

**AMERICAN SAMOA**  
**HIGHWAY SAFETY ANNUAL REPORT**  
**FEDERAL FISCAL YEAR 2022**



**OCTOBER 1, 2021 – SEPTEMBER 30, 2022**





**American Samoa  
Highway Safety Annual Report  
Federal Fiscal Year 2022**

**Prepared for:**

**U. S. Department of Transportation  
National Highway Traffic Safety Administration**

**Developed and Presented by:**

**The American Samoa Government  
Department of Public Safety  
Office of Highway Safety  
Pago Pago, AS 96799**



**December 31, 2022**



## **Department of Public Safety Office of Highway Safety**

### **PC Lefiti Atiulagi F. Pese**

Commissioner / Governor's Representative for Traffic Safety,  
Department of Public Safety

#### **OFFICE OF HIGHWAY SAFETY STAFF**

Duke Vele, Program Coordinator

Siau Lavea, Finance Manager

Ivanhoe Moli, Traffic Records Program Manager

Tutasi Ripley, Occupant Protection/Police Traffic Services Program Manager



## Table of Contents

American Samoa OHS Personnel.....	2
Overview .....	4
Core Performance Measures and Other Statistics .....	5
Evidenced-Based Enforcement Plan .....	10
Program Area Results .....	11
2021 Mobilization.....	17
Moving Forward – FY2022 .....	19
FY 2021 Activities and Outreaches.....	20
Highway Safety Program Funding .....	21



## Overview

### Mission

The mission of the American Samoa Office of Highway Safety is to reduce the traffic crashes, traffic fatalities, and traffic injuries on the American Samoa roadways, and to create a safer environment for motorists, passengers, and pedestrians.

### Program Funding

The American Samoa Highway Safety Program is responsible for administering federal highway safety funds awarded to our island territory to conduct traffic safety programs that positively affect driving behavior. The Commissioner of Public Safety, PC Lefiti Atiulagi F. Pese serves as the Governor's Representative for Highway Safety and has designated Mr. Duke Vele as the Office of Highway Safety Coordinator.

To accomplish this task, the Department of Public Safety, Office of Highway Safety develops an annual Highway Safety Plan (HSP) that identified key highway safety issues and problem areas within our island territory then utilized awarded funds to implement evidence-based traffic safety programs and projects.

**This report outlines the results of the FFY 2022 Highway Safety Plan and serves as the American Samoa Department of Public Safety OHS Annual Report.**

Funds awarded were strictly used in reducing deaths and serious injuries caused by motor vehicle crashes through the implementation of programs or strategies that addressed driver behavior in the following priority problem areas:

- Impaired Driving (Drug and Alcohol)
- Occupant Protection
- Traffic Records
- Police Traffic Services

### Core Performance Measures

Guidelines established by NHTSA allowed states and territories to identify problems and funding needs in each of the nationally designated program priority areas. The projects were chosen for funding in FFY 2022 included strategies from the American Samoa Office Highway Safety's four critical areas and their results are detailed on the following pages.

## Core Performance Measure Target Chart – FY2022

### American Samoa

Assessment of Results in Achieving Performance Targets for FY22 and FY21									
Performance Measure	FY 2022					FY 2021			
	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY 22 Progress Results	On Track to Meet FY22 Target Y/N ** (in-progress)	Target Value FY21 HSP	Target Year(s)	Data Source/ FY21 Final Result	Met FY21 Target Y/N
<b>C-1) Total Traffic Fatalities</b>	5 year	2018-2022	1	2017-2021 Territory Data 2.4	(in-progress)	0.00	2017-2021	2016-2020 Territory Data 3	N
<b>C-2) Serious Injuries in Traffic Crashes</b>	5 year	2018-2022	4	2017-2021 Territory Data 4.2	(in-progress)	0.00	2017-2021	2016-2020 Territory Data 5	N
<b>C-3) Fatalities/VMT</b>	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.									
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	Annual	2022	0.00	2022 Territory Data 2	(in-progress)	Annual	2017-2021	2021 Territory Data 3	N
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	Annual	2022	0.00	2022 Territory Data 2	(in-progress)	Annual	2021	2021 Territory Data 3	N
<b>C-6) Speeding-Related Fatalities</b>	Annual	2022	0.00	2022 Territory Data 2	(in-progress)	Annual	2021	2021 Territory Data 3	N
<b>C-7) Motorcyclist Fatalities (FARS)</b>	Annual	2022	0.00	2022 Territory Data 0	Y	Annual	2021	2021 Territory Data 0	Y
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	5 Year	2018-2022	0.00	2017-2021 Territory Data 0	Y	5 year	2017-2021	2016-2020 Territory Data 0	Y
<b>C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes</b>	5 Year	2018-2022	0.00	2017-2021 Territory Data 0	Y	5 year	2017-2021	2016-2020 Territory Data 0	Y
<b>C-10) Pedestrian Fatalities</b>	5 Year	2018-2022	0.00	2017-2021 Territory Data 1	(in-progress)	5 year	2017-2021	2016-2020 Territory Data 1	N
<b>C-11) Bicyclist Fatalities</b>	5 Year	2018-2022	0.00	2017-2021 Territory Data 0	Y	5 year	2017-2021	2016-2020 Territory Data 0	Y
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2022	95%	84.1%	N	90.0	2021	93.1%	Y

