	<b>\$40,000.00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>

**Project Milestones:** *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

<b>Milestones</b>	<b>Projected Completion Date</b>	<b>Actual Completion Date</b>
<b>System Enhancements &amp; Modifications</b>	<b>On-going</b>	
<b>System Support</b>	<b>On-going</b>	
<b>OSCAR Upgrade</b>	<b>On-Hold</b>	

*(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.)*

**Project Status:** (This section provides a basic category for the status of the project as of the submission date.)

1. **Unknown** (Status not currently assigned)
2. **Proposed** (Project is proposed but has not been funded and / or approved)
3. **Planned** (Project is approved, but has not yet started)
4. **Start-Up** (Project is in organizational or administrative start-up - e.g. waiting for staffing)
- x. **Active** (Project is under way)
  1. **Completed** (Project has been completed)
  2. **Cancelled** (Project was cancelled)
  3. **On Hold** (Project is temporarily on hold)
  4. **Postponed** (Project has been postponed, or tabled at this time)

### Roadway Information Management System

State: CNMI	Plan Year: 2020	Revision Date: 06/18/19
Submitted By: DPW	Email: <a href="mailto:trafhcsignal.dpw@gmail.com">trafhcsignal.dpw@gmail.com</a>	

#### Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces)

CNMI\_RW\_001

Deficiency Description: (This section contains a brief statement of the deficiency.)

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the description and contents of the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Update the Roadway Inventory and Information Management System; new roadway constructions need to be added to the network to update existing map and therefore improve location accuracy.

Core System: (What core system is referred to by this deficiency? Check One)

Crash

- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: **(What performance area is referred to by this deficiency? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

**Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)**

This deficiency was identified by the Technical Services Division of DPW and agreed to by the TRCC.

State: <i>CNMI</i>	Plan Year: <i>2020</i>		Revision Date: <i>06/18/19</i>
Submitted By: <i>DPW</i>		Email: <a href="mailto:trafhcsignal.dpw@gmail.com">trafhcsignal.dpw@gmail.com</a>	

Article II. Performance Measures & Goals:

*Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.*

Measure ID: **(For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)**

CNMI\_RW\_001\_P

Core System: **(What core system will be affected by this measure? Check One)**

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- Accuracy
- Completeness
- Integration

- Timeliness
- Uniformity
- Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

- Increase
- 

Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

DPW will measure the performance of the system on its use for identifying and analyzing high crash location and roadway hazards. The system will support a data driven roadway problem identification and the development of countermeasures.

Number of roadway mile inventoried and mapped on the Island base map to improve crash location accuracy.

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined.)**

Number of locatable crashes and high crash location identification.

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2016	0%
June 2017	5%
June 2018	5%
June 2019	5%
June 2020	5%

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

**FINAL (this year - prior year)**

Value as of	%	Change	%
June 2016	75%	Change from 2015	0%
June 2017	80%	Change from 2016	5%
June 2018	85%	Change from 2017	5%
June 2019	90%	Change from 2018	5%
June 2020	95%	Change from 2019	5%

State: CNMI	Plan Year: 2020	Revision Date: 06/18/19
Submitted By: DPW		Email: <a href="mailto:trafhcsignal.dpw@gmail.com">trafhcsignal.dpw@gmail.com</a>

Article III. Projects:

*State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) CNMI\_RW\_001\_P

**Project Title:** (This section contains a working title for the Project.)

Roadway Information Management System (RIMS)

**Lead Agency:** (Name of the Agency that is primarily responsible for the Project.)

Department of Public Works

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.*

Name: Thomas C Camacho  
 Title: Manager  
 Agency: CNMI Department of Public Works  
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**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.) *Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Department of Public Safety

Core System & Performance Area:

**What Core System(s) and Performance Area(s) will be affected by this project?**

**Check All that Apply**

Project Description: *(This section provides a brief overview of what the project will entail.)*

Phase 1 of this project is completed. This is an upgrade and enhancements to the Roadway Information Management System and training.

This project supports traffic records by making the improvements and enhancements necessary to upgrade the roadway network GIS-based map for the Commonwealth of Northern Marianas Islands.

