



AMERICAN SAMOA TRIENNIAL HIGHWAY SAFETY PLAN FISCAL YEAR 2024-2026

Department of Public Safety/ Office of Highway Safety

Prepared For:

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

Developed and Presented By:

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

**Honorable Lemanu Peleti Sialega Mauga
Governor**

**PC Lefiti Atiulagi F. Pese
Commissioner/
Governor's Highway Safety Representative**

Table of Contents

Highway Safety Plan.....	3
Highway Safety Planning Process and Problem Identification.....	4-7
Description of Highway Safety Problems.....	8-12
Public Participation and Engagement.....	13-22
Performance Plan Chart.....	23-37
Countermeasures Strategy for Programming Funds.....	38-59
Performance Report Chart.....	60-66
Program Fund Distribution by Program Area.....	67

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The State applied for the following incentive grants:

S. 405(b) Occupant Protection:	No
S. 405(e) Distracted Driving:	No
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(f) Motorcyclist Safety Grants:	No
S. 405(d) Impaired Driving Countermeasures:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(h) Nonmotorized Safety:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 1906 Racial Profiling Data Collection:	No

Highway Safety Planning Process and Problem Identification

The HSP serves as American Samoa’s application for federal funds available to states and territories. It describes American Samoa’s highway safety problems, identifies countermeasures, provides qualitative and quantifiable measurements to determine goal and objective attainments, and gives descriptions of all proposed new grants.

Annual Funding Cycle	
October	New Fiscal Year Begins Announce and Implement New Grants
November/December	Prepare Annual Report Review Final Quarterly Reports and Claims Conduct Grant Funding Workshops Post Application Announcement
January	Applications Due to the OHS
February/March/April	Evaluate and Prioritize Applications Conduct Sub-recipient Risk Assessments Finalize Funding Decisions
May	Develop HSP Pre-HSP Meeting with NHTSA
June/July	Notify Sub-recipients of Tentative Grant Awards Begin Developing Grant Agreements Submit HSP to NHTSA
August	Review Draft Grant Agreements
September	Fiscal Year Ends Finalize Grant Agreements

The American Samoa Office of Highway Safety (OHS) is the agency responsible for implementing National Highway Transportation Safety Administration (NHTSA) -funded highway safety projects in Territory. As a fundamental component of improving the quality of life for the citizens and visitors to the Territory, the mission of the OHS consists of two goals:

1. Reduce the number of fatalities and serious injuries on the Territory roadways.
2. Reduce the number of traffic crashes and the severity of their consequences.

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, and the Department of Public Safety, Traffic Division. The OHS conducts data analysis to monitor crash trends in the

Territory and ensure the Territory and NHTSA resources target the areas of greatest need.

ASDPS-OHS uses these data sources to identify problem areas. To identify the issues to be addressed in the FFY 2024 highway safety program, OHS relied primarily on 2019 to 2023 trend data and whenever possible:

OSCAR (Online System for Crash Analysis and Reporting) - The majority of the data originates from this reporting system which includes information inputted into E-Crash and E-Citation by Traffic Officers.

DPS-Records Office - This Office collects records and maintains records of all activities by the Department of Public Safety. Police reports of crashes and citations (seat belt, DUI, speed & reckless driving, etc...) are analyzed and categorized accordingly. This also includes records of all registered vehicles and licensed drivers.

Annual Seat Belt Survey - In Cooperation with NHTSA, this Study by the Office of Highway Safety is conducted twice annually before and after the "Click It or Ticket" campaign.

Attitudinal Survey - A survey of American Samoa drivers to determine their habits and opinions on selected traffic safety issues. The information provided will assist OHS in improving services and in developing more effective driver safety programs.

American Samoa High Court - Collects tickets and citations such as speeding, careless and driving without an American Samoa driver's license, etc. Provide data for ticket citations to assist ASOHS in improving services and in developing more effective driver safety programs.

In FFY 2024 the OHS continued to support initiatives that address driver behavioral issues, education, and enforcement-related countermeasures.