\*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 FY22, 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 (FY23) HSP to better meet the performance target(s).

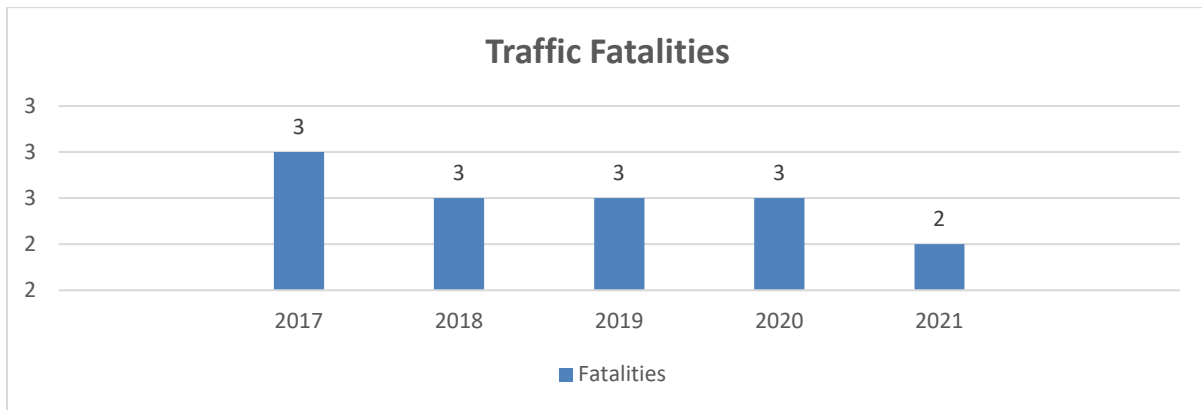
## Traffic Safety Core Performance Measures

### C-1 Traffic Fatalities:

American Samoa's goal is to decrease traffic fatalities from (1) using the 5-year average baseline (2017-2021) to (0) using the five-year target average (2018-2022).

#### Result: In Progress

Based on preliminary five-year average (2017-2021) state data, there have been (3) fatalities as of December 2022.



### C-2 Serious Injuries:

American Samoa's goal is to decrease serious injuries from (4) using the 5-year average baseline (2017-2021) to (4) using the five-year target average (2018-2022).

#### Result: In Progress

Based on preliminary five-year average (2017-2021) state data, there have been an average of (5) Traffic-related serious injuries as of December 2022.



### C-3 Fatalities / Vehicle Mile Travel (VMT): VMT data is not collected in the Territories.

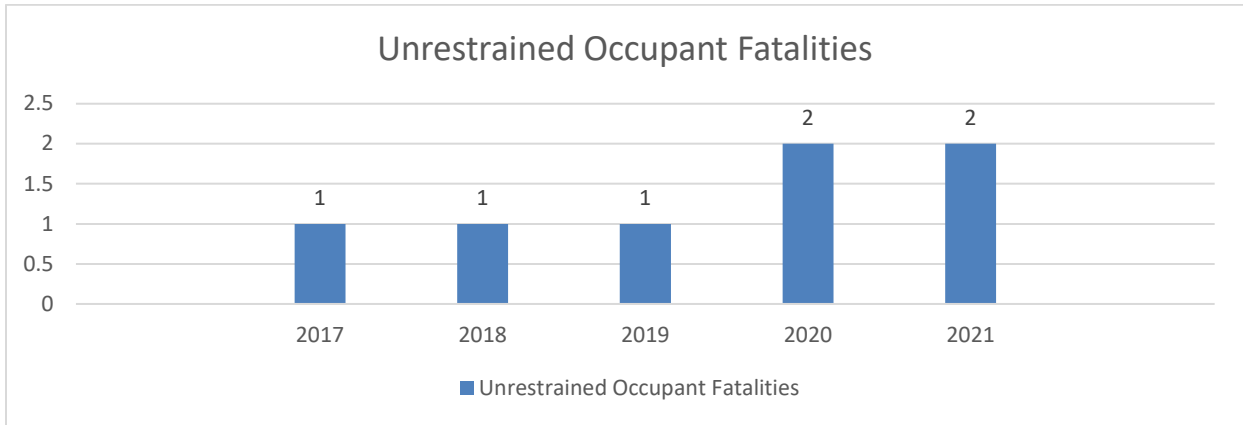


**C-4 Unrestrained Passenger Vehicle Occupant Fatalities, all Seat Positions.**

American Samoa’s goal is to decrease Unrestrained Passenger Vehicle Occupant fatalities in all seating positions from (1) using the 5-year average baseline (2017-2021) to (0) using the five-year target average (2018-2022).

