



# Federal Fiscal Year 2025



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

**DEPARTMENT OF PUBLIC SAFETY**

**Highway Safety  
ANNUAL REPORT**

**(Saipan, Tinian and Rota)**



Commonwealth of the Northern Mariana Islands

Department of Public Safety  
Highway Safety Office

Year 2025

Highway Safety Program  
Annual Report

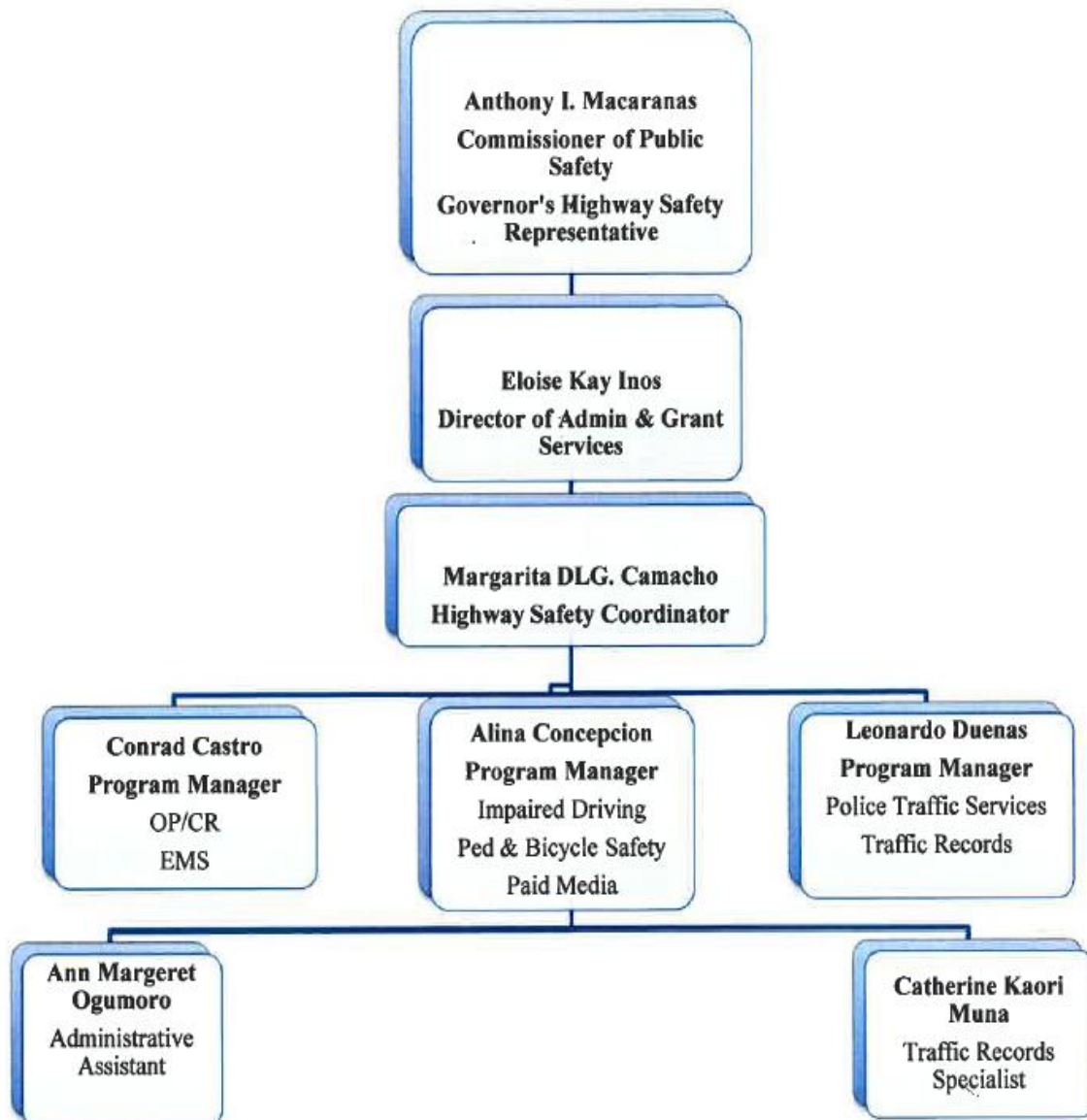
Prepared For

National Highway Traffic Safety Administration  
Region 9

By

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

**Department of Public Safety  
HIGHWAY SAFETY OFFICE  
Organizational Chart**





*David M. Apotang*  
Governor

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Lieutenant Governor

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*Anthony I. Macaranas*  
Commissioner

### Message from the Governor's Highway Safety Representative

Hafa Adai and warm greetings from the CNMI!

The Commonwealth of the Northern Mariana Islands Department of Public Safety, Highway Safety Office (DPS-HSO) respectfully submits its Federal Fiscal Year 2025 Highway Safety Annual Report. This report assesses the effectiveness of the territory's 2025 Highway Safety Plan (HSP) and outlines key achievements, challenges, and progress toward established performance measures, targets, and strategies.

The DPS-HSO remains dedicated to working in partnership with safety stakeholders to advance the shared objective of reducing traffic fatalities and serious injuries across all program areas through the effective implementation of the HSP. The office will continue to support and fund national highway safety initiatives, including public education and awareness campaigns, community outreach efforts, and data driven enforcement strategies designed to reduce traffic crashes on CNMI roadways.

Our ongoing goal is to strengthen education and enforcement initiatives that protect our community by encouraging compliance with speed limits, preventing alcohol and drug impaired driving, promoting consistent use of seat belts and child restraints, and enhancing the safety of pedestrians and bicyclists throughout the CNMI.

Thank you and Si Yuus Ma'ase,

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

| <b>Table of Contents</b>                                                  | <b>Page</b> |
|---------------------------------------------------------------------------|-------------|
| Annual Report prepared for NHTSA                                          | 1           |
| Organizational Chart                                                      | 2           |
| Message from the Governor's Representative (GR)                           | 3           |
| Table of Contents                                                         | 4           |
| Executive Summary                                                         | 5-6         |
| Public Participation & Engagement (PP&E)                                  | 7-8         |
| 2025 Evidence Based Traffic Safety Enforcement Program (TSEP) Information | 9-10        |
| Law Enforcement Community Collaboration (LECC)                            | 11-12       |
| Commonly Reported Statistics                                              | 13          |
| Performance Report Chart                                                  | 14          |
| Traffic Safety Core Performance Measure                                   | 15-24       |
| Core Behavior Measure                                                     | 25          |
| Core Performance & Target Chart                                           | 26          |
| Respective Islands Highway Safety Annual Report                           |             |
| DPS Saipan Highway Patrol                                                 | 27-34       |
| DPS Tinian Highway Patrol                                                 | 35-39       |
| DPS Rota Highway Patrol                                                   | 40-42       |
| Emergency Medical Services Program                                        | 43          |
| 2025 Campaigns/Mobilizations                                              | 44          |
| Paid Media                                                                | 45-50       |
| Trainings, Conferences, and Meetings                                      | 51-53       |
| Financial Section                                                         | 54          |
| FY 2025 GTS Obligations vs Expenditure Report                             | 55-58       |

## **Executive Summary**

The Department of Public Safety (DPS), Highway Safety Office (HSO) of the Commonwealth of the Northern Mariana Islands (CNMI) submits its Federal Fiscal Year 2025 Annual Report for Highway Safety Programs. This report serves as the territory's assessment of the 2025 Highway Safety Plan (HSP) to meet the grant requirements outlined in Sections 402, 405b, and 405c of the US Department of Transportation National Highway Traffic Safety Administration (NHTSA) under the Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL).

This report outlines significant achievements as well as challenges related to performance measures, targets, and strategies identified in the HSP which incorporates eleven (11) Core Performance Measures and one (1) Core Behavioral Measure. Territory data reflected in the following pages are as of September 2025.

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

## **Mission**

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

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

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

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

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

**Private Company Partners involved are:**

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

## Public Participation and Engagement

### **Child Restraint**

The Child Restraint Purchase Assistance Program (CRPAP) application survey results indicate that the primary reason for non-usage of child restraints is the high cost of FMVSS-certified car seats. As a result, some families either forgo car seats altogether or use ones that do not meet the federal safety standards.

#### Engagement:

On February 04, 2025, the HSO Coordinator and OP Program Manager met with representatives from the Commonwealth Health Care Center's Home Visiting program, the Women, Infant & Children (WIC) program, and the Division of Youth Services (DYS) in continuing efforts to address affordability concerns for underserved clients.

This meeting led to the decision to maintain the issuance of CRPAP vouchers covering the full cost (100%) of car seats.

On March 27, 2025, HSO and HP personnel from Saipan, Tinian, and Rota met with the Head Start Administrator to discuss child restraint concerns across Head Start centers throughout the CNMI. Representatives from Tinian and Rota expressed concerns regarding the limited availability of car seats, citing vendors' reluctance to ship to the two islands due to high shipping costs.

On March 28, 2025, Rota and Tinian HP convened with teachers and parents to discuss the initiation of a child restraint needs assessment on each island.

#### Activities:

To boost awareness, HSO expanded its outreach through radio announcements, social media, and community events, reaching a wider audience of parents and caregivers about the availability of the voucher program.

Assessments were carried out on April 1–2 in Rota and April 3–4 in Tinian. Based on the findings from each island, HSO procured and distributed car seats accordingly.

In addition, HSO and HP personnel conducted car seat check-up events at the request of partner agencies, ensuring recipients received hands-on education on proper car seat installation and correct usage.

## **Speed, Impaired Driving, Pedestrian & Bicycle Safety**

Vehicle crashes on the island of Saipan continue to be a persistent and widespread issue. In alignment with HSP problem identification and strategies, HP personnel implemented targeted educational and enforcement initiatives aimed at reducing traffic fatalities and serious injuries on our roadways.

### **Engagement:**

On April 5, 2025, personnel from the Highway Safety Office (HSO) and the Highway Patrol (HP) section participated in the DYS Jamboree held at the Francisco C. Ada Airport Field. During the event, they collaborated with community members to address concerns related to pedestrian and bicycle safety, as well as speeding—particularly in school zones.

On May 31, 2025, HSO staff, the HSO Coordinator, and HP section personnel were invited to participate in EMS Week activities at the Kagman Fire Station. This event provided an opportunity for HSO to engage with the public on critical traffic safety issues, including speeding, impaired driving, and pedestrian and bicycle safety.

During these engagements, community members raised several concerns, including:

- Specific locations, times of day, and age groups associated with speeding incidents;
- The lack of clearly marked pedestrian crosswalks;
- Insufficient lighting at crosswalks; and
- Requests for increased law enforcement presence, particularly on weekends when social gatherings are more frequent.

In response to these concerns, HSO and the HP section collaborated with the Department of Public Works (DPW) on June 24, 2025, to address issues related to crosswalk visibility and lighting. However, at the current stage of the newly constructed roadways, pedestrian crosswalks remain without adequate lighting.

### **Activities:**

On June 27, 2025, the HP section conducted pedestrian safety enforcement at the Susupe Beach Road. At the same event, officers accompanied children to demonstrate the correct use of crosswalks, ensuring they understood pedestrian and bicycle safety.

Additionally, the DPS HP section has scheduled enhanced speed enforcement based on collected data and community feedback. The following areas have been prioritized for speed enforcement:

- Chalan Pale Arnold Road (Puerto Rico, Chalan Laulau, and San Roque).
- Chalan Monsignor Guerrero Road (As Terlaje Hill).

Speed enforcement operations, utilizing LTI equipment, are scheduled as follows:

- *Rush hours:* 7:00 AM – 9:00 AM and 3:30 PM – 5:30 PM.
- *Nighttime hours:* 7:00 PM – 9:00 PM and 2:00 AM – 4:00 AM.

Efforts to combat impaired driving will also be intensified. Additional checkpoints are scheduled on weekends to supplement ongoing enforcement campaigns, ensuring safer roadways for the community.

## 2025 Evidence-Base Traffic Safety Enforcement Program (TSEP) Information

1. We are dedicated to educating the public and enforcing speed regulations on our highways.  
However, the prevalence of speed-related accidents leading to serious injuries, as well as number of citations issued for speed violations, continues to be a significant concern.
2. Currently we have increased our public outreach and awareness initiatives about the dangers of speeding, through advertisements and participation in school and community events. Our speed enforcement efforts involve high visibility highway patrols and random speed enforcement activities at locations where stats show frequent speed violations. We continue to increase our speed enforcement initiatives by placing our police vehicles at high-risk crash sites ensuring an increase of police presence to effectively decrease speeding and the number of crashes involving speed.
3. As a result, we have identified additional enforcement strategies:
  - A. Implement speed enforcement to our stand alone check points
  - B. Enforce a zero-tolerance policy for speeding
  - C. Increase the frequency of speed enforcement using lasers
  - D. Maintain high visibility speed enforcement activities
  - E. Conduct at least 10 speed enforcement activities per month
4. The ongoing enforcement program of the CNMI highway patrol focuses heavily on monitoring agencies that receive grant funding for enforcement activities are required to submit after action reports or detailed accounts of the programs progress to the highway safety office. These reports should include data on the activities conducted, such as locations, time, manpower used, and the number of traffic violations and arrests made. Funding decisions for subsequent years will depend on the effectiveness and outcomes of these enforcement projects. The Highway patrol will supply fata and after-action reports for specific grant funded activities. this information is essential for monitoring and improving enforcement strategies, as well as for aiding in the assessment and potential revision of traffic laws.
5. Our enforcement efforts will target all seatbelt violations, with particular focus on motorists who do not comply with CNMI regulations concerning child restraint and seatbelt usage. We prioritize the safety of children and passengers on every journey. if approved by management, we will implement monthly selective traffic enforcement focused on seatbelt usage. We will also continue to conduct car seat and seatbelt checkpoints at various locations to monitor the proper use of both car seats and seatbelts. This strategy will help us evaluate our effectiveness in ensuing compliance with seatbelt and car seat regulations.
6. The highway patrol is dedicated to the ongoing DUI laws stats show that there is a relation to speed and alcohol to combat this we will continue to conduct sobriety check points incorporated with standalone checkpoints which will conduct speed enforcement with in the check point sites and promote public awareness about the dangers of impaired driving.

7. The recent traffic regulation, “mobile Electronic Device Restrictions in vehicle act”, enacted in march 2020, seeks to deter drivers from using electronic devices while operating a vehicle. we plan to continue to educate the public about the penalties and dangers of driving distracted. Additionally, we will provide progress and compliance data to the highway safety office.
8. We have been meeting with the CNMI law makers to increase fines for speeding and create laws to mitigate issues such as the increase of E-bikes on the road way and incorporating registry for the E bike as well. we are still in the process of putting the language of the law together and forwarding to legislature.
9. The Highway patrol actively monitors and addresses violations related to pedestrian crosswalks on highways and in school zones. We have consulted with the CNMI attorneys, DEPARTMENT OF PUBLIC WORKS ENGINEERING PERSONNEL TO ADDRESS AND TO PROVIDE FUNDING THROUGH FEDERAL HIGHWAY ADMINISTRATION (FHWA) and have come up with a covert enforcement operation which also includes public education and awareness. additionally, we have met with the Division of Public Works to maintain and improve cross walks.
10. The CNMI is currently working on rehabilitating highways that have deteriorated over the years. this initiative aims to reduce traffic congestion caused by the significant increase in commuter vehicles. it also includes the installations of additional traffic signs and pedestrian cross walk. we have also assisted the local transit department (COTA) in drafting a bill to have them operate on our highways to help reduce congestion as well.
11. The Highway patrol is committed to public outreach, providing presentations to both community and private schools regarding existing traffic laws and safety issues. using the citation data to Taylor each presentation to the issues that arise. In addition, these efforts, we will expand our discussion to include conversations with government agencies that impact public services.