This project will update the roadway inventory to include all new roads and

This project also includes the upgrade of the RIMS to support DPW in the management, maintenance, and monitoring of roadway improvements.

**Basis for Project:** *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

New roadway construction and new roadway assets.

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Updated roadway map for crash location accuracy with a reliable and efficiency method for identifying crash location on the commonwealth roadway. Safety analyses on an Island-wide basis will be facilitated with the added GIS capabilities.

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

**High**

**Projected Budget by Funding Source:**

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)*

Funding Source	2018	2019	2020	Total
Section 405 (c)	\$0.00	\$0.00	\$40,000.00	\$40,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

Milestones	Projected Completion Date	Actual Completion Date
Identify New Roadways	10/31/19	
Inventory of New Roadway and Assets Starts	11/1/2019	



Roadway Inspections Starts	11/1/2019	
Roadway Inventory of Tinian and Rota	02/1/2020	
Updated Roadway Network	04/01/2020	
Updated CAS	05/01/2020	
Training	05/31/2020	
Implementation & Deployment	06/01/2020	

*(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.)*

**Project Status:** *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
  - Postponed** (Project has been postponed, or tabled at this time)

### Traffic Record Systems Deployment Support

State: <i>CNMI</i>	Plan Year: <i>2020</i>	Revision Date: <i>06/18/19</i>
Submitted By: <i>Lt. Anthony I. Macaranas</i>		Email: <a href="mailto:amacaranas@dps.gov.mp">amacaranas@dps.gov.mp</a>

#### Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

**Deficiency ID:** (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) CNMI\_CA\_001-006/CNMI\_CR\_001-006

**Deficiency Description:** (This section contains a brief statement of the deficiency.)

DPS lacks the necessary hardware to deploy and use the current software as designed to full capacity.

- There are approximately 150 Police Officers who enforce traffic laws in the CNMI with only 7 available hardware equipment, including vehicle mounts and accessories for the use of electronic crash reporting software and ECitation

- Our currently system lacks connectivity with the Bureau of Motor Vehicle to extract Driver’s License or Vehicle Registration information which is time consuming which is currently impacting timeliness, accuracy and completeness of traffic data.
- Lack of system connectivity between the law enforcement vehicles, equipped with e-citation and Crash Reporting System to the main server of the data when out on patrol.

Core System: (What core system is referred to by this deficiency? Check One)

a. Crash

- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

**Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)**

Traffic Records Assessment documented in the Traffic Records System Strategic Plan plus recommendations and input provided by members of the TRCC.

State: CNMI	Plan Year: 2020	Revision Date: 06/18/19
Submitted By: Lt. Anthony I. Macaranas		Email: <a href="mailto:amacaranas@dps.gov.mp">amacaranas@dps.gov.mp</a>

Article II. Performance Measures & Goals:

*Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.*

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)

CNMI\_CA\_001\_P

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS

- Roadway
- Citation / Adjudication
- ..  Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

- Increase
- Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

Timely and accurate submission of all issued traffic citations for adjudication and easy accessibility of issued traffic citations by involved agencies.

Total number of various types of traffic law violations, age, nationality, gender, location, time and etc.

Problematic locations of crashes.

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined.)**

Timelines - Days between ticket issuance and adjudicated.

Data integrity and accuracy will be measured against the current paper driven system.

Citations will be issued electronically and court date will be automatically calculated minimizing illegible or erroneous entries.

Citation information will be entered to the court the Court System through the JustWare Application Programming Interface (API) as opposed to officers physically delivering citation tickets to the court.

Citation will be made available through the JustWare Application Programming Interface (API) for AGO use

Equip all traffic citation issuing sections within the Department of Public Safety with necessary hardware to be in uniform and less time consuming for all personnel involved.