**Result: In Progress**

*Based on preliminary state data, there has been an average of (2) unrestrained passenger vehicle occupant fatalities as of December 2022.*

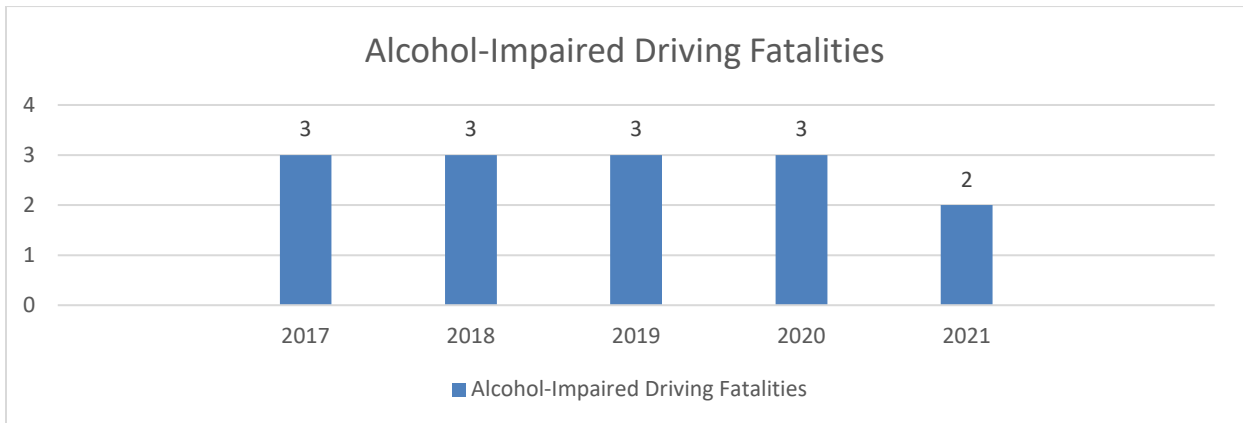


**C-5 Alcohol-Impaired Driving Fatalities:**

American Samoa’s goal is to decrease Alcohol-Impaired Driving fatalities from (0) using the 5-year average baseline (2017-2021) to (0) using the five-year target average (2018-2022).

**Result: In Progress**

*Based on preliminary five-year average (2017-2021) state data, there has been an average of (2) Alcohol-Impaired Driving fatalities as of December 2022.*





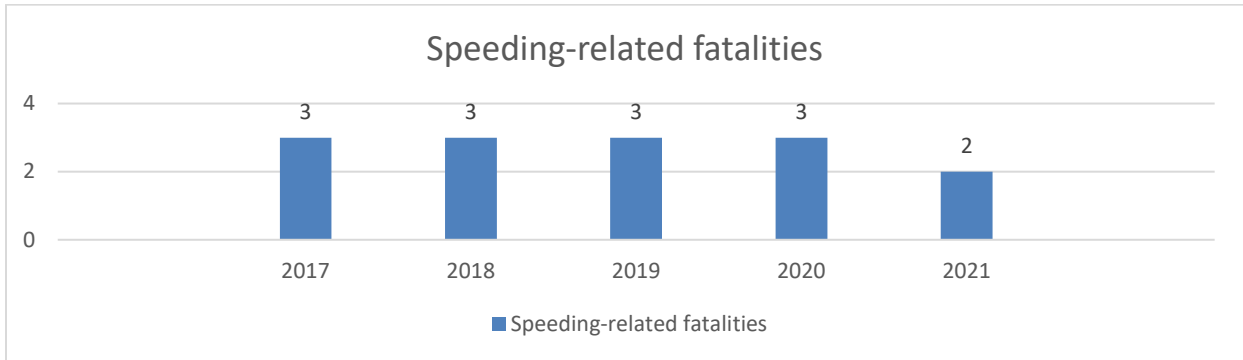


**C-6 Speeding-related fatalities:**

American Samoa’s goal is to decrease Speed-related fatalities from (0) using the 5-year average baseline (2017-2021) to (0) using the five-year target average (2017-2021).