The OHS emphasizes activities that most effectively use available resources to save lives, reduce injuries, and improve highway safety. Specific performance targets, measures, and strategies are determined by:

- Using data, highway safety research, and prior experience to identify problem areas
- Soliciting input and project proposals from locals having expertise in areas relevant to highway safety
- Analyzing trends in serious injury and fatality rates and comparing them to other Territories and national trends

- Reviewing highway safety data and researching best practices

The OHS understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of an effective strategic plan. Connecting and blending each of these steps is essential to the creation and implementation of a systematic and successful territory plan to reduce crashes, injuries, and fatalities on American Samoa's roadways. Graphic data analysis, mapping, and distribution of pertinent data and information promote increased effectiveness in the deployment of resources. When available, using real-time data to identify ongoing or emerging traffic safety issues increases the possibility of achieving a successful resolution. This is accomplished in the following ways:

- Stakeholders Input
- Crash Data Analysis/Problem Identification
- Countermeasure Selection
- Target Enforcement

Partnerships and Collaboration:

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

The OHS office has maintained a strong partnership with other government agencies and business establishments in American Samoa that share the common interest of reducing traffic crashes, injuries, and fatalities on our territory's highways.

During this planning cycle, OHS contacted safety stakeholders to share information on safety problems and effective countermeasures being implemented by other agencies. The OHS staff also offered our partners updated data and grant application guidance. Opportunities to enhance partnerships and collaboration also were identified. The list of stakeholders is provided below:

Department of Public Safety

(CID) Central Intelligence Division Alcohol Enforcement

Department of Human and Social Services

American Samoa Fire Bureau

Emergency Medical Services

Department of Health

Department of Public Works

Department of Information (KVZK - Media)

Samoa News (Osini Faleatasi, Inc.)

Radio Station - 92.1 KSBS - FM, South Seas Broadcasting

Description of Highway Safety Problems

The last census count of American Samoa showed another drop in the number of residents from 55,519 in 2010 to 49,710 in 2020, despite much higher population estimates derived from historical natural growths (births minus deaths) and travel statistics (arrivals less departures). It is another decennial census loss of 5,809 persons. We have 76 sq. miles of land with a population of 49,710 (2020 US Census). There are no cities, as used in the normal context of the word, nor is the term "town" applicable to the island's congested areas. Rather, the most densely settled areas are usually referred to as "villages." But with the democracy type government that we practiced as a territory of the U.S., we do classify villages by districts and or counties for election purposes and other government related issues.

During the problem identification process, emphasis was given to assessing changes in severity over a period or a reduction over the previous year's data; whichever showed the most realistic incremental change for improved highway safety. While the HSP is a three-year plan under the new Bipartisan Infrastructure Law (BIL), behavioral change takes time. A countermeasure instituted to address a particular traffic safety problem may not show a measurable impact for several years or more.

A countermeasure instituted to address a particular traffic safety problem may not show a measurable impact for several years or more. For this reason, ASOHS establishes performance targets that reflect incremental but important gains in safety. ASOHS supports activities having the greatest potential to save lives, reduce injuries, and improve highway safety in American Samoa.

About 64% of the residents lived in the Western District while only 34% lived in the Eastern District and only about 840 people (1.7%) lived in Manu'a. Tualauta is the most populated county holding about 46% of the territorial population or 72% of the Western District population. Maoputasi is the next most populated county holding about 17% of the territorial population or 50% of the Eastern District population.

When assessing safety needs and programming potential, it is important to understand how American Samoa differs from the nation and other territories. The Territory's annual motor vehicle population, annual crashes, and the number of fatalities are significantly lower compared to other territories and states. As such, one fatality is significant and can impact the analysis results. An increase or decrease in percentages, particularly from one year to the next must be carefully analyzed for true impact.

As shown (figure 1) below the Territory fatalities is heading in the wrong direction. Therefore, whenever possible, raw numbers, percentages, and rates, as well as fatality and serious injury (defined for this plan as Incapacitating Injury) data (when available) are presented. Based on this analysis, the following problem areas will be addressed on the island through the HSP.