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:	Increase in Time Savings
June 2016	30 mins
June 2017	35 mins
June 2018	40 mins
June 2019	45 mins
June 2020	50 mins

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL	(this year - prior year)		
Value as of	%	Change	%
June 2017	70%	Change from 2016	0
June 2018	80%	Change from 2017	10%
June 2019	90%	Change from 2018	10%

State: CNMI	Plan Year: 2019	Revision Date: 06/15/18
Submitted By: Lt. Anthony I. Macaranas		Email: <a href="mailto:amacaranas@dps.gov.mp">amacaranas@dps.gov.mp</a>

**Article III. Projects:**

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters - no spaces) DPS\_H\_19\_001

**Project Title:** Traffic Record Systems Deployment Support  
Department-Wide ECitation Deployment and Implementation

**Lead Agency:** Department of Public Safety

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact*

Name: Anthony Macaranas  
Title: Captain  
Agency: CNMI Department of Public Safety  
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**Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)**

1. CNMI Attorney General Office
2. CNMI Superior Court
3. CNMI Department of Fire and Emergency Medical Services
4. CNMI Bureau of Motor Vehicle

*Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?  
Check All that Apply

**Project Description:** *(This section provides a brief overview of what the project will entail.)*

This project will enhance the data collection, storage, and accessibility of traffic data by DPS Highway Patrol and all participating agencies.

The project also includes providing all the necessary hardware and network connectivity for the application interface.

Electronic Citation Software is completed, tested and awaiting deployment department wide. However, CNMI Department of Public Safety does not have proper funding to equip all first responders with all necessary hardware and software required to implement electronic citation system.

Basis for Project: ***(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)***

1. It will save manpower hours of agencies involved in inputting the traffic citations into their database.
2. It will eliminate current problem of untimely turning in of traffic citations for adjudication.
3. It will eliminate redundancy of inputting the same traffic citation data into the database system by agencies involved.

**Integration** - Information sharing between the Court, the Department of Public Safety, and the Office of the Attorney General, has been a long awaited goal for the CNMI. The existing paper/manual citation system has inherent problems among all three agencies

that essentially render information sharing between the three nearly null of value because of the time lag involved. Electronic integration will immediately improve officer performance by providing real time data, and improve adjudication ability to dispose of cases in a timely and efficient manner for the same reason.

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Increase

- Accuracy of data
- Completeness of reports
- Integration between traffic records system
- Timeliness of traffic data

Decrease

Number of days from citation issuance to adjudication and disposition.

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order. )*

High Priority

Projected Budget by Funding Source:

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)*

Funding Source	2018	2019	2020	Total
Section 405 (c)	\$13,700.00	\$15,0000.00	\$87,000.00	\$115,700.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

Milestones	Projected Completion Date	Actual Completion Date
Hardware Procurement	10/2019	
Hardware Configuration & Testing	12/2019	
Field Testing	01/2020	
Deployment	01/2020	

*(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)*

**Project Status:** *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up - e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

### ECitation JustWare API Maintenance & Support

State: <i>CNMI</i>	Plan Year: <i>2020</i>	Revision Date: <i>06/18/19</i>
Submitted By: <i>Michael Villacrusis</i>		Email: <a href="mailto:michael.villacrusis@justice.gov.mp">michael.villacrusis@justice.gov.mp</a>

#### Article I. Deficiencies:

*The legislation requires that States list their system deficiencies and how those deficiencies were determined:*

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces) **CNMI\_CA\_001; CNMI\_CA\_002; CNMI\_CA\_04**

Deficiency Description: (This section contains a brief statement of the deficiency.)

The JustWare API needs maintenance and support in order for ECitation to continue transmitting electronically to the Court system.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration

- Timeliness
- Uniformity
- Accessibility

**Source of Deficiency:** (How was the deficiency identified? i.e.: TR Assessment, Current System Needs)

State: <i>CNMI</i>	Plan Year: <i>2020</i>	Revision Date: <i>06/18/19</i>
Submitted By: <i>Michael Villacrusis</i>		Email: <a href="mailto:michael.villacrusis@justice.gov.mp">michael.villacrusis@justice.gov.mp</a>

Article II. Performance Measures & Goals:

*Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.*

**Measure ID:** (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)

CNMI\_CA\_001\_P

**Core System:** (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

**Performance Area:** (What performance area will be affected by this measure? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility
- Accuracy

**Direction:** (What direction will the measure move to demonstrate a success? Check one)

- Increase
- Decrease

**What Will Be Measured:** (This section contains a brief statement of what will be measured.)



Timeliness, Accuracy, and Completeness of Traffic Violations

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined.)**

Timelines - Days between ticket issuance and adjudicated.