**Result: In Progress**

*Based on preliminary state data, there was an average of (3) speed-related fatality as of December 2022.*



**C-7 Motorcycle Fatalities:**

To maintain the number of motorcycle fatalities at (0) using the (2017-2021) calendar base year average by December 31, 2022.

**Result: Met**

*Based on preliminary five-year average (2017-2020) state data, there have been (0) Motorcycle fatalities as of December 2022.*

**C-8 Un-helmeted Motorcycle Fatalities:**

To maintain the number of Un-helmeted motorcycle fatalities at (0) using the five-year average baseline (2017-2021).

**Result: Met**

*Based on preliminary five-year average (2017-2021) state data, there have been (0) Un-helmeted motorcycle fatalities as of December 2022.*

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

To maintain the number of drivers, age 20 or younger involved in fatal crashes at (0) using the five-year average baseline (2017-2021).

**Result: Met**

*Based on preliminary five-year average (2017-2021) state data, there has been (0) driver aged 20 or younger involved in fatal crashes as of December 2022.*

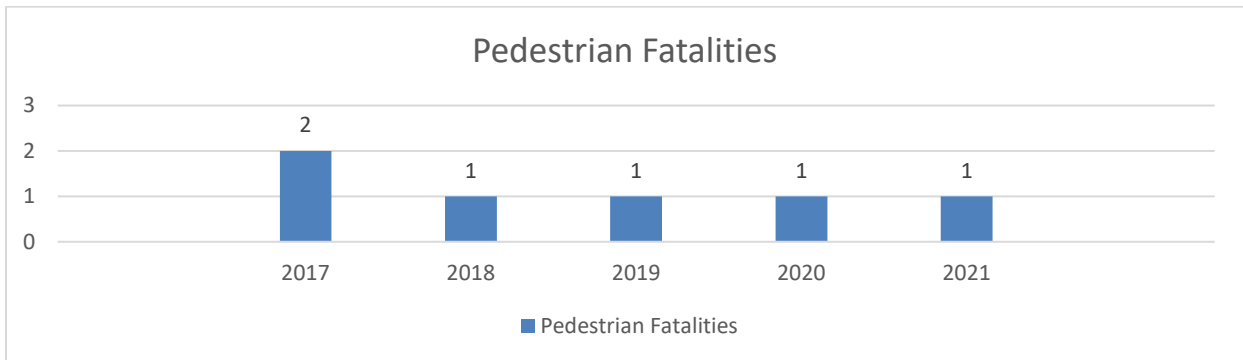


**C-10 Pedestrian Fatalities:**

To decrease the number of Pedestrian Fatalities by (0) using the five-year average (2017-2021) (1) to (0) using the five-year average baseline (2018-2022).

**Result: In Progress**

*Based on preliminary five-year average (2017-2021) state data, there has been an average of (1) Pedestrian Fatality as of December 2022.*



**C-11 Bicyclist Fatalities:**

To maintain the number of Bicyclist Fatalities at (0) using the five-year average baseline (2017-2021).

**Result: Met**

*Based on preliminary five-year average (2017-2021) state data, there have been (0) Bicyclist Fatalities as of December 2022.*

**Core Behavior Measure:**

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

**Goal:** To increase observed Seat Belt use for passenger vehicles' front seats or occupant's 2 percent from 93.1 percent in 2021 to 95 percent of seat belt use by December 31, 2022.

**Results:**

In 2022, an observed seat belt use survey indicated a decrease of 9 percentage points from 93.1 percent in 2021 to 83.1 percent in 2022.



**Core Activity Measure:**

**A-1 Seat Belt Citation Issued During Mobilization/Enforcement**

*May 2022 – Mobilization CIOT*

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Occupant Protection</b>	688	736	165	402	317
<b>Child Restraint</b>	247	154	77	34	403

**A-2 Impaired Driving Arrests made during Crackdown/Enforcement.**

**December 2021 to January 2022 – Mobilization/Enforcement**

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>DWI Arrests</b>	184	51	18	24	In progress

**A-3 August 2022 – Mobilization/Enforcement**

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>DWI Arrests</b>	N/C	N/C	7	2	9

**A-3 Speed Citations Issued during Enforcement. (January/February/June/July– 2022)**

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Speeding</b>	741	738	868	956	940



## Evidence-Based Enforcement Plan (EBE)

In 2022, the American Samoa Office of Highway Safety maintained its goal of reducing fatalities, injuries, and fatal crashes. In formulating the enforcement plan, ASOHS utilized data collected from previous years to the present, to pinpoint the exact location or locations of crashes. Based on this information, ASOHS identified the problem areas where projects were funded to increase the enforcement and needs of the community.