## 2025 Law Enforcement Community Collaboration

The Highway Patrol section discovered that individuals aged 25 and older were more likely to violate car seat laws compared to those under 25. In response, we decided to focus our educational efforts on the older demographic to raise awareness about car seat regulations, proper selection and installation.

To effectively connect with this group, the highway patrol took part in radio talk shows, creating an interactive platform where listeners could call in with questions and request information. These shows addressed crucial topics, including statistical insights, correct car seat usage, details about checkpoints, and locations for car seat checkup events.

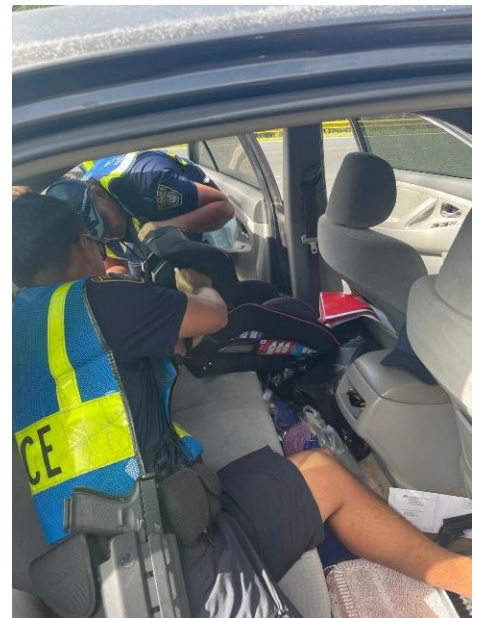
While presentations at head start schools successfully reached parents, many care givers -such as grandparents, uncles, and aunts – were unable to attend. to better engage these caregivers, the Highway Patrol leveraged the talk shows, car seat checks up events, and community gathering organized by other government agencies, which turned out to be effective in spreading awareness and education.



During the car seat checkup events, both parents and caregivers received guidance on selecting and installing car seats correctly. if a car seat was found to be unsuitable for a child, expired, or involved in an accident, the highway patrol offered assistance through a voucher program that covers half the cost of a new car seat, ensuring that every child is safely secured in the vehicle every trip.

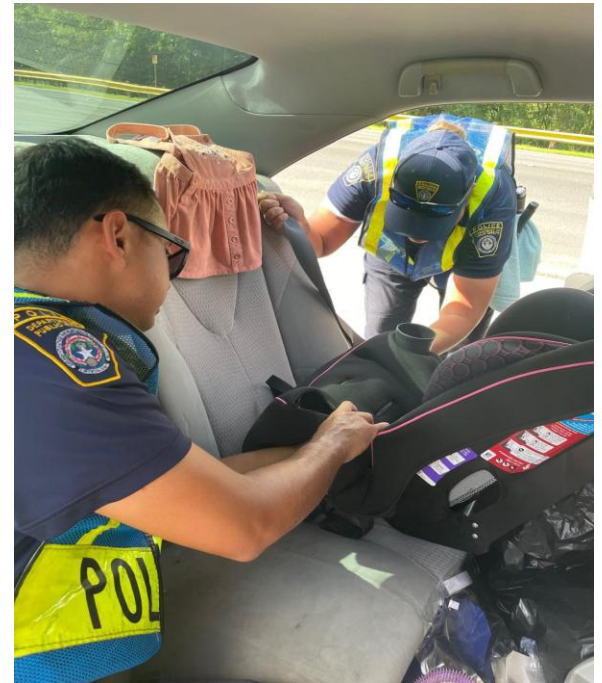
In 2025, the Highway Patrol continued its public outreach efforts on car seat safety, targeting caregivers and vehicle operators aged 25 years and

older, reaching out to them thru radio talk shows and car seat checkup events, for the year 2025 the Highway Patrol section conducted 5 car seat checkup events. the results indicate a positive trend: the number of car seat violations among this demographic has significantly decreased, reflecting improved compliance.



In 2024, we had a total of 57 car seat violations, with 52 of those involving operators older than 25. By 2025, the numbers of violations dropped significantly to 27, with 19 violators over the age of 25.

This indicated that in 2024, 90.38 % of violations were attributed to this age group, while in 2025, that percentage decreased to 57.98%. this consistent reduction in both the overall number of violations and those among operators over 25 suggests that our targeted educational initiatives aimed at this demographic have successfully improved compliance with car seat regulations



## Summary of the CNMI's Commonly Reported Statistics

| <b>Data Elements (Year)</b>   | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|
| No. of Vehicles Registered    | 23,257      | 23,469      | 22,798      | 22,048      | 16,648      |
| Licensed Driver New & Renewal | 8,520       | 11,024      | 10,058      | 5,048       | 4,864       |

Table - 1

| <b>Data Element</b>         | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>2025</b> |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Total Crashes               | 1,213       | 1,315       | 1,329       | 1,149       | 927         | 877         |
| Serious Injuries            | 1           | 6           | 10          | 7           | 3           | 5           |
| Fatalities                  | 2           | 4           | 5           | 2           | 0           | 4           |
| DUI Arrests                 | 200         | 291         | 278         | 164         | 83          | 62          |
| Alcohol-Impaired Fatalities | 2           | 3           | 2           | 1           | 0           | 1           |
| Alcohol- Involved Crashes   | 64          | 69          | 78          | 66          | 38          | 32          |

Table - 2

### Yearly Seat Belt Survey Percentage Usage Rate

| <b>Data Element</b>              | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>2025</b> |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Child Restraint % Usage Rate     | 80.42%      | 80.42%      | 82.98%      | N/A         | 88.33%      | N/A         |
| Occupant Protection % Usage rate | 93.92%      | 96.43%      | 95.71%      | 92.78%      | 98.21%      | 92.71%      |

Table - 3

**GHSA/NHTSA Recommended/Optional Performance Report Chart  
FFY 2025 Annual Report**

| <b>Performance Measure:</b>              | <b>Target Period</b> | <b>Target Year(s)</b> | <b>Target Value<br/>FY 25 HSP</b> | <b>Data Source/<br/>FY 25<br/>Progress<br/>Results</b> | <b>On Track to<br/>Meet FY 25<br/>Target:<br/>YES/NO/In-Progress<br/>(Must be Accompanied<br/>by Narrative)</b> |
|------------------------------------------|----------------------|-----------------------|-----------------------------------|--------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| C-1) Total Traffic Fatalities            | 5 Year               | 2021-2025             | 2                                 | Territory<br>Crash Data<br>2                           | Yes                                                                                                             |
| C-2) Serious Injuries in Traffic Crashes | 5 Year               | 2021-2025             | 5                                 | Territory<br>Crash Data<br>5                           | Yes                                                                                                             |
| C-3) Fatalities/VMT                      | 5 Year               | 2021-2025             | N/A                               | Territory<br>Crash Data<br>N/A                         | N/A                                                                                                             |

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY 25 HSP.

|                                                                                                  |        |           |     |                                              |     |
|--------------------------------------------------------------------------------------------------|--------|-----------|-----|----------------------------------------------|-----|
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions                      | 5 Year | 2021-2025 | 1   | Territory<br>Crash Data<br>1                 | Yes |
| C-5) Alcohol-Impaired Driving Fatalities                                                         | 5 Year | 2021-2025 | 2   | Territory<br>Crash Data<br>1                 | Yes |
| C-6) Speeding-Related Fatalities                                                                 | 5 Year | 2021-2025 | 2   | Territory<br>Crash Data<br>1                 | Yes |
| C-7) Motorcyclist Fatalities                                                                     | 5 Year | 2021-2025 | 0   | Territory<br>Crash Data -0                   | Yes |
| C-8) Unhelmeted Motorcyclist Fatalities                                                          | 5 Year | 2021-2025 | 0   | Territory<br>Crash Data -0                   | Yes |
| C-9) Drivers Age 20 or Younger Involved in Fatal Crashes                                         | 5 Year | 2021-2025 | 0   | Territory<br>Crash Data-0                    | Yes |
| C-10) Pedestrian Fatalities                                                                      | 5 Year | 2021-2025 | 1   | Territory<br>Crash Data -1                   | Yes |
| C-11) Bicyclist Fatalities                                                                       | 5 Year | 2021-2025 | 0   | Territory<br>Crash Data<br>0                 | Yes |
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | Annual | 2025      | 95% | NHTSA<br>Certified State<br>Survey<br>92.71% | No  |

## C-1 Traffic Fatalities:

The performance target was established using a linear trend line derived from the five-year rolling average data (2018-2022). This approach produced projected targets of 5, 6, and 6 for 2024, 2025, and 2026, respectively. However, because traffic fatality targets are intended to decrease rather than increase, and given that the current five-year rolling average is 3.4, more realistic targets were identified as 3, 2, and 1. Accordingly, the CNMI selected a target of 2 traffic fatalities by September 2025.

**Result: Yes - Met**

*The CNMI reported two (2) traffic fatalities as of September 2025.*

**Countermeasure:** The DPS Highway Safety will continue funding priority programs identified in its Highway Safety Plan (HSP) aimed at reducing traffic crashes on CNMI roadways. These efforts will include enforcement strategies such as checkpoints, saturation patrols, and laser speed enforcements. In addition, the office will sustain community-based educational presentations and expand public awareness through highway safety messaging delivered via television, radio, social media, and other media platforms.

C-1

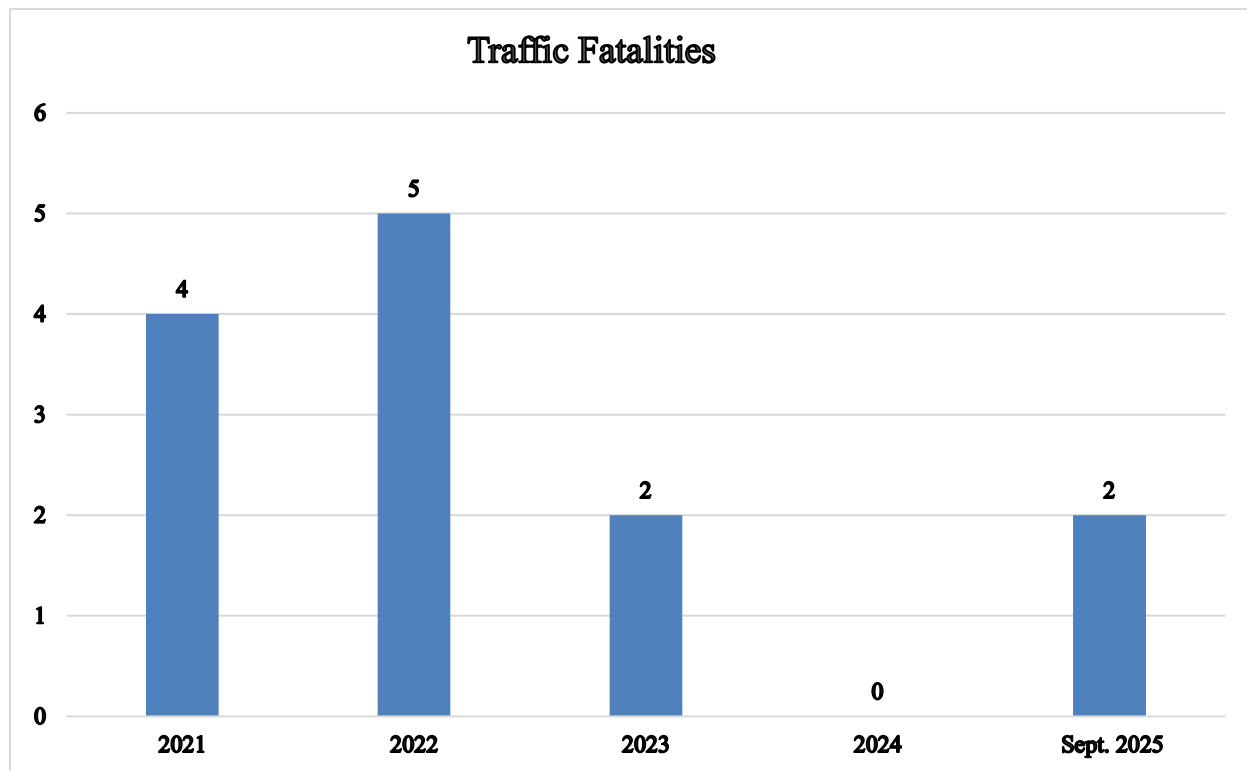


Figure - 1

## C-2 Serious Injuries:

The performance target was established using a linear trend line derived from the five-year rolling average data (2018-2022). This approach produced projected targets of 8,9, and 10 for 2024, 2025, and 2026, respectively. However, because traffic fatality targets are intended to decrease rather than increase, and given that the current five-year rolling average is 6.2, more realistic targets were identified as 6,5, and 4. Accordingly, the CNMI selected a target of 5 traffic fatalities by September 2025.

**Result: Yes - Met**

*The CNMI reported (5) serious injuries as of September 2025.*

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

C-2

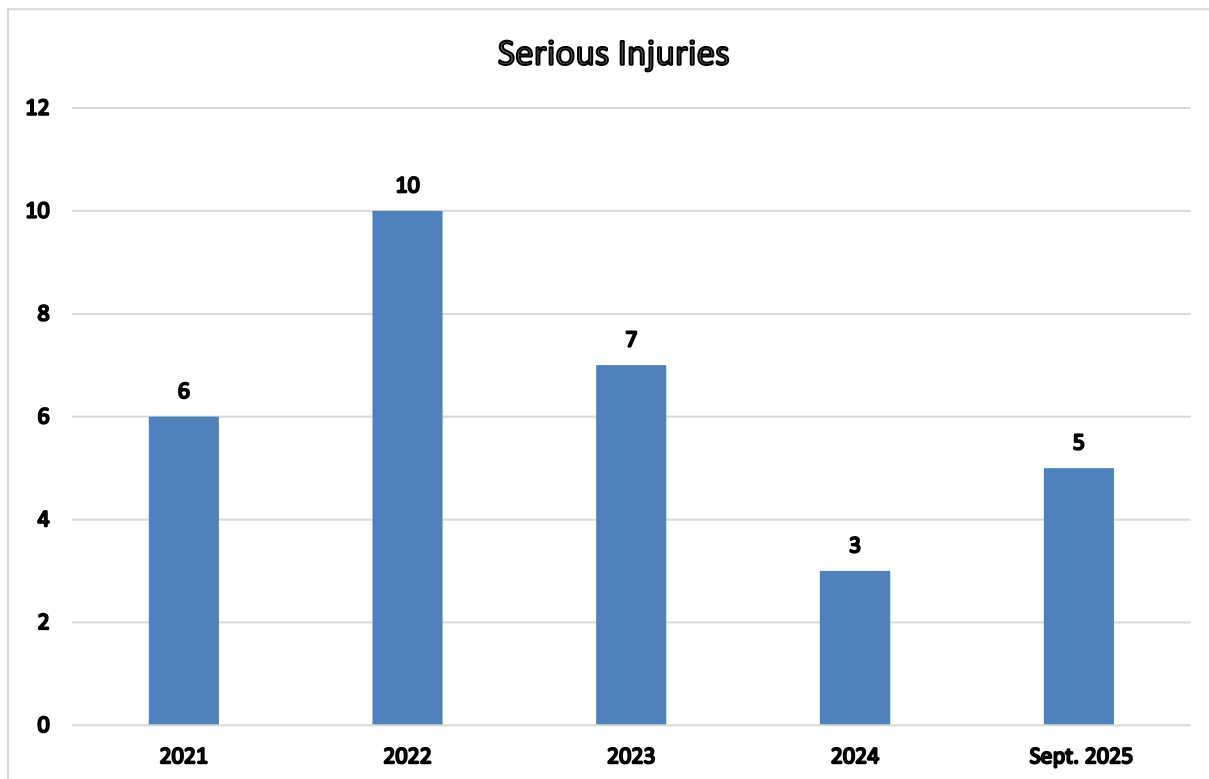


Figure - 2

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

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

The performance target was established using a linear trend line derived from the five-year rolling average data (2018-2022). This approach produced projected targets of 4,4, and 5 for 2024, 2025, and 2026, respectively. However, because traffic fatality targets are intended to decrease rather than increase, and given that the current five-year rolling average is 1.6, more realistic targets were identified as 3, 2, and 1. Accordingly, the CNMI selected a target of 2 traffic fatalities by September 2025.