Data integrity and accuracy will be measured against the current paper driven system.

Citations will be issued electronically and court date will be automatically calculated minimizing illegible or erroneous entries.

Citation information will be entered to the court the Court System through the JustWare Application Programming Interface (API) as opposed to officers physically delivering citation tickets to the court.

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

<b>GOAL: Value as of:</b>	<i>Increase in Time Savings</i>
<b>June 2016</b>	<b>0%</b>
<b>June 2017</b>	<b>65%</b>
<b>June 2018</b>	<b>70%</b>
<b>June 2019</b>	<b>80%</b>
<b>June 2020</b>	<b>85%</b>

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

<b>FINAL</b>		<b>(this year - prior year)</b>	
Value as of	%	Change	%
<b>June 2016</b>	<b>0 %</b>	<b>Change from 2015</b>	<b>0%</b>
<b>June 2017</b>	<b>65%</b>	<b>Change from 2016</b>	<b>0%</b>
<b>June 2018</b>	<b>70%</b>	<b>Change from 2017</b>	<b>5%</b>
<b>June 2019</b>	<b>80%</b>	<b>Change from 2018</b>	<b>10%</b>
<b>June 2020</b>	<b>85%</b>	<b>Change form 2019</b>	<b>5%</b>

State: <i>CNMI</i>	Plan Year: <i>2020</i>		Revision Date: <i>06/18/19</i>
Submitted By: <i>Michael Villacrusis</i>		Email: <a href="mailto:michael.villacrusis@justice.gov.mp">michael.villacrusis@justice.gov.mp</a>	

**Article III. Projects:**

*The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID:** (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) CNMI\_EC\_004

**Project Title:** (This section contains a working title for the Project.)

Department-Wide ECitation Deployment and Implementation

**Lead Agency:** (Name of the Agency that is primarily responsible for the Project.)  
Department of Public Safety/TRCC

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact*

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Title: System Administrator

Agency: CNMI Judiciary

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Phone: 670-236-9806

Email: [michael.villacrusis@justice.gov.mp](mailto:michael.villacrusis@justice.gov.mp)

**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

*Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Department of Public Safety; Superior Court and Attorney General's Office

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

**Project Description:** (This section provides a brief overview of what the project will entail.)

The Commonwealth of the Northern Mariana Islands (CNMI) Judiciary and the CNMI Attorney General's Office (AGO) utilize the case management system, JustWare from Newman Technologies to track cases as they go through the judicial process. Under the CNMI Criminal Justice Information Systems (CJIS) an application programming interface (API) for JustWare was also purchased and installed as a tool to allow controlled transmittal of data between external, criminal justice oriented, systems and JustWare.

The E-Citation Project will be utilizing the JustWare API in both agencies to automate transmittal of traffic citations between the Department of Public Safety's traffic system and the CNMI Judiciary and AGO's JustWare system.

To ensure the continued functionality of the JustWare API and maintain the link for the ECitation project, maintenance and support for the API will have to continue to ensure citations are transmitted timely, correctly and posted to the Judicial Case Management System.

Basis for Project: ***(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)***

Timeliness - There is a considerable lag time between completion of a traffic citation and submission to the court. Implementing an electronic citation system will immediately improve this deficiency by real time populating of the database and retrieval of citations by the court clerks and judges.

Accuracy - Often, law enforcement officers' handwritten citations are illegible to the district court clerks. Electronic data entry in the field (both check boxes and write-ins) will eliminate this deficiency by 100% upon implementation.

Completeness - A secondary problem arising from the manual traffic citations is enforcement situations sometimes create an attention distraction for law enforcement officers that result in incomplete or incorrectly-entered information to the citation form. Electronic prompts via the ECitation program can assist officers in the field in ensuring that citations are both accurate and complete before transmission to the district court.

Integration - Real time information sharing between the District Court, the Department of Public Safety, and the Office of the Attorney General, has been a long awaited goal for the territory. The existing paper/manual citation system has inherent problems among all three agencies that essentially render information sharing between the three nearly null of value because of the time lag involved. Electronic integration will immediately improve officer performance by providing real time data, and improve adjudication ability to dispose of cases in a timely and efficient manner for the same reason.