To reduce fatalities, injuries, and crashes, the ASOHS focuses its enforcement on the following core programs:

- Impaired Driving
- Occupant Protection (Adult and Child Restraint)
- Speed

Section 402 funding targeted the areas with the highest incidence of traffic problems and/or alcohol-related problems. As outlined in the problem identification section of the 2022 HSP plan, our strategic partners used data information to support enforcement strategies, equipment needs, and educational material requests. ASOHS will conduct enforcement activities combined with Speed and Impaired Driving in 2022 with an emphasis on the location of high crash frequencies.

American Samoa completed the restraint use survey during December. According to the Surveyor Mr. Bill Bommer, this was the final year using the current sampling procedures. New data collection sites will be used for the 2023 survey consistent with NHTSA guidelines. During the observational survey, 3,138 drivers and front-seat outboard passengers were observed. In 162 cases (5.2%), the occupant's belt use could not be determined (normally because of dark window tints on both the windshields and side windows). As a result, the survey was based on 2,976 usable observations. The survey found that 84.1% of people were restrained. There was a significant difference for drivers (89.0%) versus passengers (75.0%). We also examined whether occupants in urban areas were more or less likely to be restrained than those in rural areas. In some years, occupants in urban areas were much more likely to be restrained than were occupants in rural areas. This year, however, there was no meaningful difference with urban occupants being restrained in 84.2% of cases and rural occupants being restrained in 84.1% of cases. At an overall level, the 2022 results show a decrease from recent years, but is not inconsistent with long-term averages. The 84.1% in 2022 can be directly compared to 93.1% in 2021, 83.4% rate in 2019, 94.3% in 2018, 84.9% in 2017, the 82.9% in 2016, the 77.0% in 2015, and the 76.3% in 2014.

High visibility enforcement efforts are strengthened with the use of data. ASOHS utilizes reports designed by the Online State Crash Analysis Reporting System (OSCAR). Standard reports designed by the OSCAR break down the fatality and serious injury data. Such reports assist in the adjustment of the enforcement plan as needed for continuous safety improvements and adjust strategies to their needs.

ASOHS program managers will continue to work closely with agencies to evaluate and assess productivity as well as progress towards defined goals.



**Program Areas**

**Planning & Administration**

**PA-22-01: Highway Safety Program Management**

**Funding Source: 402**

**Budget: \$88,098.45 (NHTSA Fast Act)**

**Budget: \$1,041.96 (NHTSA BIL)**

**Expended (402 Fast Act): \$88,098.45**

**Expended (402 BIL): \$1,041.96**

**Description:**

Funding under this task funded four positions within the Office of Highway Safety; collaboration with the Traffic Unit for community outreach and presentations, office supplies for the OHS office, and Police Traffic Unit. Funds were also allocated to purchase brochures, and training manuals for outreaches, and training. Funds were also allotted for travel to meetings and conferences for all OHS staff members and Governor’s Representative (GR).

The Office of Highway Safety with our Traffic Division have been able to conduct community outreaches. We also were able to hold a SFST course that certified 19 officers. In September, our Governor’s representatives, Highway Safety Program Coordinator and Finance Manager were also able to attend the September Governor’s Highway Safety Association meeting where they were able to meet with Region 9 representatives and other Highway Safety offices.

**Result:**

- Completed and delivered the FFY 2022 Highway Safety Plan to NHTSA.
- Purchased office supplies and equipment.
- Salaries for Program Managers, Finance Manager, and Program Coordinators were funded.
- Monthly meetings with Traffic Unit within the reported FY 2022.
- Funded community outreaches and presentations in the community, but most were done through social media, billboard ads and radio ads.
- Funded travel for GHSA representatives, Highway Safety Coordinator, Finance Manager to GHSA in Louisville, Kentucky.
- Registered Governors Rep to the Governors Highway Safety Association