**Result: Yes - Met**

*The CNMI reported (1) unrestrained passenger vehicle occupant fatality as of September 2025.*

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

C-4

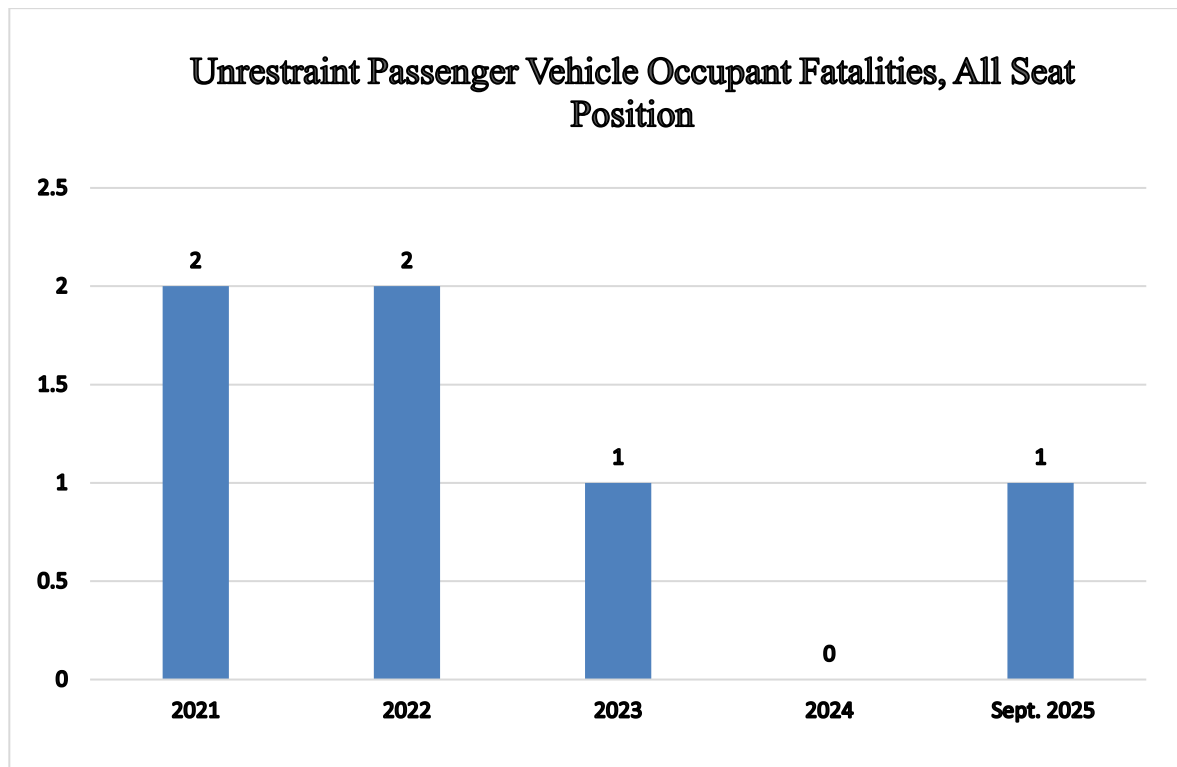


Figure – 4

## C-5 Alcohol-Impaired Driving Fatalities:

The performance target was established using a linear trend line derived from the five-year rolling average data (2018-2022). This approach produced projected target of 2 for 2024, 2025, and 2026, respectively. However, because traffic fatality targets are intended to decrease rather than increase, and given that the current five-year rolling average is 2.2, therefore, realistic targets were identified as 2. Accordingly, the CNMI selected a target of 2 traffic fatalities by September 2025.

**Result: Yes - Met**

*The CNMI reported (1) alcohol-impaired related driving fatality as of September 2025.*

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

C-5

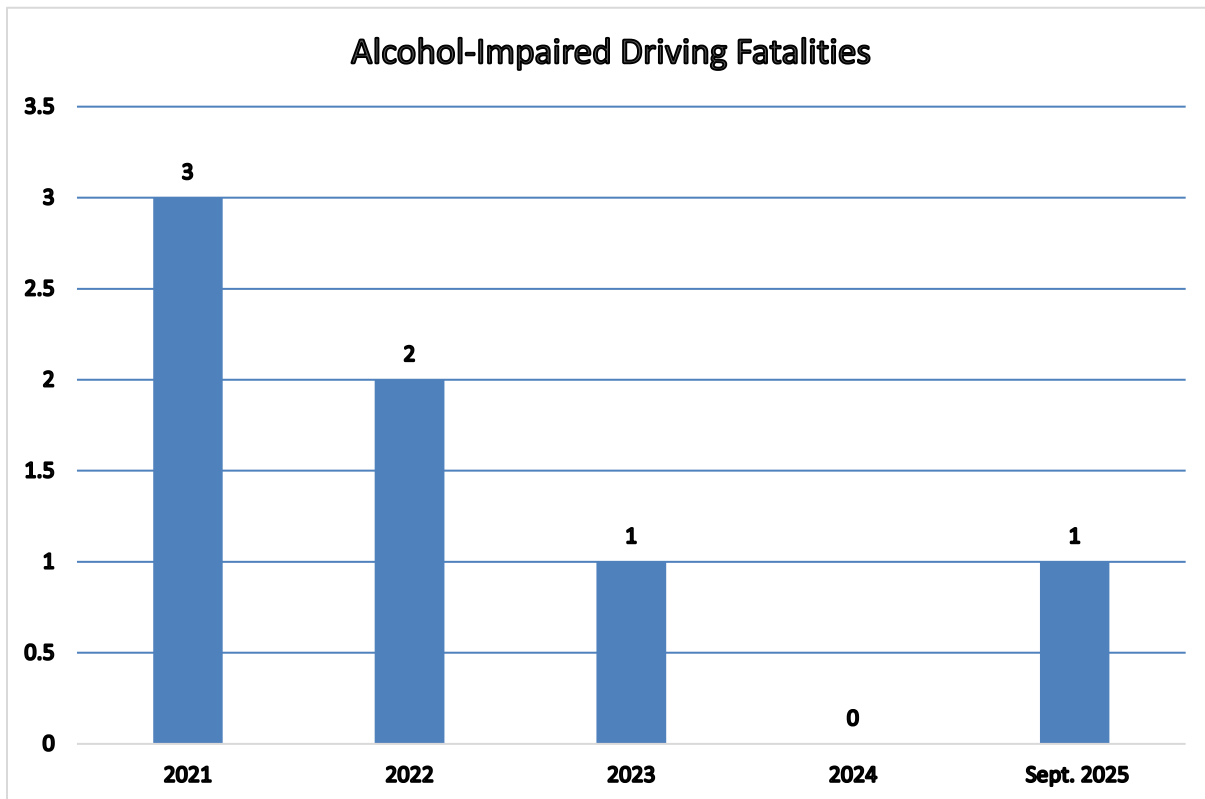


Figure - 5

## C-6 Speeding-related fatalities:

The performance target was established using a linear trend line derived from the five-year rolling average data (2018-2022). This approach produced projected targets of 1 for 2024, 2025, and 2026, respectively. Given that the current five-year rolling average is 2.4, more realistic targets were identified as 2. Accordingly, the CNMI selected a target of 2 traffic fatalities by September 2025.

**Result: Yes - Met**

*The CNMI reported (1) speed related fatality as of September 2025.*

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

C-6

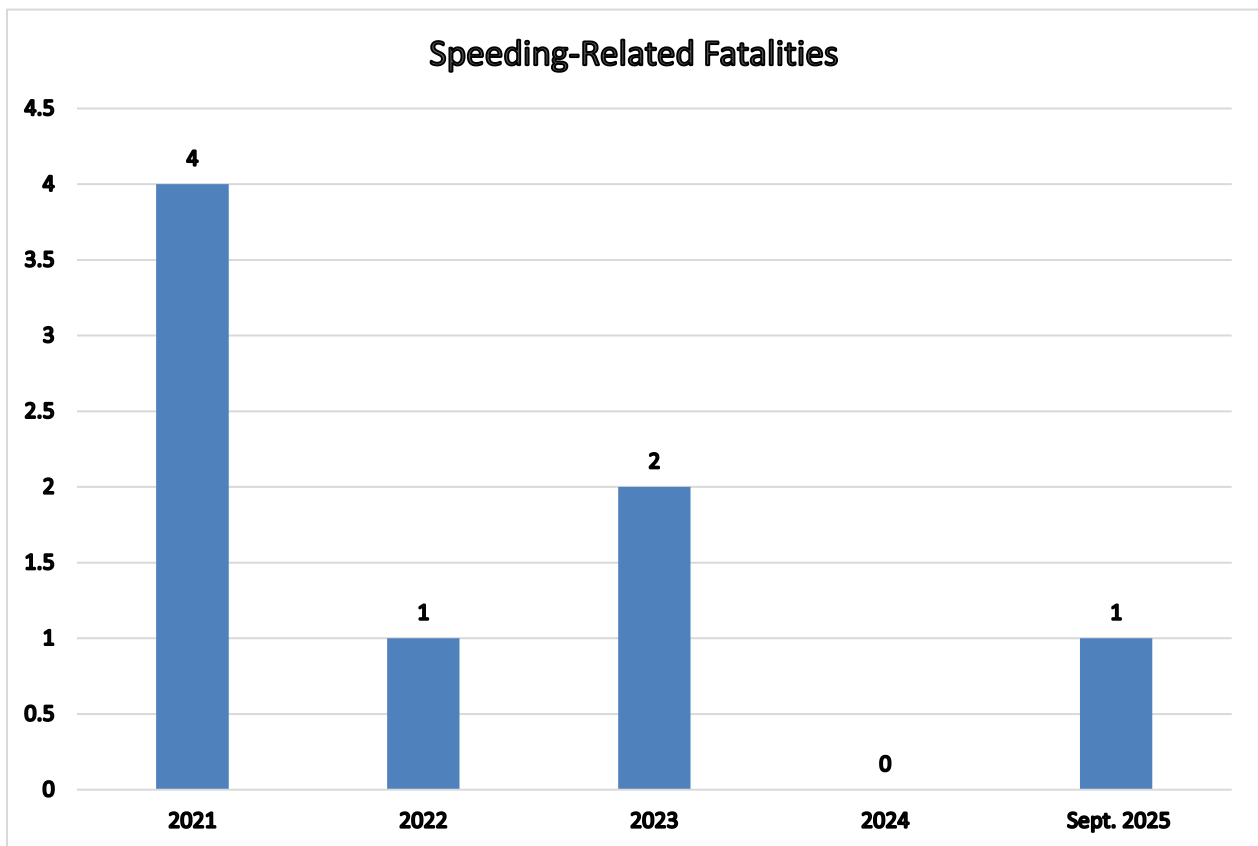


Figure - 6

### C-7 Motorcycle Fatalities:

The performance target was developed using a linear trend line based on five-year rolling average data (2018-2022). This analysis projected targets of 0 for 2024, 2025, and 2026. Since the current five-year rolling average is already 0, the most realistic target remains 0. Therefore, CNMI established a goal of zero motorcycle fatalities by September 2025.

**Result: Yes - Met**

*The CNMI reported (0) motorcycle fatalities as of September 2025.*

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

C-7

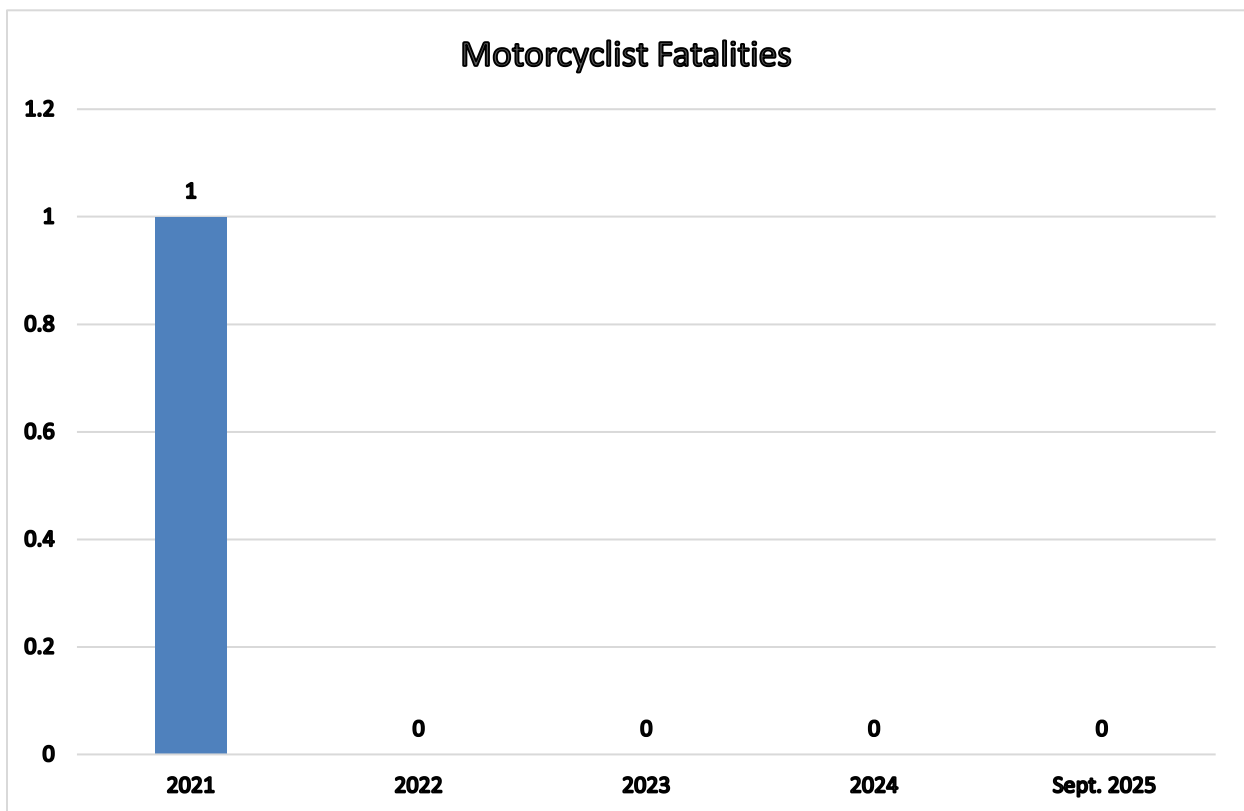


Figure - 7

## C-8 Unhelmeted Motorcycle Fatalities:

The performance target was developed using a linear trend line based on five-year rolling average data (2018-2022). This analysis projected targets of 0 for 2024, 2025, and 2026. Since the current five-year rolling average is already 0, the most realistic target remains 0. Therefore, CNMI established a goal of zero unhelmeted motorcycle fatalities by September 2025.