Expected Impact: ***(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)***

Increase

- Accuracy of data
- Completeness of reports
- Integration between traffic records system

.

Decrease

- Number of days from citation issuance to adjudication and disposition

**Project Priority:** *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order. )*

High

**Projected Budget by Funding Source:**

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)*

Funding Source	2017	2018	2020	Total
Section 405 (c)	\$0.00	\$10,000.00	\$15,000.00	\$25,000.00

**Project Milestones:** *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

Milestones	Projected Completion Date	Actual Completion Date
ECitation JustWare API Maintenance &Support	10/2019	

*(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)*

**Project Status:** *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- Active** (Project is under way)
  - Completed** (Project has been completed)
  - Cancelled** (Project was cancelled)
  - On Hold** (Project is temporarily on hold)
  - Postponed** (Project has been postponed, or tabled at this time)

Timeliness for EMS Reporting

State: CNMI	Plan Year: 2020		Submission Date: 06/18/19
Submitted By: Daniel R. Suel		Email: <a href="mailto:drsuel@dfems.gov.mp">drsuel@dfems.gov.mp</a>	

**Article I. Deficiencies:**

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

**Deficiency ID:** Insufficient number of data collection equipment assigned to Emergency vehicles responding to Motor Vehicle Crashes.

**Deficiency Description:**

7. Unable to maintain continuity of data collection.

8. Unable to complete data collection information.

**Core System:** (What core system is referred to by this deficiency? Check One)

ξ Crash

ξ Driver License / History

b. Injury Surveillance / EMS

ξ Roadway

ξ Citation / Adjudication

ξ Vehicle Registration

**Performance Area:** (What performance area is referred to by this deficiency? Check one)

o Accuracy

o Completeness

o Integration

c. Timeliness

o Uniformity

ξ Accessibility

**Source if Deficiency:** (How was the deficiency identified? i.e.: TR Assessment, Traffic Records Assessment)

State: CNMI	Plan Year: 2020		Submission Date: 06/18/19
Submitted By: Daniel R. Suel		Email: <a href="mailto:drsuel@dfems.gov.mp">drsuel@dfems.gov.mp</a>	

**Article II. Performance Measures & Goals:**

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

**Measure ID:** (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)

*(CNMI\_EC\_010\_P)\_ Leave Blank*

**Core System:** (What core system will be affected by this measure? Check One)

ξ Crash

ξ Driver License / History

d. Injury Surveillance / EMS

ξ Roadway

ξ Citation / Adjudication

ξ Vehicle Registration

**Performance Area:** (What performance area will be affected by this measure? Check one)

1. Accuracy
2. Completeness
  - a. Integration
  - b. Timeliness
3. Uniformity

ξ Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

ξ Increase

e. Decrease

**What Will Be Measured:** (This section contains a brief statement of what will be measured.)

- Decrease timeliness of input and upload to the system
- Increase Accuracy of data collected.

**How Will It Be Measured:** (This section contains a brief statement of how the measurement will be determined?)

- Timeliness - Immediate posting of the EPCR to the data base.
- Immediate access to the electronic data for review.
- Data integrity and accuracy will be measured against the current paper driven system

**Goals by Year:** (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

**GOAL: Value as of:** *Increase in Time Savings*

<b>June 2017</b>	<b>60%</b>
<b>June 2018</b>	<b>100%</b>
<b>June 2019</b>	<b>100%</b>
<b>June 2020</b>	<b>100%</b>
<b>June 2021</b>	<b>100%</b>

**Status by Year:** (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

**FINAL**

**(this year - prior year)**

Value as of	%	Change	%
<b>June 2016</b>	<b>0%</b>	<b>Change from 2017</b>	<b>60%</b>
<b>June 2017</b>		<b>Change from 2018</b>	<b>100%</b>
<b>June 2018</b>		<b>Change from 2019</b>	<b>100%</b>
<b>June 2019</b>		<b>Change from 2020</b>	<b>100%</b>