## Occupant Protection

**OP-22-01: Occupant Protection, Enforcement and Seatbelt Survey**

**Funding Source: 402**

**Budget: \$175,963.00**

**Expended: \$383,708.93**

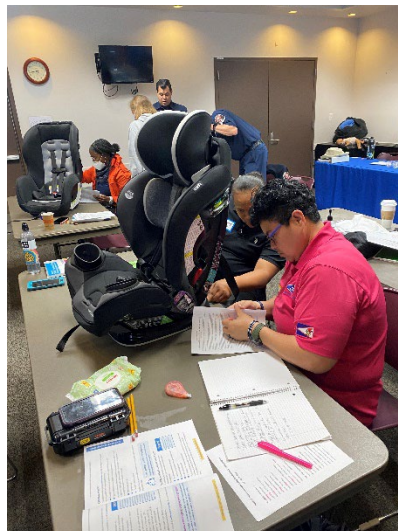
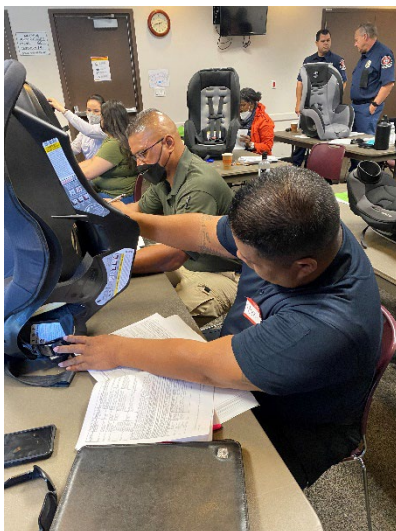
### Description:

Funding under this task was planned to fund education on the correct child safety seat installation, importance of seat belts and child safety seats, seat belt and child safety seat enforcement, participation in the Click it or Ticket campaign, and the distribution of child safety seats to new parents and families of need here in American Samoa.

The primary goal of the Office of Highway Safety Occupant Protection program with the Department of Public Safety Traffic Division is to reduce traffic-related crashes, injuries, and fatalities while educating our island and community about the importance of Seat Belt Usage, as well as the importance of child safety seats and always keeping the vehicle occupants safe.

Within the 4 quarters, there have been **1,800 Seat Belt citations, and 759 Child Restraint Citations issued**. There are **0 fatalities** involving unrestrained occupants. The Traffic unit has participated in the May Click It or Ticket Campaign Enforcement and have been able to complete short enforcements in the months of May, June, August.

With the numbers of Child restraint citations increasing, the need for Child Safety Seats for new parents and families, also for low-income households has increased as well. Seven technicians were able to attend the Child Passenger Safety Technician course and receive certifications. With the certified technicians now island, we have been able to hold 2 fitting stations, educate parents and distribute car seats. With a plan to conduct a fitting station or a child seat check up station every month, we should be seeing a decrease within the Child Restraint citations.





**Result:**

- Funded travel for (7) CPS Technicians for CPST certification in Torrance, California in July
- Conducted 2 fitting stations and distributed Child Car Seats
- Conducted car seat checkups and educated parents on the correct installation of their car seats.
- Purchased 200 child car seats
- Funded Click It or Ticket Campaign, Seat Belt enforcements throughout the year
- Funded media ads, radio ads, commercials, signs, and other material for outreaches
- Attended (2) outreaches

**OP-22-02: Occupant Protection Seatbelt Survey**

**Funding Source: 402**

**Budget: \$22,250.00**

**Expended: \$0**

Funding under this program was planned to conduct an island-wide seat belt survey of driver’s front-seat outboard passengers on twenty-five (25) sites both at urban (downtown/surrounding areas) and rural areas outside the edge of the island. The reported Territory-wide seat belt use rate is based on a survey design that was approved by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.

Due to the closure of the borders, the off-island contractor was unable to conduct the survey after the May’s Click It or Ticket Campaign. Contractor was able to complete the survey in December 2022. William Bommer, an off-island contractor conducted the 2022 Seat belt observational survey, The results issued a Territory Wide Seat Belt Usage Rate of 84.1% for the calendar year 2022. According to the results, the goal for the Fiscal year 2022 was not met.

Estimate of Seat Belt Use in American Samoa in 2022				
	Number of Observations	Weighted Estimate (PERCENT)	Standard Error (PERCENT)	Confidence Interval* (PERCENT)
<b>Territory-Wide</b>	2,976	84.1	0.6	+/- 1.2
<b>By Area</b>				
Urban	1,478	84.2	0.8	+/- 1.6
Rural	1,498	84.1	1.0	+/- 2.0
<b>By Occupant Type</b>				
Driver	1,967	89.0	1.1	+/- 2.2
Passenger	1,009	75.0	1.9	+/- 3.8

\* Based on a 95 percent confidence level, the actual belt use for each category shown in the table is the estimated percentage use + or – the standard error (S.E.) multiplied by 1.96. Standard errors were calculated using SPSS v27 Complex Samples Module.



**Result:**

- December 2022, Seat Belt Survey Contractor William Bommer conducted the 2022 for Seat Belt Survey which indicated a decrease of 9 percentage points from 93.1% in 2021 to 84.1% in 2022.

Because 2022 was the ninth year of conducting surveys in a similar manner, we have a good set of data with which to make recommendations.