**Result: Yes - Met**

*The CNMI reported (0) unhelmeted motorcycle fatalities as of September 2025.*

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

C-8

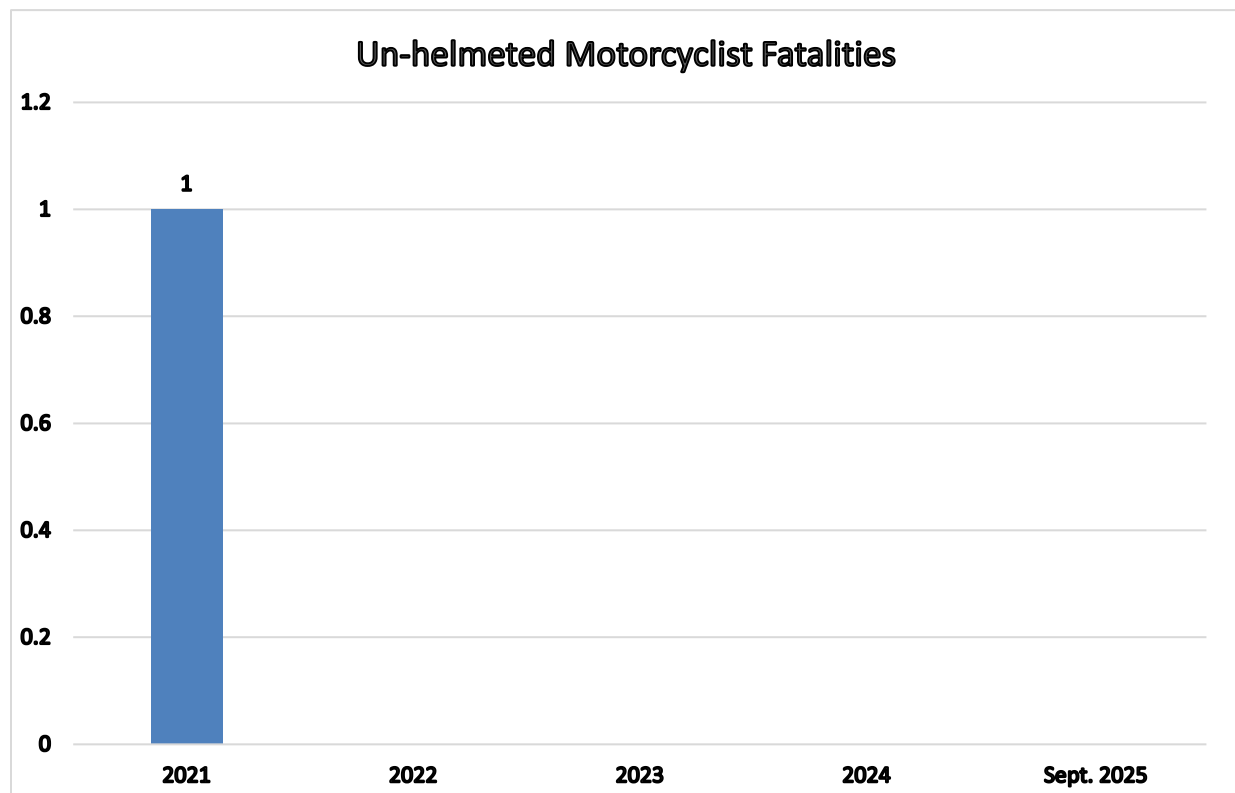


Figure - 8

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

The CNMI's goal is to maintain zero (0) fatalities in 2025.

The performance target was developed using a linear trend line based on five-year rolling average data (2018-2022). This analysis projected targets of 0 for 2024, 2025, and 2026. Since the current five-year rolling average is already 0, the most realistic target remains 0. Therefore, CNMI established a goal of zero drivers age 20 or younger involved in fatal crashes by September 2025.

**Result: Yes - Met**

*The CNMI reported (0) drivers aged 20 or younger involved in fatal crashes as of September 2025.*

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

C-9

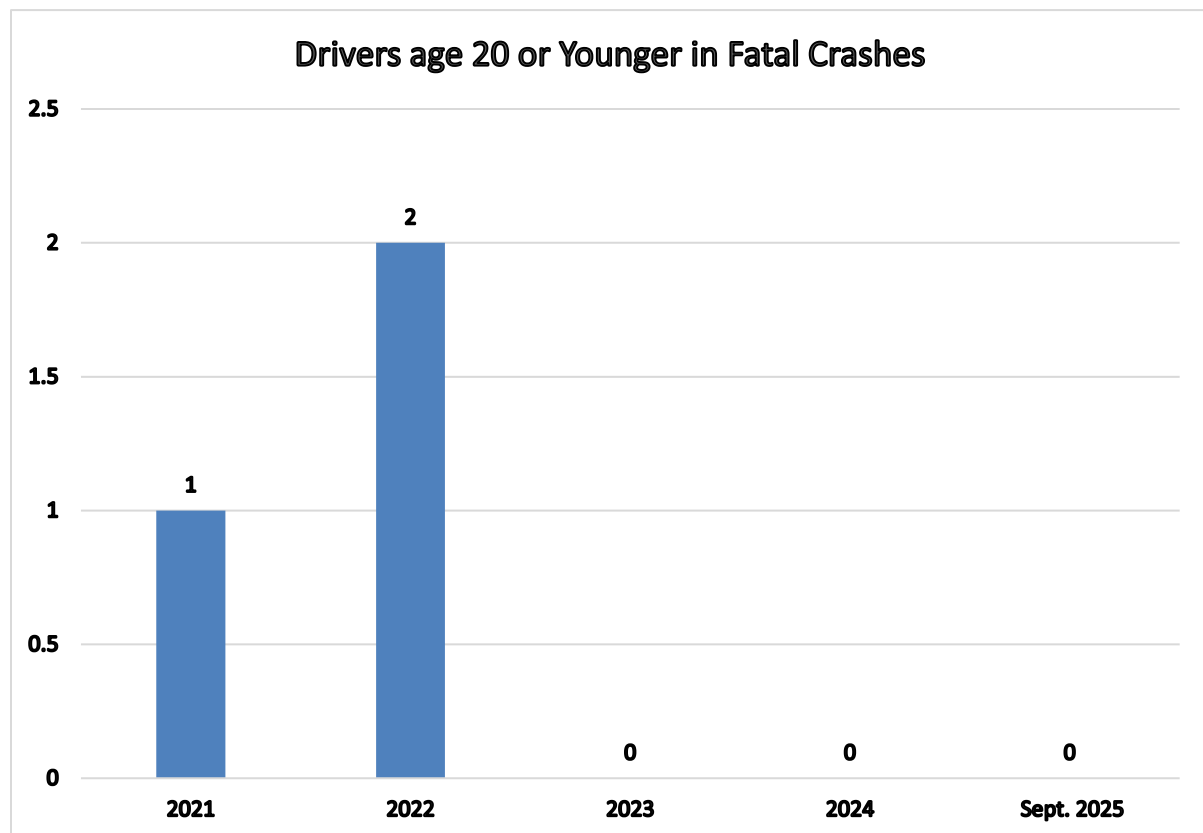


Figure - 9

## C-10 Pedestrian Fatalities:

The performance target was established using a linear trend line derived from the five-year rolling average data (2018-2022). This approach produced projected targets of 1,0, and 0 for 2024, 2025, and 2026, respectively. Given that the current five-year rolling average is 1.4, more realistic targets were identified as 1. Accordingly, the CNMI selected a target of 1 traffic fatalities by September 2025.

**Result: Yes – Met**

*The CNMI reported (1) pedestrian fatality as of September 2025.*

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

C-10

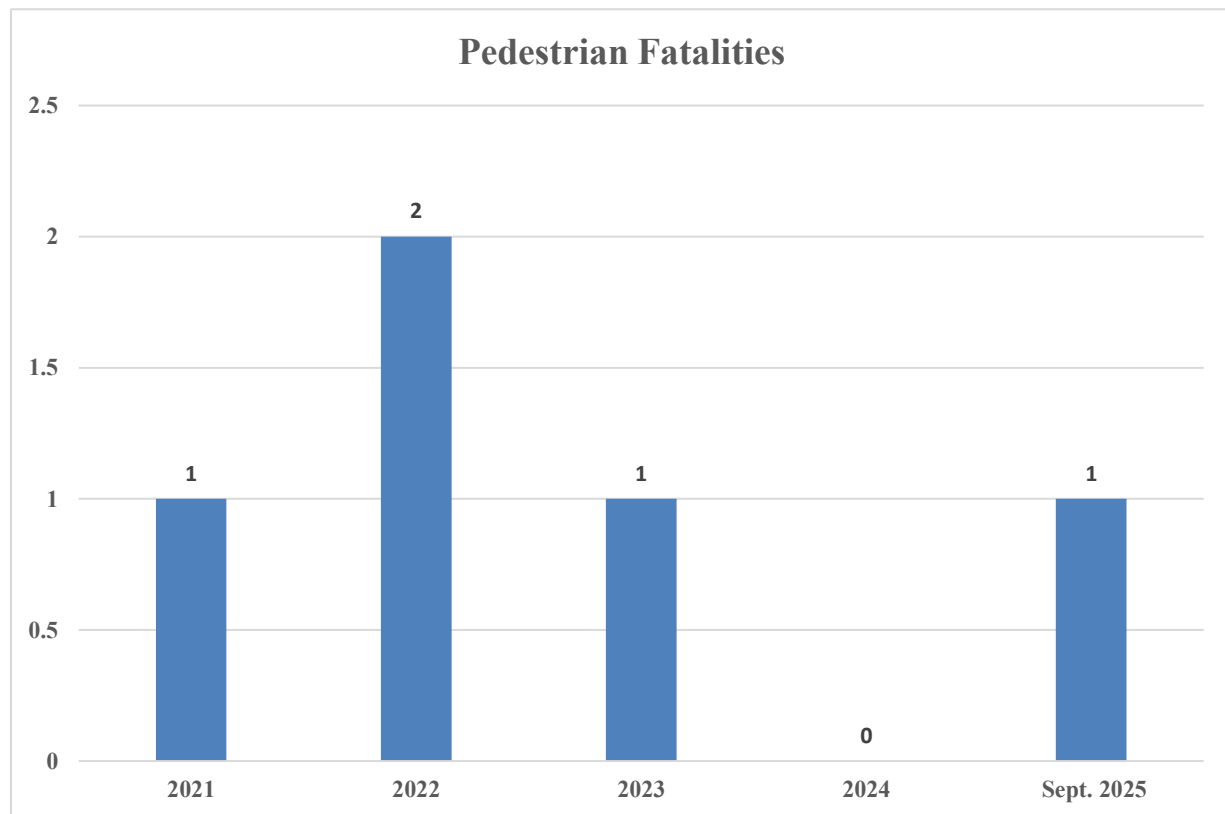


Figure - 10

## C-11 Bicyclist Fatalities

The performance target was developed using a linear trend line based on five-year rolling average data (2018-2022). This analysis projected targets of 0 for 2024, 2025, and 2026. Since the current five-year rolling average is already 0, the most realistic target remains 0. Therefore, CNMI established a goal of zero bicyclist fatalities by September 2025.

**Result:** Yes - Met

*The CNMI reported (0) bicyclist fatalities as of September 2025.*

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

C-11

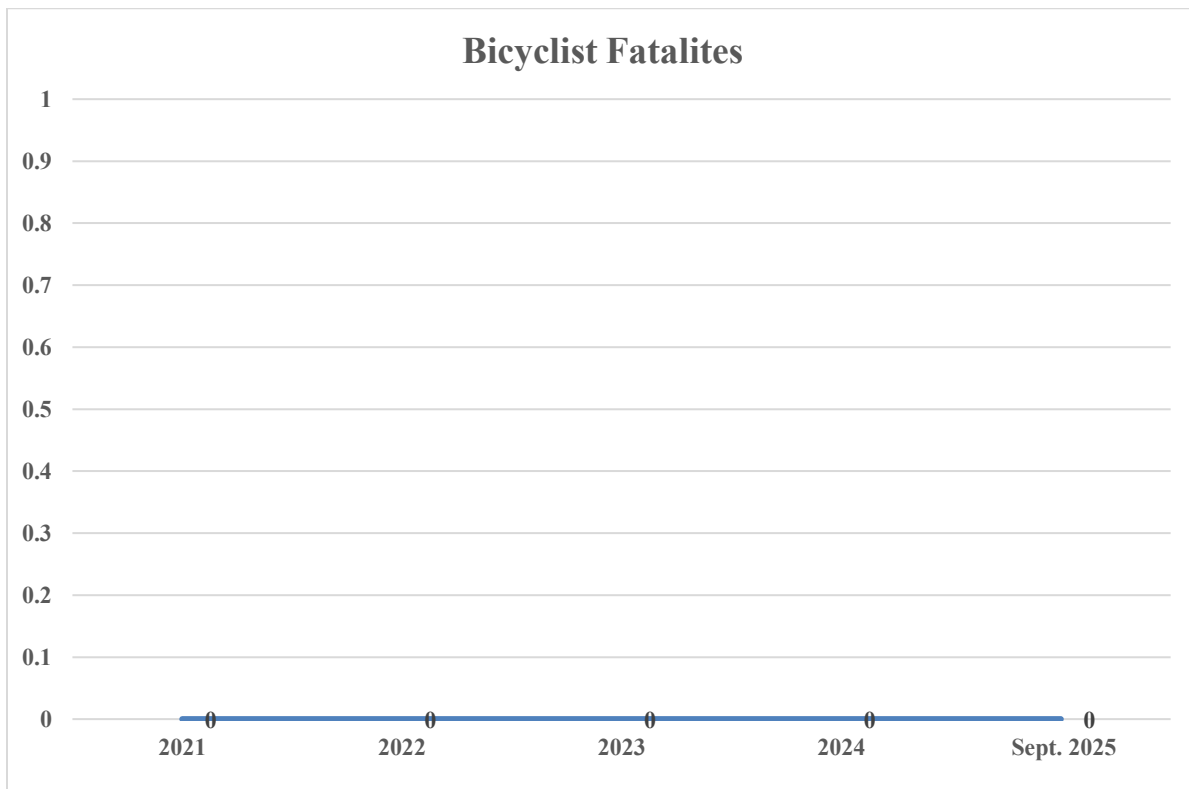


Figure - 11

## *Core Behavior Measures:*

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

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

#### **Results: Met**

In 2025, an observed seat belt usage survey indicated a decrease of 5.5 percentage points from 98.21% in 2024 to 92.71%.

Survey was not conducted in 2025 for the usage of child restraints.