State: CNMI	Plan Year: 2019		Submission Date: 05/31/18
Submitted By: Daniel R. Suel		Email: <a href="mailto:drsuel@dfems.gov.mp">drsuel@dfems.gov.mp</a>	

**Article III. Projects:**

*The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.*

**Project ID: DFEMS EPCR**

**Project Title: Timeliness of Emergency Patient Care Reporting**

**Lead Agency: Department of Fire and Emergency Medical Services**

**Project Director / Primary Contact:** (Person who is responsible for reporting Project Status.)

*While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.*

Name: Patrick I. George

Title: Project Director

Agency: Department of Fire and Emergency Medical Services

Address: P.O. Box 7068 SVRB Saipan MP, 96950

**Partner Agencies:** (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

*Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

**Core System & Performance Area:**

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

**Project Description:** *(This section provides a brief overview of what the project will entail.)*

The Department of Fire and Emergency Medical Services (DFEMS) has recently signed a two (2) years contract with Zoll Technology. DFEMS used to collect all PCR on paper and the data collected on paper does not afford DFEMS or any other agency in having immediate access to the information. The information collected through the paper version also shows incomplete and or inaccurate information on paper PCR.

The Zoll technology contract will allow DFAEMS to merge into electronic data collection from the point of input in the field and transfer of data in the emergency room at the Commonwealth Health Corporation.

In previous 405 grant awarded to the former Fire Division under the Department of Public Safety in 2013, the procurement of Toughbook laptops were made in conjunction with a previous localized EPSR network. This localized network were plagued input and uploaded problems which eventually led to it's discontinue. This problem is further exacerbated on Rota and Tinian

where the connectivity through the CNMI network is none and paper report is still maintained and shipped to Saipan at the end of the month for input into the CNMI network.

The Zoll technology contract eliminates the requirement of a CNMI server for data collection and transfers the data collection to a cloud with input, access and query of the data through virtual private network via the internet on designated secured Wi-Fi hotspots. The problem of no access on Rota and Tinian is easily resolved with Zoll Technology’s EPCR as internet access on Rota and Tinian is widespread and the creation of a secure local Wi-Fi access at each respective fire station can easily installed.

The need to replace surveyed hardware such as laptops and desktops at each respective station is also necessary. The Zoll Technology EPCR uses mobile apps and the use of tablets are highly recommended than laptops. The desktops are the ability for supervisor to have access to query, query specific data and or create individual specific reports as needed. This is quite important as we start a specific crash injuries, gender and age of victims and or time, date and location of related crashes with inquiry.

The project also includes proving all the necessary network connectivity for the application interface.

**Basis for Project:** *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID’s that are being addressed.)*

**Integration** - Immediate input of injury related data and the sharing of specific and or general data is the goal for the Department of Fire and Emergency Medical Services. The existing paper/manual reporting of the EPCR has inherent problem within DFEMS which trickles to the Commonwealth Health Corporation and the CNMI Highway Safety Office. The move to an electronic EPCR will resolve almost data collection problem such as timeliness, accuracy and sharing.

**Expected Impact:** To increase the accuracy and consistency of data collected and completeness of reports.

**Project Priority:** High

**Projected Budget by Funding Source:**

*Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)*

<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Section 405 (c)</b>	\$0.00	\$0.00	\$96,000.00

**Project Milestones:** *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

*Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.*

<b>Milestones</b>	<b>Projected Completion Date</b>	<b>Actual Completion Date</b>
Deployment of Surface Pro Tablets	6/2020	

*(NOTE: When providing information for your annual progress report the State may add another column that is the “Actual Completion Date” and fill in those values for milestones that have been completed.)*



**Project Status:** *(This section provides a basic category for the status of the project as of the submission date.)*

- o **Unknown** (Status not currently assigned)
- x. **Proposed** (Project is proposed but has not been funded and / or approved)
- o **Planned** (Project is approved, but has not yet started)
- o **Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- ξ **Active** (Project is under way)
- o **Completed** (Project has been completed)
- o **Cancelled** (Project was cancelled)
- o **On Hold** (Project is temporarily on hold)
- o **Postponed** (Project has been postponed, or tabled at this time)