- The 84.1% combined usage rate was down from the 2021 rate, but in line with previous rates. Overall, there appears to be a slow general increase in usage rates, but the trend shows significant variation.
- Consistent with other recent surveys, there was not a difference in usage rates between rural and urban areas. This is a significant improvement over previous years when the gap had been relatively large between urban and rural users.
- Consistent with recent findings, drivers are restrained much more often than their passengers. More specifically, drivers were restrained in 89.0% of cases whereas passengers were restrained at a rate of 75.0%. This gap has shown improvement over time but is still relatively large and increased from the 2021 survey.

**Police Traffic Services**

**PT 22-01: Impaired Driving and Speed Enforcement and Education**

**Funding Source: 402**

**Budget: \$311,575.00**

**Expended: \$526,841.57**

**Description:**

Funding under this task was planned to conduct enforcements and education programs in urban and rural communities throughout the island. It will include enforcement related to DUI, speed, and occupant protection. And distracted driving in school zones, villages, and areas associated with collisions and injuries. Enforcement also will be increased during holidays associated with impaired driving during NHTSA mobilizations. Educational presentations will be conducted at schools, community events, and other local venues.





## AMERICAN SAMOA HIGHWAY SAFETY ANNUAL REPORT FFY2022



In the beginning of the year, the Alcohol and Speed program had been merged into the Police Traffic Services Program. The main goal of accomplishment for this Fiscal year was to decrease fatalities to (0) by December 31, 2021. **4 fatalities have been reported as of December 22, 2021**, involving an intoxicated driver and passenger, crashing into a vehicle with 2 occupants belted and crashing into a working area killing 2 workers.

The Traffic Division continues to aggressively enforce our Traffic Safety laws by keeping a strong presence on the road and by conducting Speed and DUI enforcements and issuing citations. Within this year there have been over **75 DUI arrests, estimated 2,087 speeding citations issued, and 223 reported minor crashes without fatalities.** The Traffic Division has also purchased (1) new Harley Davidson motorcycles to add to their motorcycle units. They have been on the road completing speed traps as well as using the bikes during high-peak hours during the day to control traffic.

They have been able to attend a major outreach and have been airing their commercials, radio ads and LED billboards to keep the public aware of the dangers of Drinking and Driving, Speeding and reckless driving.



### Result:

- Purchased 1 Harley Davidson Motorcycles
- Funded Vehicle Mileage Reimbursements for Speed, CIOT and DSOGPO
- Purchased outreach material such as coloring books for children, flyers, and brochures
- Funded Media Ads, commercials, and newspaper ads, billboard ads
- Funded Overtime for January & February DUI and Speed Enforcement, June and July Speed and DUI Enforcement, August Drive Sober or Get Pulled Over







### Traffic Records

**TR-22-01: Program Management**

**Funding Source: 402**

**Budget: \$77,207.00**

**Expended: \$219,439.25**

#### Description:

Funding under this task was planned to hire a consultant to support and improve the Island-wide Traffic Safety Information System and assist with the update of the Traffic Records Strategic Plan. Funding was also planned to assist to provide sufficient staff to conduct police traffic services related data collection described in this plan as well as cover training, travel, conference fees, and miscellaneous expenses.



**M3DA -22-02: TR Data Improvement Program**

**Funding Source: 405c**

**Budget: \$106,000.00**

**Expended: \$100,300.00**

**Description:**

Funding under this task was planned for activities to improve the Crash System, the E-Citation System, and the OSCAR system online. It will improve the wireless data connectivity for electronic crash and citation reporting.

**Result:**

- Funding for off island contractor Ledge Light Technologies to continue maintenance, enhancement and upgrades for the Electronic Crash Reporting System, Roadway Information Management System, JustWare Application Program Interface, the Online Crash Analysis, and reporting (OSCAR) and the AS ITSIS Cloud Network.
- Funded hardware (4 Laptops and Printers) for use with Crash and ECitation software and configure them to work with existing network.
- Funding for Ledge Light to prepare the FY23 Strategic Plan by providing guidance in project selection, performance measures, analysis, and reporting to NHTSA.
- Three On-Line TRCC Meetings were held with the TRCC Committee in attendance
- Funded travel for contractor to complete Phase 1 of RIMS project.



## 2022 Enforcements

### 1. Drive Sober or Get Pulled Over Campaign (December 2021 – January 2022)

The month of December 2021, the Traffic division participated in the “Drive Sober or Get Pulled Mobilization.” Checkpoints were held within the village of Nu’uuli, a total of 750 cars were counted through. During the night enforcement, there were 24 DUI’s within the 2-week mobilization, with a number of 46 crashes, 1 crash with 4 fatalities, alcohol related. The day speed and seatbelt enforcement resulted in 212 seatbelt citations, and 62 speed citations.