## *Core Activity Measures:*

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

|                    | 2021 | 2022 | 2023 | 2024 | 2025 |                  |
|--------------------|------|------|------|------|------|------------------|
| Seat Belts       : | 485  | 720  | 696  | 433  | 240  | As of Sept. 2025 |
| Child Restraint:   | 17   | 74   | 39   |      | 22   | As of Sept. 2025 |

### **A-2    Impaired Driving Arrests:**

| 2021 | 2022 | 2023 | 2024 | 2025 |                  |
|------|------|------|------|------|------------------|
| 281  | 263  | 160  | 83   | 62   | As of Sept. 2025 |

### **A-3    Speeding Citations Issued:**

| 2021 | 2022 | 2023  | 2024 | 2025 |                  |
|------|------|-------|------|------|------------------|
| 480  | 598  | 1,553 | 675  | 446  | As of Sept. 2025 |

## Core Performance Measure Target Chart – FY2025 Annual Report

| Assessment of Results in Achieving Performance Targets for FY25 and FY24                                                            |               |                |                       |                                      |                                                   |                       |                |                                |     |                     |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------|-----------------------|--------------------------------------|---------------------------------------------------|-----------------------|----------------|--------------------------------|-----|---------------------|
|                                                                                                                                     | Target Period | Target Year(s) | FY 2025               |                                      |                                                   | FY 2024               |                |                                |     | Met FY24 Target Y/N |
|                                                                                                                                     |               |                | Target Value FY25 HSP | Data Source*/ FY 25 Progress Results | On Track to Meet FY25 Target Y/N ** (in-progress) | Target Value FY24 HSP | Target Year(s) | Data Source/ FY24 Final Result |     |                     |
| C-1) Total Traffic Fatalities                                                                                                       | 5 Year        | 2021-2025      | 2                     | 2020 – 2024 State 2                  | Yes                                               | 3                     | 2020-2024      | 2019 – 2023 State 3            | Yes |                     |
| C-2) Serious Injuries in Traffic Crashes                                                                                            | 5 year        | 2021-2025      | 5                     | 2020 – 2024 State 5                  | Yes                                               | 6                     | 2020-2024      | 2019 – 2023 State 5            | Yes |                     |
| C-3) Fatalities/VMT                                                                                                                 | 5 year        | 2021-2025      | N/A                   | 2020– 2024 N/A                       | N/A                                               | N/A                   | 2020-2024 N/A  | 2019 – 2023 N/A                | N/A |                     |
| For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY25 HSP. |               |                |                       |                                      |                                                   |                       |                |                                |     |                     |
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions                                                         | 5 Year        | 2021-2025      | 1                     | 2020-2024 State – 1                  | Yes                                               | 2                     | 2020-2024      | 2019-2023 State – 1            | Yes |                     |
| C-5) Alcohol-Impaired Driving Fatalities                                                                                            | 5 Year        | 2021-2025      | 2                     | 2020-2024 State – 1                  | Yes                                               | 2                     | 2020-2024      | 2019-2023 State – 2            | Yes |                     |
| C-6) Speeding-Related Fatalities                                                                                                    | 5 Year        | 2021-2025      | 2                     | 2020-2024 State – 1                  | Yes                                               | 2                     | 2020-2024      | 2019-2023 State – 2            | Yes |                     |
| C-7) Motorcyclist Fatalities (FARS)                                                                                                 | 5 Year        | 2021-2025      | 0                     | 2020-2024 State – 0                  | Yes                                               | 0                     | 2020-2024      | 2019-2023 State – 0            | Yes |                     |
| C-8) Un-helmeted Motorcyclist Fatalities                                                                                            | 5 Year        | 2021-2025      | 0                     | 2020-2024 State – 0                  | Yes                                               | 0                     | 2020-2024      | 2019-2023 State – 0            | Yes |                     |
| C-9) Drivers Age 20 or Younger Involved in Fatal Crashes                                                                            | 5 Year        | 2021-2025      | 0                     | 2020-2024 State – 0                  | Yes                                               | 0                     | 2020-2024      | 2019-2023 State – 0            | Yes |                     |
| C-10) Pedestrian Fatalities                                                                                                         | 5 year        | 2021-2025      | 1                     | 2020 – 2024 State - 1                | Yes                                               | 1                     | 2020-2024      | 2019 – 2023 State - 1          | Yes |                     |
| C-11) Bicyclist Fatalities                                                                                                          | 5 year        | 2021-2025      | 0                     | 2020 – 2024 State - 0                | Yes                                               | 0                     | 2020-2024      | 2019– 2023 State – 0           | Yes |                     |
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)                                    | Annual        | 2025           | 95%                   | 92.71%                               | No                                                | 96%                   | 2024           | 98.21%                         | Yes |                     |

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

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

## *The Island of Saipan*

Vehicle crashes on the Island of Saipan remain a persistent and pervasive problem. Highway Patrol (Saipan) in alignment with our Highway Safety Programs implemented strategic educational and enforcement activities to reduce the number of traffic fatalities and serious injuries on our roadways.

Each year, we aim to achieve zero roadway deaths and serious injuries. Though we have made strides, we were overcome by **1 fatal**, and **4 serious injury crashes**.

2025 was met with several unique challenges. This year, Saipan completed a newly paved and expanded roadway, where we anticipated an increase in speed related crashes. Nonetheless, we remained vigilant, acknowledged these obstacles and counteracted by increasing our speed enforcement efforts.



Through outreach and education initiatives, we enhanced our engagement efforts by emphasizing the value of life and safety. We adopted a more proactive approach for our listeners. Each presentation was tailored to its audience, highlighting relevant highway safety programs supported by data.

### Data at a glance

Officers committed to Highway Safety

**13**

Vehicle crashes

**851**

Fatal vehicle crashes

**1**

Serious injury crashes

**4**

Impaired Driving Arrests

**60**

Traffic citations issued

**1,423**

## 2025 Highlights

The Department of Public Safety - Highway Safety Office in collaboration with the Institute of Police Technology and Management has certified 30 officers in the *At Scene Traffic Crash / Traffic Homicide Investigation Course*. This certification armed our Officers with the necessary skill to conduct thorough traffic crash investigation and proper documentation for courtroom presentation, an essential asset to the Department and the travelling public.



The Department recently acquired five motorcycle units, replacing those which were damaged by Super Typhoon Yutu. These motorcycles are an essential asset to our operations as they will enhance maneuverability on streets and inner roads, improving response time. These motorcycles also offer a versatile approach to crowd control during special events, making it easier to navigate roads and manage intersections - ideal for motorcades, marathons, and other large community events.



Highway Patrol has advanced its use of technology by launching e-citation in collaboration with the CNMI Judiciary.



The overall goal is to enhance efficiency and transparency in the field as well as expedite the process for traffic violators.

Moreover, our local government continues experiencing economic challenges which has led to manpower issues within our department. As a result, Highway Patrol was forced to make operational adjustments.

Nonetheless, we have made the necessary adjustments within our section and we will continue to work to meet our goals and achieve our objectives to the public in line with our NHTSA programs.

## Occupant Protection/Child Restraint (OP/CR)

We continued our education and enforcement efforts in alignment with the National Click it or Ticket campaigns. According to our data, unrestrained motorists remain a concern. Therefore, we amplified our emphasis on the importance of child restraint to parents and caregivers at numerous community events, school presentations, and media outlets.



Additionally, our Officers maintained their Child Passenger Safety Technician (CPST) certifications to ensure we exercise the proper skills to educate our community members. Through talk shows on local media outlets, we broadcasted the importance of the use of seat belts and car seats, encouraging parents and caregivers to attend our courtesy car

seat check-up events. There, we noticed an increase of attendants compared to previous years. Parents and caregivers not only came to acquire car seat vouchers, but expressed interest to learn the proper ways to install car seats for their children, grandchildren, nieces and nephews, based on age, height and weight. These initiatives provided a valuable platform for engaging with the traveling public.

In CY 2024, we recorded a total of 695 seat belt violations and 57 car seat violations. We addressed this concern by continuing our daily enforcements, traditional check points, high visibility enforcements, as well as the re-introduced standalone check points.

As of October 2025, we recorded a total of 214 seat belt violations which suggests our outreach and deterrent strategies have made an impact. We also observed a decrease in child restraint violations with 22 in the current year. Nonetheless, we will increase our efforts and strive to reduce that number in the years to come.

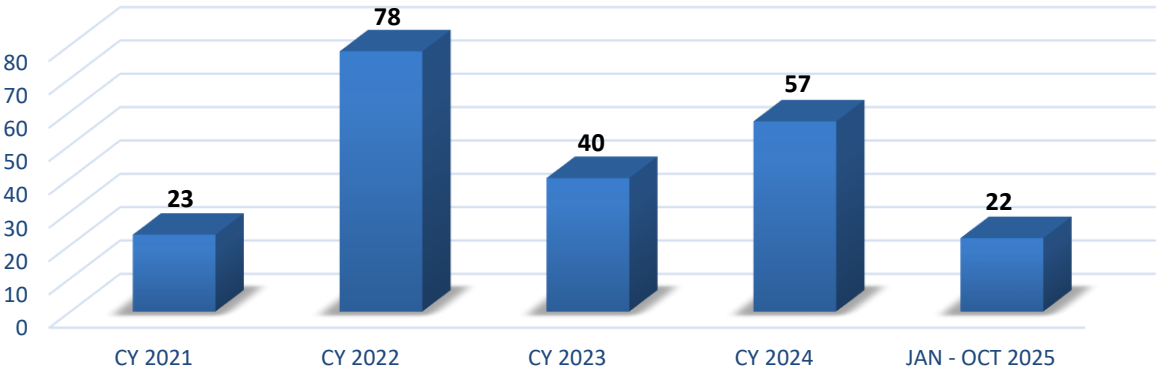
The Department of Public Safety as a whole fully supports these enforcement activities and is committed to these countermeasures.

| Education / Outreach     |    |
|--------------------------|----|
| Car Seat check-up events | 2  |
| Radio Talk Shows         | 4  |
| School Presentations     | 25 |
| Misc. community events   | 8  |

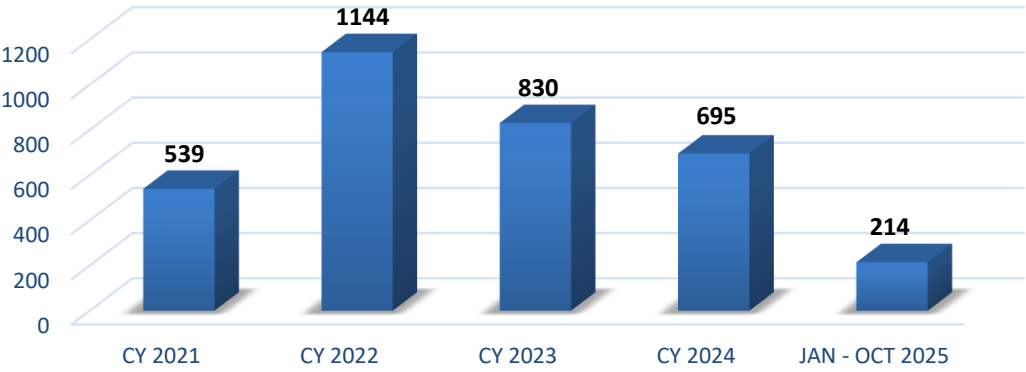
| Enforcement Activities      |       |
|-----------------------------|-------|
| OP/CR enforcement           | daily |
| OP/CR checkpoints           | 3     |
| High Visibility Enforcement | 4     |
| Covert enforcement          | 5     |



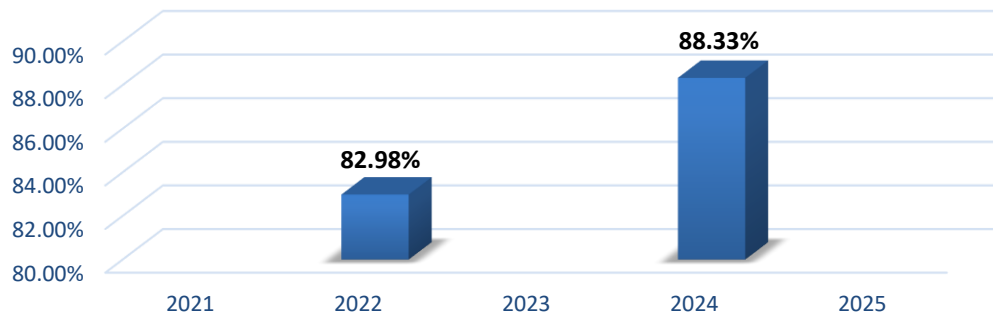
### Child Restraint Violations



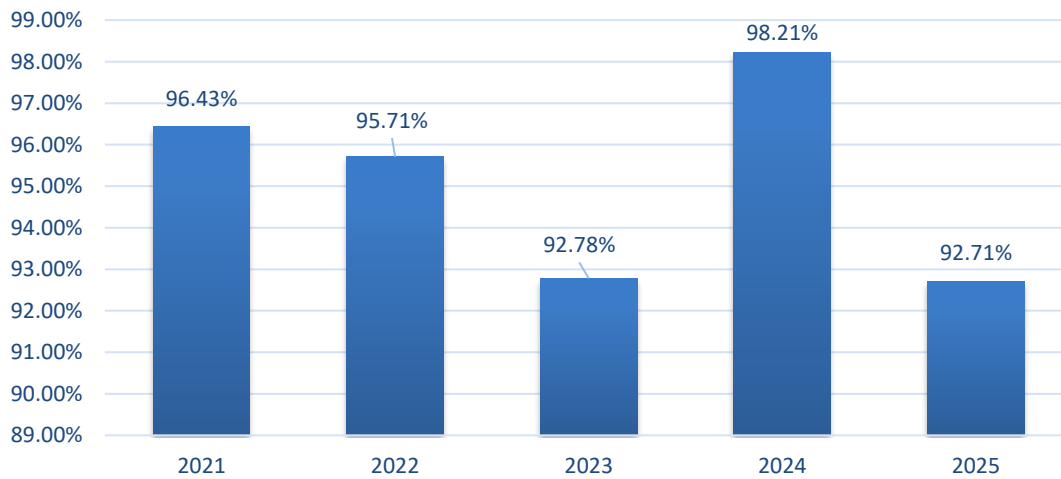
### Occupant Restraint Violations



## Child Restraint Usage Rate

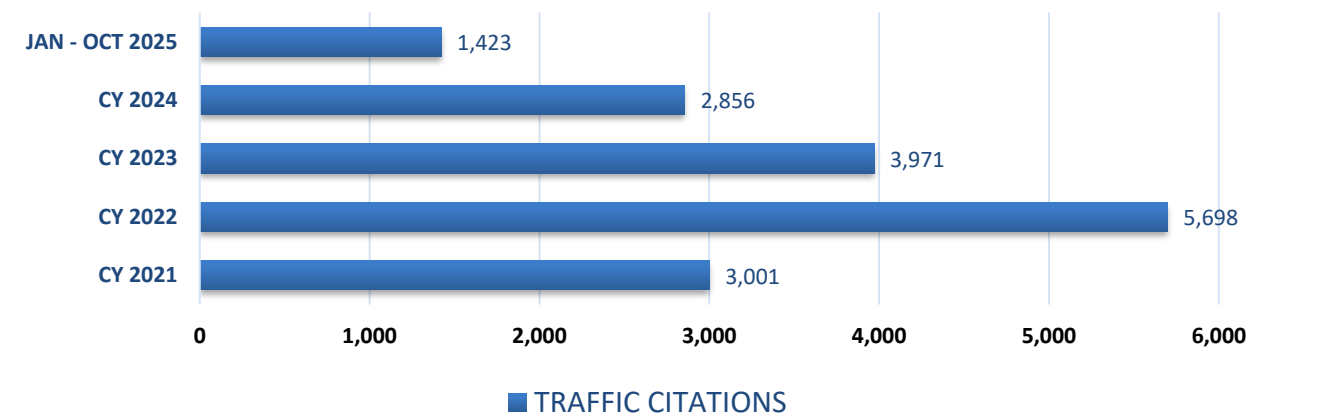


## Occupant Restraint Usage Rate



Police Traffic Services (PTS)

Police traffic services remain a fundamental element for the safety of the community, especially the traveling public. With the support from the Department, we’re able to enforce traffic laws, daily. By showing officer presence on the roadways, issuing traffic citations, placing focus on high-risk areas, we are able to produce low serious injuries and 1 fatal crash.