## Traffic Records Supporting Non-Implemented Recommendations

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

### **Vehicle Recommendations** (Lack of sufficient resources and funding)

- Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

### Plan of Action

The Vehicle system is currently undergoing enhancements and modifications to include all the data necessary for the identification and ownership of all vehicles registered in the CNMI and off-island vehicles involved in crashes within the CNMI. Information on vehicle make, model, year of manufacture, body type (usually extracted from the VIN), and adverse vehicle history (title brands) will be maintained in order to produce the data needed to support safety programs. The vehicle system will be capable of recording and reporting title data, registration information, and verification of required insurance and will clearly define both the vehicle itself and the owner or leaseholder.

The vehicle system data dictionary will provide definitions for each data element and, where applicable, provides matching edit checks and data collection guidelines. Procedures for collection, reporting, and posting of registration, title, and title brand information will be formally documented. The data dictionary will be accessible to all users and updated regularly to reflect changes to the system.

The Vehicle system will adhere to the American Association of Motor Vehicle Administrators (AAMVA) standard and guidelines and reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Plan of Action

The new Vehicle system data quality management cover the entire process—the collection, submission, processing, posting, and maintenance of vehicle data. The system will have a built-in automated edit checks and validation rules that ensure entered data falls within the range of acceptable values and is logically consistent with other elements. Edit checks will be apply as the data is added to the record.

The Vehicle system will have a performance measure program that is tailored to the needs of data managers and address the concerns of all stakeholders.

The overall data quality control program for the Vehicle data system will reflect best practices identified in the Traffic Records Program Assessment Advisory

- Improve the Interfaces with the Vehicle data system to reflects best practices identified in the Traffic Records Program Assessment Advisory

#### Plan of Action

The CNMI vehicle system is under reconstruction with plan improvements to include interface with other Traffic Records System.

- Improve the procedures/process flows for the Vehicle data system to reflects best practices identified in the Traffic Records Program Assessment Advisory

#### Plan of Action

- The new CNMI vehicle system procedures/process flow will reflect best practices identified in the Traffic Records Program Assessment Advisory

#### Plan of Action- Pending action

The new Vehicle system data quality management cover the entire process—the collection, submission, processing, posting, and maintenance of vehicle data. The system will have a built-in automated edit checks and validation rules that ensure entered data falls within the range of acceptable values and is logically consistent with other elements. Edit checks will be apply as the data is added to the record.

The Vehicle system will have a performance measure program that is tailored to the needs of data managers and address the concerns of all stakeholders.

The overall data quality control program for the Vehicle data system will reflect best practices identified in the Traffic Records Program Assessment Advisory

### **Driver Recommendations** (Lack of sufficient resources and funding)

- Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Plan of Action

The CNMI recently adopt and deployed a Real ID compliant Driver Licensing System. The new system ensures that each person licensed to drive in the CNMI has one identity, once license to drive, and one record. The system resides at the Department of Public Safety, Bureau of Motor Vehicle.

The new system will include a Driver History file that will maintains information on all out-of-State or unlicensed drivers convicted of traffic violations within the Commonwealth's boundaries. The system will also support (in concert with other data systems) both aggregate and detailed analysis of driver behaviors as they relate to safety.

In addition to the Real ID compliant, the Vehicle system will ensure compliance with ANSI D-20 standards and maintained in a manner that accommodates interaction with the National Driver Register (NDR) Problem Driver Pointer System (PDPS) and FMCSA's Commercial Driver's License Information System (CDLIS). The system will reflect best practices as identified in the Traffic Records Program Assessment Advisory.

- Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

#### Plan of Action

The new CNMI Driver Licensing system will be well documented. Each data field will have an established definition and validated values—including appropriate null codes. All applicable edit checks and data collection guidelines will match the data definitions. The data dictionary will be maintained and updated to keep pace with system, legislative, and other changes.

Driver data system will reflect best practices as identified in the Traffic Records Program Assessment Advisory

- Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Plan of Action

The new Driver system is maintained by BMV and ensure accurate and up-to-date documentation. The new automated process flow will provide the policies and procedures to govern the collection, reporting, and posting of license, conviction, and sanction information. The new process will include: license, permit, and endorsement issuance; reporting and recording relevant citations and convictions; reporting and recording driver education and improvement courses; reporting and recording other information that may result in a change of license status; and maintaining appropriate system and information security.