### 2. January MLK Day Seatbelt/Night Speed Enforcement (January 14<sup>th</sup> – January 18<sup>th</sup>, 2022)

In January, Traffic conducted a day seatbelt and night speed enforcement. The enforcement was for the Martin Luther King Holiday. During the day, officers were in high-risk areas, checking for seat belts and child passenger seats, 60 seatbelt citations were issued, 28 child passenger safety citations were issued. During the night, the officers would set speed traps in known speeding areas, 172 speeding citations were issued during the weekend. 14 crashes were reported with minor injuries.

### 3. February Super Bowl Seatbelt and DUI Weekend Enforcement (February 11<sup>th</sup> – February 13<sup>th</sup>, 2022)

The month of February, Traffic officers conducted a Day Seatbelt and Night DUI enforcement, during the enforcement officers issued 52 seatbelt citations, and 11 child passenger safety citations, 14 crashes were reported with minor injuries. During the night DUI enforcement, officers issued 7 DUI citations, and 122 speed citations.

### 4. May Click It Or Ticket Campaign

May Click It or Ticket Campaign kicked off with a proclamation signing by the Governor, a press release. Officers conducted stationary patrols as well as roving. 317 Seatbelt citations were issued during Click It or Ticket and 403 Child Passenger Restraint citations



## MOVING FORWARD – FY 2022

The last two years have been a challenging year; there is no doubt about it. COVID-19 pandemic came to change our way of living, including lockdowns and social distancing as efforts to eradicate the spreading of the virus. Nevertheless, a lot is yet to be done to keep saving lives in our streets. For this to be done we managed to publish our educational campaigns, including our Impaired Driving Media Campaigns to educate drivers about the consequences of driving under the influence of alcohol. Also, we kept our Speed and Aggressive Driving Campaign, as well as the Occupant Protection Media Campaign to increase the use of seat belts and child passenger safety.

For all the performance measures that were not met the following are planned activities for FY2022:

- Work very closely with the Traffic Unit to instill the importance of grant-funded activities
- Dedicate funding to sustained enforcement efforts outside the national mobilizations
- Consolidate project agreements for more efficient monitoring
- Continue formal grant management training with TSI and the NHTSA Region 9 staff
- Continue weekly conference calls with NHTSA Region, 9 staff, for technical assistance
- Participate in the NHTSA Region 9 Partners Meeting
- Identify and address other personnel needs
- Provide child passenger safety training to recertify child passenger safety technicians
- Conduct more Child Passenger Safety Fitting Stations
- Monitor and oversee traffic safety grants and operations
- Continue updating the Policy and Procedures Manual
- Improve traffic collision data collection and reestablish the Traffic Records program
- Solve internal issues with the OSCAR data collection system





**FY 2022 ACTIVITIES, OUTREACHES & TRAINING**







**NHTSA FAST ACT 402 & 405c  
HIGHWAY SAFETY PROGRAM FUNDING**

**NHTSA Financial Report as of December 29, 2022**

Program Area:	FY Appropriated	Expended:	Carry- Forward to FY23
PA-22-01 PLANNING AND ADMINISTRATION (NHTSA 402 FAST ACT)	\$88,098.45	\$88,098.45	\$0.00
PA-22-01 PLANNING AND ADMINISTRATION (NHTSA 402 BIL)	\$1,041.96	\$1,041.96	\$140,483.99
OP-22-01 OCCUPANT PROTECTION (NHTSA 402 FAST ACT)	\$411,509.41	\$411,509.41	\$127,580.48
OP-22-01 OCCUPANT PROTECTION (NHTSA 402 BIL)	\$6,334.76	\$6,334.76	\$394,913.70
PTS-22-01 POLICE TRAFFIC SERVICES (NHTSA 402 FAST ACT)	\$613,817.09	\$613,817.09	\$429,423.31
PTS-22-01 POLICE TRAFFIC SERVICES (NHTSA 402 BIL)	\$0.00	\$0.00	\$401,248.46
TR-22-01 TRAFFIC RECORDS (NHTSA 402 FAST ACT)	\$221,155.43	\$221,155.43	\$431,732.65
TR-22-01 TRAFFIC RECORDS (NHTSA 402 BIL)	\$0.00	\$0.00	\$52,950.87
MEDA-TR-22-01 DATA IMPROVEMENT (405C) (NHTSA 405C DATA)	\$100,300.00	\$100,300.00	\$130,522.45
MEDA-TR-22-01 DATA IMPROVEMENT (405C) (NHTSA BIL 405C DATA)	\$0.00	\$0.00	\$52,950.87
<b>Total:</b>	<b>\$1,442,257.10</b>	<b>\$1,442,257.10</b>	<b>\$2,117,503.04</b>





The following graphs represent FY22 Total Funding, Expenditures, and Carry Forward to Fiscal Year 2023