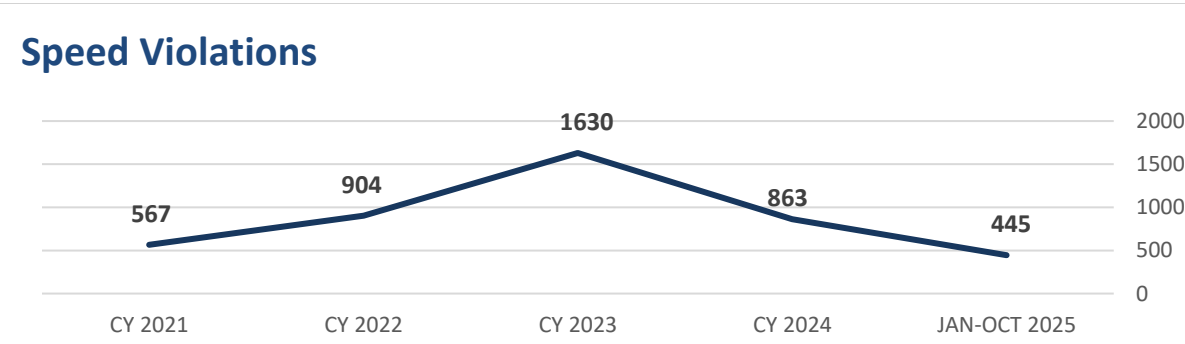


As of October, a total of 1,423 traffic citations were issued to motorists. This highlights an ongoing issue of motorists violating traffic laws, indicating the need to continually enforce the CNMI traffic laws to ensure the safety of all motorists and pedestrians.

Speed Enforcement

Over the last five years, 12 fatal traffic crashes occurred on our Island. 50% of those fatalities were speed related. Speed remains one of the top contributing factors for traffic fatalities and serious injuries on our roadways.

Speed is evidently a significant problem identified on our Island. In calendar year 2024, we issued a total of 863 speed citations. We tackled this issue by implementing speed enforcement measures throughout the year, combined with impaired driving and OP/CR enforcement activities, both day and night. As of October 2025, a total of 445 speed violators were issued traffic citations, many of which included additional violations.



Other Police Traffic Services included the following:

- Provided 220 traffic escorts and directed traffic for 79 community events which took place on the main highways or roadways.
- Conducted 35 Public Education Presentations at various schools and multiple public community events.

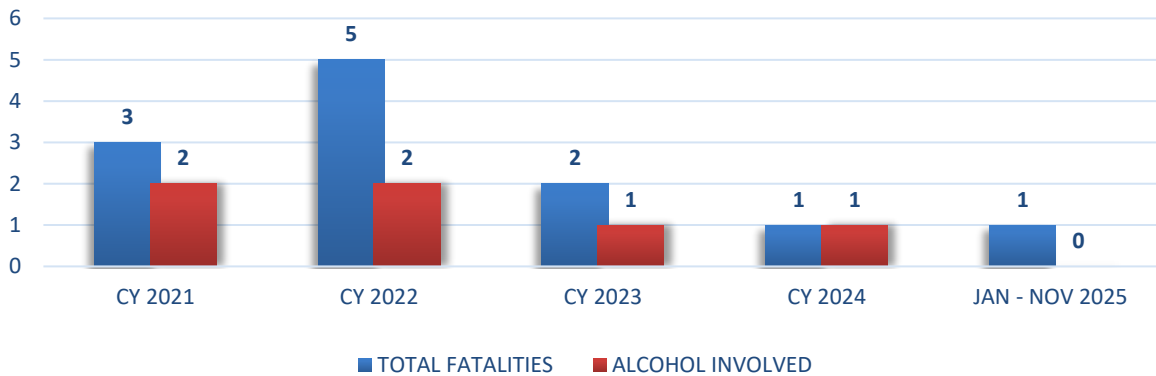
### Alcohol Program

In 2025, the Highway Patrol focused on collaborative educational and deterrence efforts. We continued to prioritize public education and awareness through various campaigns. The highway patrol conducted multiple presentations at high schools aimed at the young driving community, educating them about the deadly risks of impaired driving.

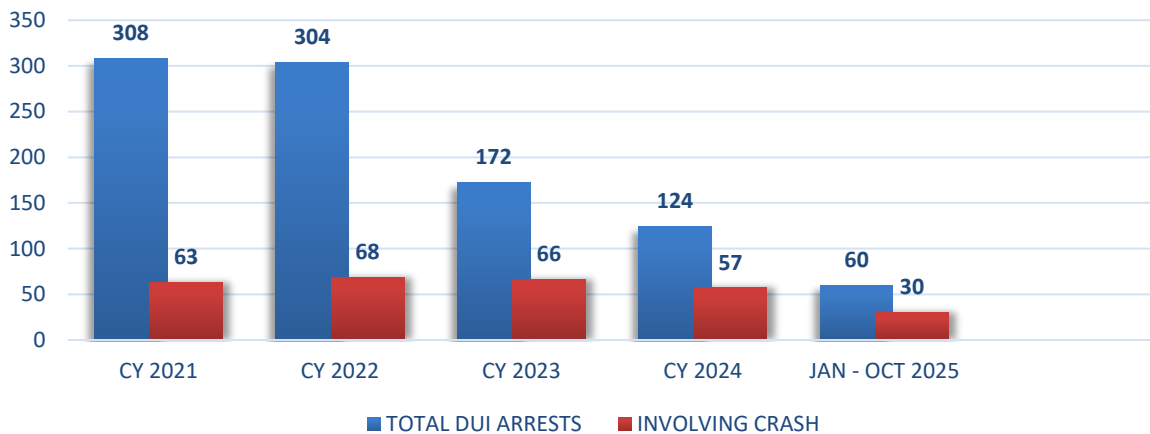


This initiative was instrumental in encouraging responsible behavior among young drivers. Additionally, utilizing media outreach to announce checkpoints and by creating platform for public communications and feedback played a significant role in deterrence. Beyond traditional check points, the Highway Patrol introduced stand-alone check points to expand coverage on our roadways. Our data identified speed and alcohol as primary contributing factors to traffic crash fatalities. This data drove us to implement speed enforcement measures alongside standalone checkpoints, simultaneously. These operations not only proved to be a successful strategy, but also helped reduce operational costs for the Department. With minimal manpower, we managed to effectively carry out these initiatives. These strategies provided greater flexibility, allowing us to deploy resources throughout various locations at different times, both day and night.

## Fatal Vehicle Crashes



## Impaired Driving Arrests



The Department of Public Safety-Saipan has faced significant challenges over the years, from natural disasters, the effects of the COVID-19 Pandemic, shortage of man power and a newly paved and expanded roadway on one of our busiest roads.

We remained resilient in the face of the adversities brought by natural disasters and the unforeseen Covid-19 Pandemic. In response to the man power challenges, the Highway Patrol has adjusted its approach by practicing Public Participation and Engagement (PPE). Knowing we lack the sufficient amount of personnel the Department can provide; we took a proactive stance by prioritizing education before enforcement. With our resilience and data driven planning in collaboration with other government agencies, we managed to effectively overcome these obstacles.

Highway Patrol under the Department of Public Safety with the support of Highway Safety office is committed to save lives, prevent injuries, and reduce economic costs due to traffic crashes through our education and enforcement efforts. Each day our daily goal remains to aim for zero traffic related deaths on our island.

## *Island of Tinian*

The Tinian Highway Patrol Section remains steadfast in its commitment to promoting public safety and ensuring the orderly flow of traffic throughout the island. The section continues to focus on both education and enforcement initiatives aimed at encouraging responsible driving behavior and compliance with traffic regulations. Through these ongoing efforts, the section strives to enhance public awareness, reduce the occurrence of traffic crashes, and maintain a safe environment for all motorists and pedestrians within the community.

### **Traffic Enforcement**

The traffic enforcement activities were implemented to enhance road safety and ensure compliance with traffic regulations during high-volume periods. The program introduced staggered shifts to provide coverage during morning and afternoon peak hours. Enforcement efforts focused on key safety concerns, including speeding in school zones and distracted driving. These targeted operations aim to reduce traffic violations, promote safe driving behavior, and protect both motorists and pedestrians within the community.

### **Occupant Protection/Child Restraint (OP/CR)**

In support of the Click it or Ticket mobilization campaign, this section led several key initiatives aimed at increasing public awareness and enforcement of seat belt laws. A proclamation was officially signed by Mayor Edwin P. Aldan, demonstrating the municipality 's commitment to promoting roadway safety. Following the proclamation, saturation enforcement operations were conducted on multiple dates and times to ensure increased officer presence and visibility.

As part of the campaign, public education was conducted at the Bar K restaurant targeting high school students grades 9 and 10 on May 19, 2025.

On Saturday May 24, 2025 this section conducted a checkup event at the police station from 8a.m. to 12p.m.

This section conducted saturation enforcement activities resulting in 34 citations issued.

The primary objective of this mobilization was to reduce the number of drivers and passengers who fail to wear seat belts and to encourage long term behavioral change through both enforcement and education.

### **Community Outreach events:**

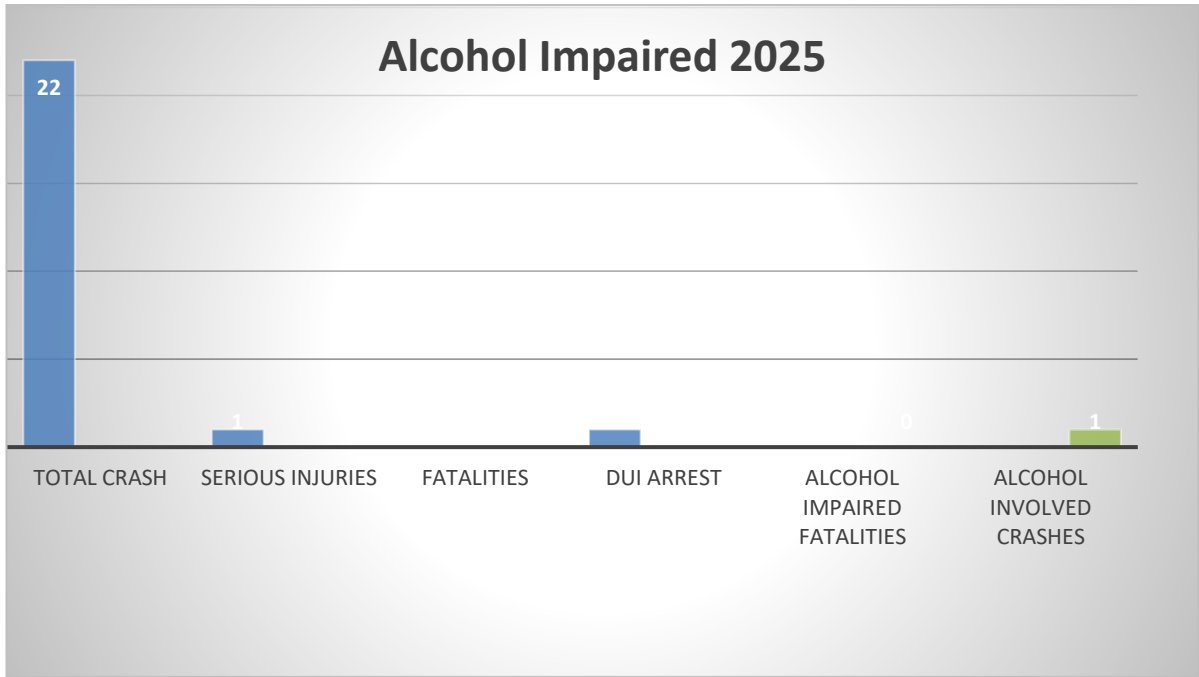
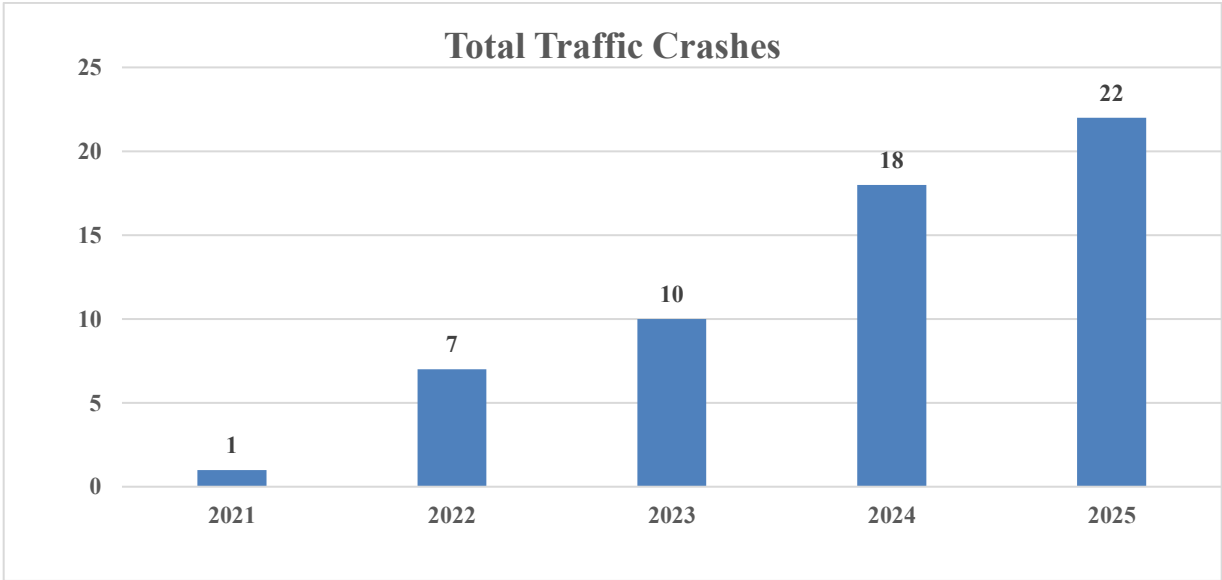
- January 20-24, 2025, the HP Commander/CPST instructor conducted child passenger safety technician re-certification and certification on Guam.
- January 27, 2025, HP personnel conducted presentation at the Tinian High School regarding seat belts, and child restraint, speed, pedestrian and bicycle safety, and alcohol impairment.
- January 29-31, 2025 Highway Patrol Section assisted Motor Carrier personnel from Saipan (Operation Strike Force).
- May 19, 2025 conducted presentation at Bar K restaurant on Seat Belts and Child Restraints as part of the Click It or Ticket campaign.
- On August 9, 2025 conducted a Back-to-School presentation on pedestrian & bicycle safety, and child restraint systems display at the Tinian Health Center.
- On August 17, 2025, conducted an outreach event on child restraint during the DYS Child Care Program Family Fun Day at the fiesta grounds.

- On September 17, 2025 this section conducted a presentation at the Tinian Head Start on pedestrian and bicycle safety and child restraint systems.
- On September 29, 2025, HP presented displays (child restraint systems) and distributed educational pamphlets during the Tinian High School Career Path event.