The data process flow will include inputs from other components and the processes for error correction and error handling (returning reports to the original source for correction and resubmission).

The new system will be fully Real ID complaint after full implementation and will be able to detect fraud in the driver data. The system will participate in the Systematic Alien

Verification for Entitlements (SAVE) program, deployment of facial recognition software, fingerprint checking, and other biometric technologies to detect individuals attempting illegal re-licensure.

The BMV will adopt a formalized method to identify and prevent fraud when issuing drivers' licenses, including commercial license and provide background checks before issuing hazardous materials endorsements. BMV will have security protocols governing access to and release of driver system data in compliances with all applicable CNMI and Federal laws, including the Driver's Privacy Protection Act.

The new system will reflect best practices identified in the Traffic Records Program Assessment Advisory

- Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

### Plan of Action

The system will have a formal data quality management program's review protocols that covers the entire process—the collection, submission, processing, posting, and maintenance of driver data.

An automated edit checks and validation rules will be implemented to ensure entered data falls within the range of acceptable values and is logically consistent between other fields. Edit checks will be applied when data is added to the record. The system will have a Performance measures program that will be tailored to the needs of data managers and address the concerns of all stakeholders.

The Driver system will reflect best practices identified in the Traffic Records Program Assessment Advisory

### Traffic Records for Model Performance Measures

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

### **FY 2019 Progress Report**

#### **Performance Measure**

The CNMI Traffic Records Coordinating Committee (TRCC), with the full support of the Traffic Records Executive Committee (TREC) continued to focus the limited amount of funding received to improve the Crash Reporting System, Electronic Citation and developing application for data transfer to the Court System. Crash, ECitation and the Court System are

now integrated using Application Program Interface (API). This approach further improves the timeliness, completeness, and accuracy of data in all the three systems.

1. Crash Timeliness - Decrease the number of days from crash occurrence to when the report is available in the database for analysis and reporting.
2. Crash Accuracy - Decrease the number of crash report missing critical data elements. Edit checks and report validation was improved to focus on data elements that fails validation the most. The process enables Law Enforcement Officers in the collection of crash data by performing edit checks during data collection and validation prior to submission to supervisor for approval and transmission to the central database.

## **Demonstrated Improvement**

### **CNMI-CR-001- Crash Timeliness**

#### **Performance Measure Based on C-T-1- Model (Timeliness)**

Electronic Crash Reporting System

The CNMI Department of Public Safety institutes the use of the Crash Reporting System department-wide. Crash reporting for the CNMI is now 100% submitted electronically to the Centralized Crash Database. Additional training was provided and the use of an integrated geo-coded map for location identification was made a requirement to improve crash location identification. These efforts as shown below from the system performance analysis report resulted:

**C-T-1- Crash Timeliness - The median number of days from the crash date to the date the crash report is entered into the centralized database**

**CNMI methods for calculation is the total number of days and hours from crash occurrence to crash report entry to the database for analysis and reporting (summed across all of the reports)**

#### **Crash Timeliness**

*Crash Timeliness Improved from 5:12:42:39 to 5:11:56:45=**0.58% reduction** in the amount of Day: Hours: Minutes: Seconds from Crash Occurrence to available in Central for analysis and reporting.*

### **CNMI-CA-001- Crash Accuracy**

#### **Performance Measure Based on C-A-1- Model (Accuracy)**

CNMI Electronic Crash Reporting System accuracy improved during this period as data edits, audit and validations occurs during data collection.

Performance Area: **CNMI-CR-002 Accuracy - C-A-1**

Summary of Deficiency: Submitted crash data is mostly accurate except for location and incorrectly completed data fields.

Measurement: % of Crash Records with no errors in Critical data elements (that passed all Validations).

**C-A-1- Crash Accuracy - The percentage of crash records with no errors in critical data elements (that passed validations).**

**CNMI methods for calculation is the total number of crash records that passed all the critical data elements data validations.**

**Date of Assessment : February 08, 2019.**