Police Traffic Services

Traffic Crashes:



2025 Traffic violations citations issued: 92

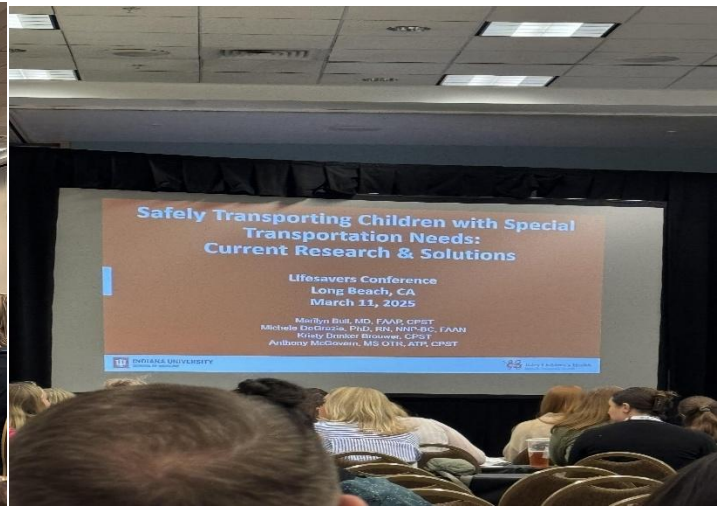
## Training and Conferences:



- January 20-24, 2025, CPST Lead Instructors: Mr. Conrad Castro, Capt. Jarrod Manglona and Sgt. Wally Villagomez conducted a class on Child Passenger Safety certification and Recertification course on Guam for Guam Police Department, Military Family Affairs personnel, Guam Health Care, Guam Ports Authority, and Department of Public Works personnel.



- Tinian HP Officer Tara Cepeda attended the Child Passenger Safety Technician Certification training in Saipan on February 26-March 01, 2025.



- Sgt. Wally F. Villagomez attended the 2025 Lifesavers Conference held at Long Beach, California.



- Tinian HP Officers Tara Cepeda and Joel Ignacio attended the At Scene Traffic Crash Investigation course in Saipan from August 25-September 05, 2025.

### **Challenges and areas for Improvement:**

The Tinian Highway Patrol Section continued to experience significant manpower shortages, with only ten police officers assigned to the island of Tinian. This limitation affected the department's ability to maintain consistent traffic enforcement operations, particularly during peak hours. Despite these challenges, officers remained committed to promoting road safety through regular patrols and enforcement of traffic laws, with special attention to speeding in school zones, distracted driving, and pedestrian safety.

### **Goals for the Upcoming Year:**

With the upcoming Police Academy scheduled to commence in December, the department anticipates an increase in manpower that will significantly enhance enforcement visibility and overall operational effectiveness through the acquisition of necessary equipment and resources.

*Island of Rota*

Although Rota is a small island community, the Highway Patrol Section remains committed to providing the highest level of traffic enforcement and public safety services possible. Officers assigned to the section consistently strive in the effort to reduce the number of traffic fatalities and serious injuries on the roadways Through the implementation of various programs, the Highway Patrol Section has built a strong and unique bond with the community. This partnership promotes open communication and enhances the overall effectiveness and success of its programs and initiatives.

Checkpoints and educational outreach continue to be effective tools for deterring and detecting specific violations as well as public education. Our goal is to carry out an adequate number of checkpoints and educational outreach during the mobilizations to meet the objectives set forth in the Highway Safety Plan.

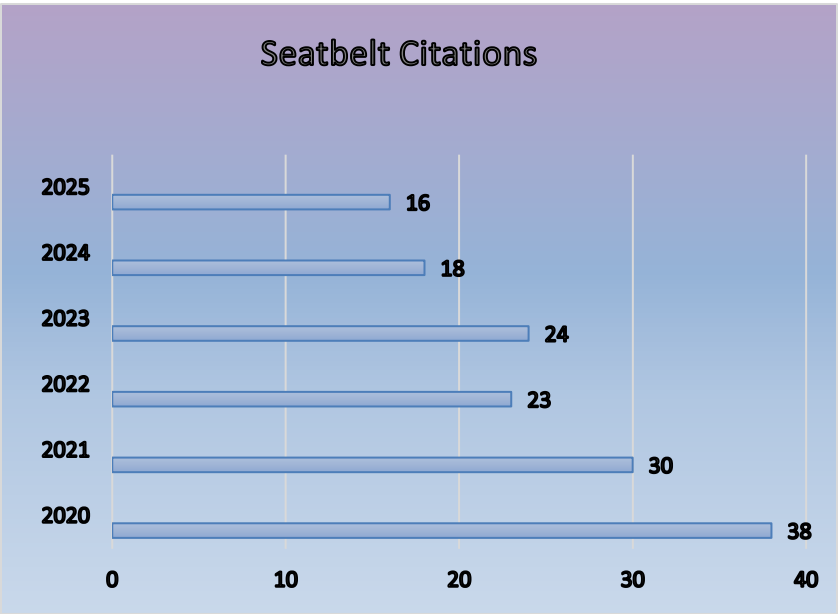
Occupant Protection/Child Restraint

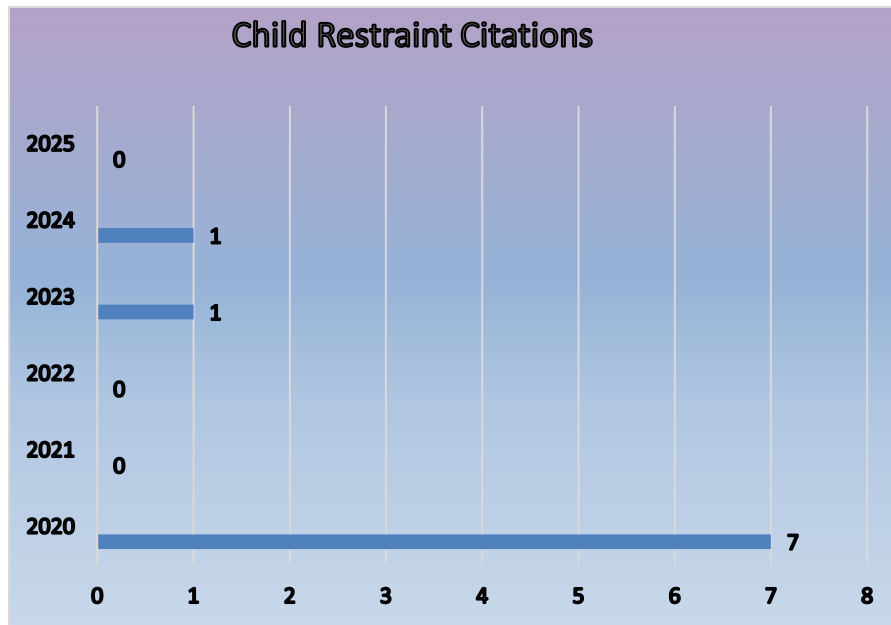
The Rota HP Section was able to achieve and accomplish the following for Occupant Protection and Child Restraint program for the year 2025:

- Issued 16 citations for Safety Belt violations

Enforcement, Outreach and Training:

- In February 26-March 01, 2025, (4) officers attended the renewal and certification course in Saipan.
- In April 2025 conducted courtesy car seat inspection at the Sinapalo Head Start and Elementary School.
- We were able to conduct four (4) saturation patrols in May and June 2025.
- In May 2025, Rota HP Section was able to conduct 2 educational contacts.
- In June 2025, Rota HP conducted the 2025 seat belt survey.
- In September 2025, Rota HP conducted a National Seat check Saturday for Child Passenger Safety Week.

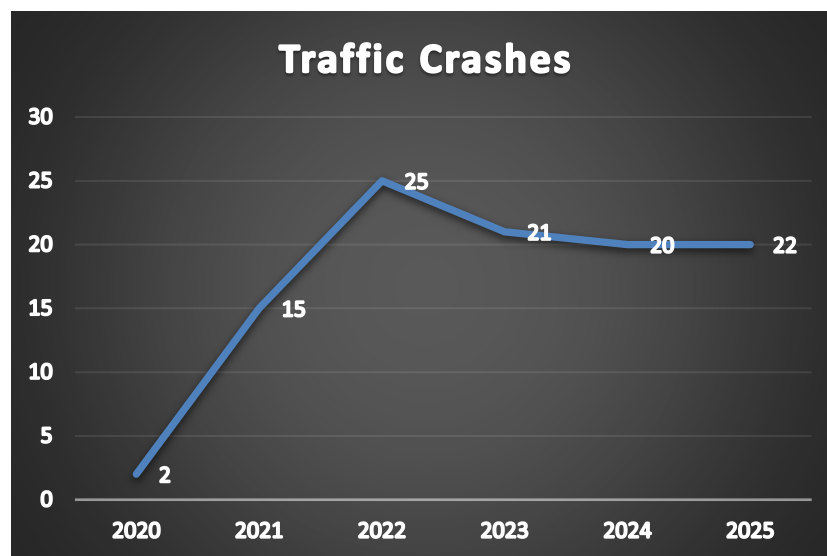




## Police Traffic Services

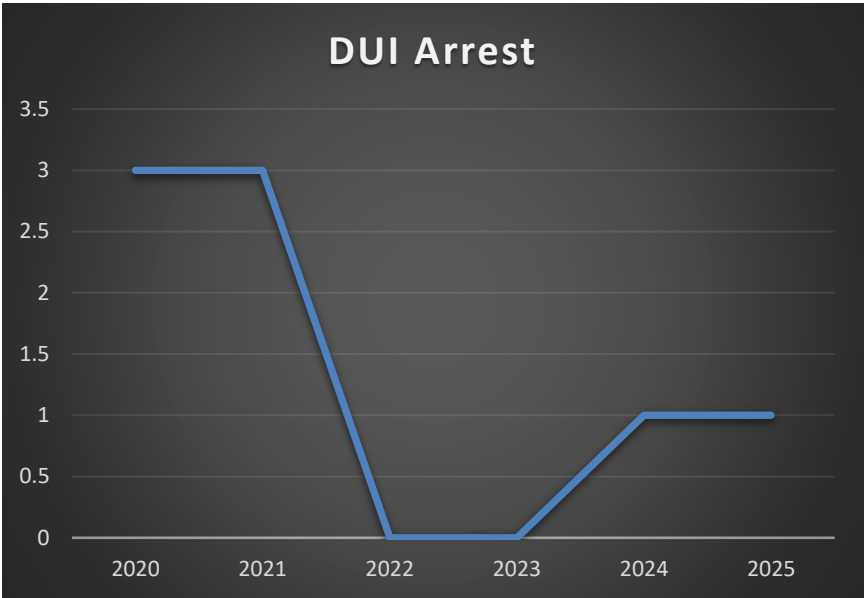
### TRAFFIC CRASHES/FATALITIES:

Despite the island’s limited size, traffic crashes remain a concern. From October 2024 through September 2025, the Traffic Section responded to a total of twenty-two (22) traffic crashes. One (1) crash resulted in a fatality, with contributing factors including alcohol, speed, and non-seatbelt use.



Impaired Driving

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



- On July 04, 2025, Rota HP conducted a DUI saturation patrol enforcement.
- One (01) Police Officer attended the Lifesavers Conference.

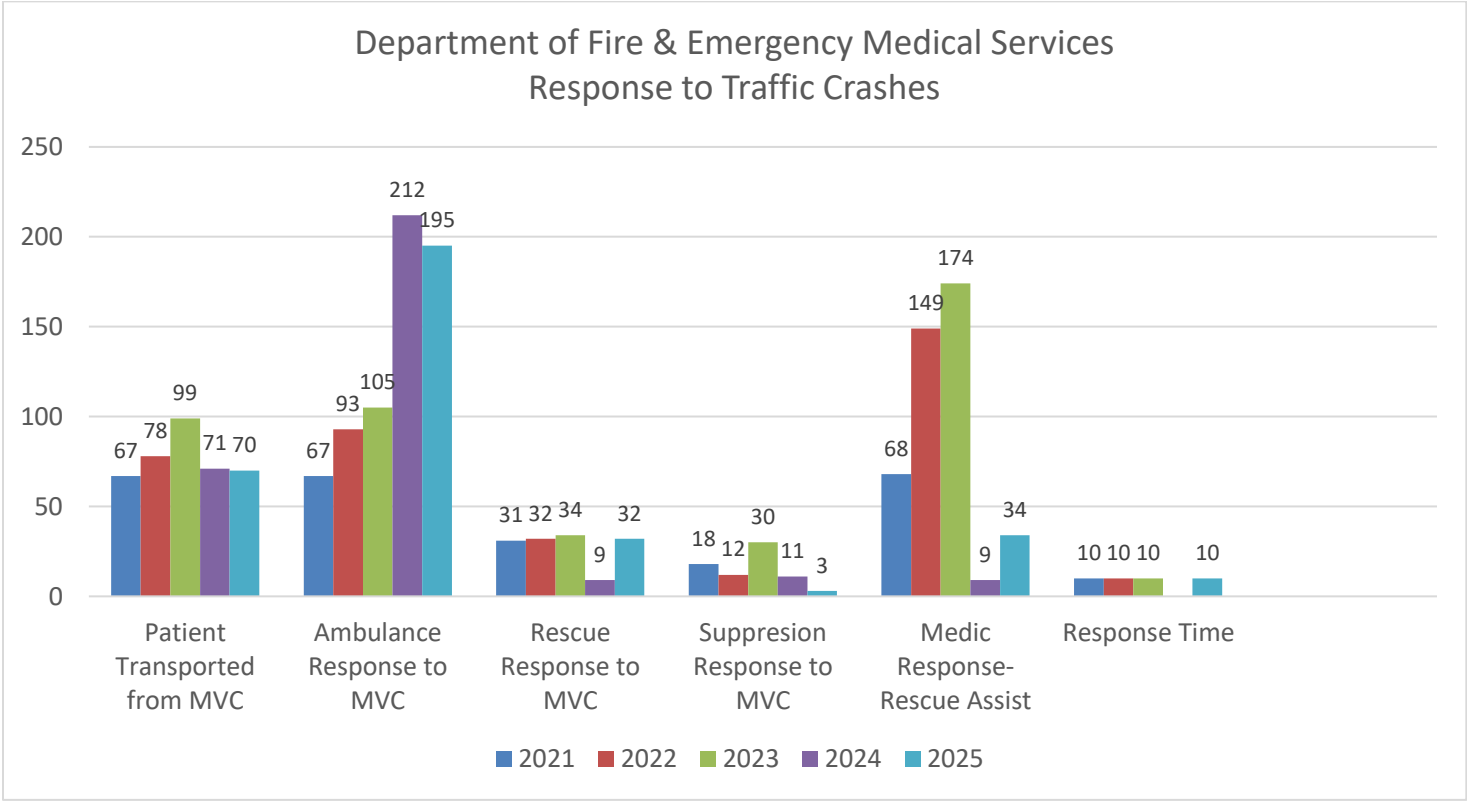
Emergency Medical Services (EMS)

From October 2024 through September 2025, the Department of Fire and Emergency Medical Services responded to a total of 4,416 emergency calls. Annual data indicates that 119 motor vehicle crashes were recorded during this period, involving a total of 222 patients.

In partnership with the Department of Public Safety, the Department of Fire and Emergency Medical Services remains committed to providing public education and outreach efforts aimed at preventing traffic-related injuries throughout the year.

Activities / Projects

- On February 27-March 01, 2025, two (2) DFEMS Personnel were certified as CPS Technicians.
- March 09-11, 2025, FF/ CPS Technician Patrick George attended the 2025 Lifesavers Conference in Long Beach, California.
- On September 27, 2025, DFEMS CPS Technicians participated on the National Seat check Saturday.
- During the month of May 2025, EMS Committee conducted public education and school presentations on extrication equipment and the importance of the use of child restraint systems.
- On May 31, 2025, HP and Highway Safety personnel took part in the EMS Week Family Fun Day at the Kagman Fire Station #5.



## ***2025 CAMPAIGNS / MOBILIZATIONS***

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

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

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

***IMPAIRED DRIVING THANKSGIVING HOLIDAY TRAVEL:*** Nov. 25 – 29, 2024

***OCCUPANT PROTECTION THANKSGIVING HOLIDAY:*** Nov. 26, 2024

***BUZZED DRIVING IS DRUNK DRIVING – Pre Holiday Season:*** Dec.01 – Dec. 15, 2024

***DRIVE SOBER OR GET PULLED OVER – Holiday Season:*** Dec. 15, 2024 – Jan. 01, 2025

***SUPER BOWL LIX “Fans Don’t Let Fans Drive Drunk”:*** Feb. 10, 2025

***BUZZED DRIVING IS DRUNK DRIVING – St. Patrick’s Day:*** Mar. 17, 2025

***DISTRACTED DRIVING PUBLIC AWARENESS CAMPAIGN:*** Apr. 07-14, 2025

***VEHICLE HEAT STROKE AWARENESS:*** Apr. 21-30, 2025

***VEHICLE HEAT STROKE AWARENESS:*** May 1-31, 2025

***NATIONAL BICYCLE SAFETY AWARENESS MONTH:*** May 1-31, 2025

***CINCO de MAYO:*** May 4-6, 2025

***CLICK-IT-OR-TICKET NATIONAL ENFORCEMENT MOBILIZATION:*** May 12 – Jun. -01, 2025

***EMERGENCY MEDICAL SERVICES WEEK:*** May 17 - 23, 2025

***VEHICLE HEAT STROKE AWARENESS:*** June 1-30, 2025

***BUZZED DRIVING IS DRUNK DRIVING - JULY 4<sup>th</sup> IMPAIRED DRIVING:*** June 28<sup>th</sup> – July 4<sup>th</sup>, 2025

***VEHICLE HEAT STROKE AWARENESS:*** July 1<sup>st</sup> – 31<sup>st</sup>, 2025

***VEHICLE HEAT STROKE AWARENESS:*** August 1-31, 2025

***DRIVE SOBER OR GET PULLED OVER – Labor Day IMPAIRED DRIVING NATIONAL ENFORCEMENT:***  
Aug. 13 – Sept. 01, 2025

***VEHICLE HEAT STROKE AWARENESS:*** September 1-30, 2025

***CHILD PASSENGER SAFETY WEEK, NATIONAL SEAT CHECK SATURDAY:***  
Sept. 19<sup>th</sup> - 27<sup>th</sup>, 2025.

## ***Paid Media***

Successful highway programs rely on a strategic integration of high-visibility communications, public engagement, and coordinated enforcement efforts. A core component of the media approach is paid advertising, which provides precise control over message content, timing, placement, and frequency. This approach includes the distribution of highway safety messages across multiple platforms, including radio, television, and print media.

The Department of Public Safety – Highway Safety Office (DPS-HSO) collaborates with professional vendors to maximize resources and ensure the effective delivery of impactful highway safety messaging to the public. In addition, the Highway Safety Office (HSO) utilizes targeted social media strategies to extend the reach and effectiveness of its campaigns, fostering increased awareness and education within the community. All social media efforts are strategically aligned with National Highway Traffic Safety Administration (NHTSA) High Visibility Enforcement campaign periods, reinforcing the importance of proactive and consistent roadway safety practices.

### **Fiscal Year 2025 PAID MEDIA (October 1, 2024 – September 30, 2025)**

| <b>Campaign</b>                                                                                                                                       | <b>Fund</b> | <b>Budget</b>     | <b>Results/Impressions</b>                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Pedestrian Safety Month</b><br><i>October 1-31, 2024</i>                                                                                           |             | <b>\$0</b>        | <b>Social Media (Facebook/Instagram)</b><br><b>Over 20,000 online impressions</b><br><b>Over 35K Facebook interactions</b>                                        |
| <b>Halloween Impaired Driving Ads</b><br><i>October 31, 2024</i>                                                                                      | <b>BIL</b>  | <b>\$1,160.00</b> | <b>15 TV ads</b><br><b>33 Radio ads</b><br><b>Over 10,000 online views and about 12K + Facebook followers</b>                                                     |
| <b>Thanksgiving Holiday Travel</b><br><b>Impaired Driving</b><br><i>November 25-29, 2024</i><br><b>Click It or Ticket</b><br><i>November 26, 2024</i> |             | <b>\$0</b>        | <b>Over 20,000 online impressions</b><br><b>Over 35K Facebook interactions</b>                                                                                    |
| <b>4D Impaired Driving Pre-Holiday</b><br><i>December 01-15, 2024</i><br><b>Holiday</b><br><i>December 16-Jan 1, 2025</i>                             | <b>BIL</b>  | <b>\$9,965.50</b> | <b>362 Radio ads</b><br><b>25 TV Ads</b><br><b>Over 7,000 print ads to include newspaper/social media</b><br><b>Over 6.3 million online views and impressions</b> |

|                                                                         |            |                   |                                                                                                                             |
|-------------------------------------------------------------------------|------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------|
| <b>Super Bowl LIX<br/>Impaired Driving<br/><i>February 10, 2025</i></b> | <b>BIL</b> | <b>\$2,244.62</b> | <b>12 TV ads<br/>76 Radio ads<br/>3K Print ads<br/>Over 1.8 million online viewers and 4K<br/>social media interactions</b> |
| <b>St. Patrick's Day<br/><i>March 17, 2025</i></b>                      | <b>BIL</b> | <b>\$2,155.62</b> | <b>16 TV ad<br/>119 Radio ads<br/>Over 4K print ads<br/>Over 2.1 million online ads and 6K online<br/>impressions</b>       |
| <b>Distracted Driving<br/><i>April 7-14, 2025</i></b>                   |            | <b>\$0</b>        | <b>Over 20,000 online impressions<br/>Over 35K Facebook interactions</b>                                                    |
| <b>Vehicle Heatstroke<br/>Awareness<br/><i>April 21-30, 2025</i></b>    | <b>BIL</b> | <b>\$1,520.00</b> | <b>138 Radio Ads<br/>12 TV ads<br/>Over 40K online viewers</b>                                                              |

|                                                                               |            |                   |                                                                                    |
|-------------------------------------------------------------------------------|------------|-------------------|------------------------------------------------------------------------------------|
| <b>Vehicle Heatstroke<br/>Awareness<br/><i>May 01 – 31, 2025</i></b>          | <b>BIL</b> | <b>\$2,800.00</b> | <b>96 TV ads (includes replays)<br/>233 Radio Ads<br/>Over 120K online viewers</b> |
| <b>National Bicycle Safety<br/>Awareness Month<br/><i>May 01-31, 2025</i></b> |            | <b>\$0</b>        | <b>Over 20,000 online impressions<br/>Over 35K Facebook interactions</b>           |
| <b>Cinco de Mayo<br/><i>May 4-6, 2025</i></b>                                 | <b>BIL</b> | <b>\$1,000.00</b> | <b>171 Radio Spots<br/>Social Media posts on both Facebook and<br/>Instagram</b>   |

|                                                                                                                  |            |                   |                                                                                                                                                                         |
|------------------------------------------------------------------------------------------------------------------|------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Click It or Ticket<br/>National Enforcement<br/>Mobilization</b><br><i>May 12- June 1, 2025</i>               | <b>BIL</b> | <b>\$9,973.87</b> | <b>531 Radio spots<br/>40 TV spots<br/>8K Print ads (Newspaper / social media)<br/>Over 13 million online viewers / audience<br/>4000 Printed educational materials</b> |
| <b>Emergency Medical<br/>Services Week</b><br><i>May 17-23, 2025</i>                                             |            | <b>\$0</b>        | <b>Over 20,000 online impressions<br/>Over 35K Facebook interactions</b>                                                                                                |
| <b>Vehicle Heatstroke<br/>Awareness</b><br><i>June 01-30, 2025</i>                                               | <b>BIL</b> | <b>\$3,000.00</b> | <b>100 TV ads (includes replays)<br/>277 Radio Ads<br/>Over 100k online viewers</b>                                                                                     |
| <b>July 4<sup>th</sup></b><br><i>June 28<sup>th</sup>-July 4<sup>th</sup> 2025</i>                               | <b>BIL</b> | <b>\$2,878.62</b> | <b>287 Radio Spots<br/>16 TV spots<br/>4K Print ads (Newspaper / social media)<br/>Over 1.8 million online viewers and 3K<br/>social media interactions</b>             |
| <b>Vehicle Heatstroke<br/>Awareness</b><br><br><i>July 1 – 31, 2025</i>                                          | <b>BIL</b> | <b>\$3,000.00</b> | <b>277 Radio Ads<br/>100 TV ads (includes replays)<br/>Over 230K online viewers</b>                                                                                     |
| <b>Vehicle Heatstroke<br/>Awareness</b><br><i>August 1-31, 2025</i>                                              | <b>BIL</b> | <b>\$3,000.00</b> | <b>277 Radio Ads<br/>100 TV Ads (includes replays)<br/>Over 230K online viewers</b>                                                                                     |
| <b>Drive Sober or Get Pulled<br/>Over<br/>National Enforcement<br/>Labor Day</b><br><i>Aug 13 – Sept 1, 2025</i> | <b>BIL</b> | <b>\$5,901.25</b> | <b>558 Radio spots<br/>8,000 Print ads<br/>Over 3.2 million online viewers / audience<br/>and Facebook followers</b>                                                    |
|                                                                                                                  |            |                   |                                                                                                                                                                         |

|                                                                                                      |            |                   |                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------|------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Child Passenger Safety Week</b><br><b>National Seat Check Saturday</b><br><i>Sept.19-27, 2025</i> | <b>BIL</b> | <b>\$5,309.87</b> | <b>436 Radio spots</b><br><b>8,000 print ads (Newspaper/social media)</b><br><b>Over 3 million online viewers and 10,000 Facebook followers.</b> |
| <b>Vehicle Heatstroke Awareness</b><br><i>September 01-30, 2025</i>                                  | <b>BIL</b> | <b>\$2,000.00</b> | <b>277 Radio Ads</b>                                                                                                                             |
| <b>Public Safety Awareness Pamphlets</b>                                                             | <b>BIL</b> | <b>\$4,995.00</b> | <b>3 rollup banners/263 pcs posters</b><br><b>Heatstroke prevention</b>                                                                          |



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

**buzzed**  
driving is  
**drunk**  
driving



**ONE TEXT OR CALL COULD  
WRECK  
IT ALL**





## *Trainings, Conferences and Meetings*

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

- Emerging Leaders in Highway Safety Seminar in Washington, D.C October 19-27, 2024.2024.
- Motorcycle Instructor Certification Course, Dallas, TX – November 1-23, 2024.
- 2024 Tri-Regional Public Participation and Engagement Peer Exchange and R9 Meeting in Sacramento, CA. November 19-22, 2024.
- Creating Effective Communication to Improve Traffic Safety and Health in Honolulu, HI December 16-17, 2024.
- Child Passenger Safety Technician Training (CNMI Lead instructors instructed CPST certification and recertification) in Guam, January 21-25, 2025.
- Child Passenger Safety Technician renewal and certification course in Saipan, February 25-March 01, 2025.
- Lifesavers Conference in Long Beach, CA. March 06-12, 2025.
- Annual Symposium on Traffic Safety, Orlando, FL – May 19-22, 2025.
- Creating Effective Communication to Improve Traffic Safety and Health Part II in Honolulu, HI June 04-05, 2025.
- Drone Equipment Certification and Training, Guam – July 07, 2025.
- National Association of Women Highway Safety Leaders (NAWSL) in Pittsburgh, PA. August 21-23, 2025.
- Governors Highway Safety Association (GHSA) in Pittsburgh, PA August 24-27, 2025.
- At Scene Traffic Crash /Traffic Homicide Investigation course in Saipan – August 25-September 05, 2025.



2025 Lifesavers Conference, Long Beach, CA.



2025 National Association of Women Highway Safety Leaders Conference (NAWSL)-Pittsburgh, PA.



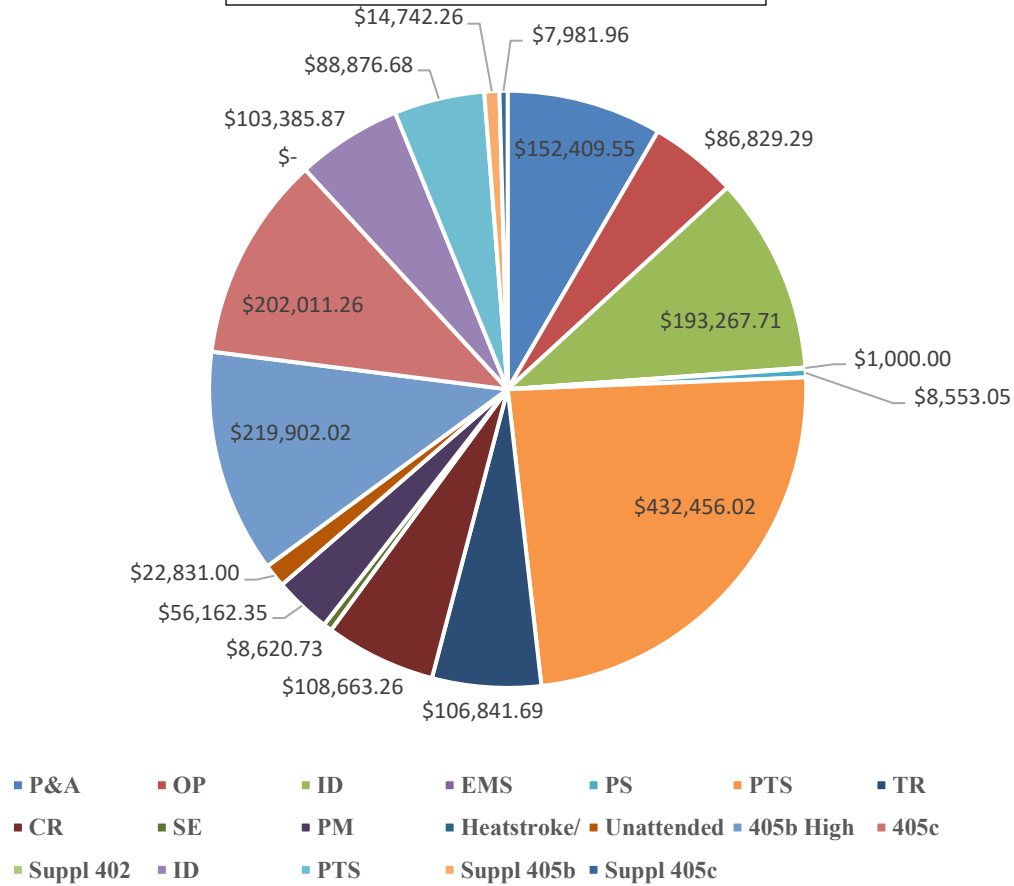
2025 Governors Highway Safety Association (GHSA) Conference.

*Highway Safety Programs Funding*

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

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

### FFY2026 Obligated Funds



### FFY2026 Expenditure