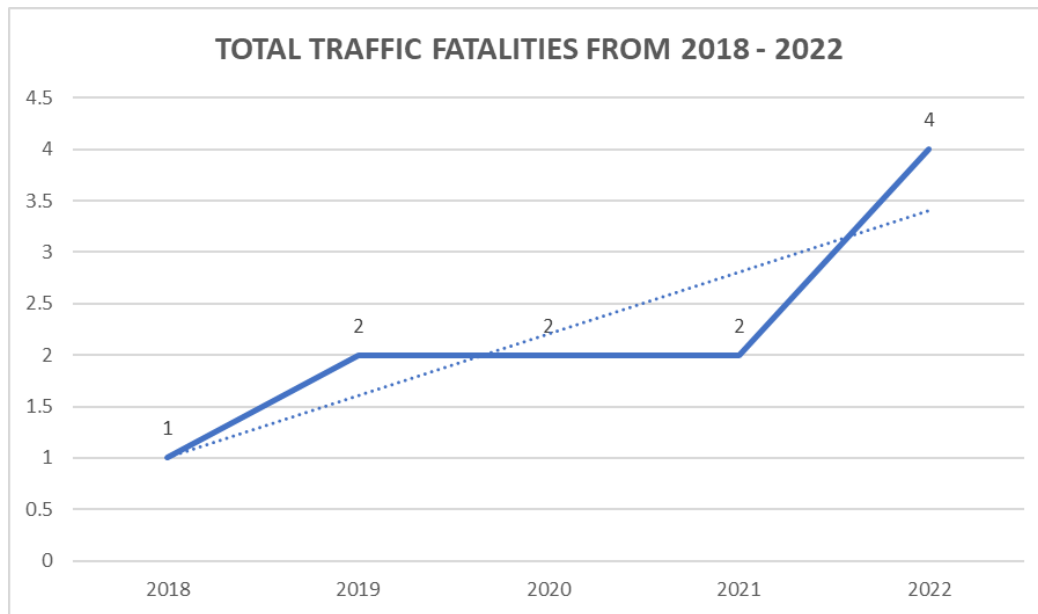


Figure 1. Total Fatalities from 2018 to 2022

Occupant Protection - Seat belt usage in American Samoa drop from 93.1% in 2021 to 84.2% in 2022. We anticipate the trend will continue into 2024 and 2027 as the number of motor occupants observed as unbelted is becoming more common. American Samoa's usage remains below the national level for restraint and seatbelt use. OHS will continue to collaborate with our law enforcement traffic division in instituting high-visibility enforcement programs to include communications and outreach strategies through media and paid advertising.

Impaired Driving - Alcohol-impaired driving has significantly decreased by 60% from 48 crashes in 2014 to 13 crashes in 2017 on the Island as alcohol-related. Data shows a steady decline in alcohol-related crashes and DUI arrests from 2014 to 2018 a five-year trend as recorded. The Police Department's Head (Commissioner-GR) took aggressive steps to implement strategies with a goal in mind to maintain "0" fatality on our roadways and to deter drivers from driving under the influence. Funding is targeted to the areas with the highest incidence of traffic problems and/or alcohol-related problems.

Speed – American Samoa recorded one speed-related fatality in 2019 which were caused by speeding with an estimated speed of 41 mph and reckless driving. These two causes are major contributing factors to vehicle crashes on our roadways. Proven strategies by the Department of Public Safety continued to deter speeding and speed-related crashes. This is an area OHS will continue to monitor and emphasize through enforcement and media campaigns.

Below are the numbers of citations issued by categories in 2022:

Charges:	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Total
Seat Belt	60	56	42	126	317	139	19	43	137	30	24	93	1086
Child/P	28	23	28	108	403	27	11	29	35	22	15	33	762
Code-1	14	36	24	21	21	21	7	39	16	31	24	49	303
Speeding	172	122	139	398	298	219	67	152	332	83	58	232	2272
Misc	553	375	6	676	626	299	238	288	506	289	174	433	4463
DUI	20	7	0	2	8	6	9	12	9	6	2	16	97
Criminal	12	4	0	13	0	0	13	7	39	3	1	3	95
Totals:	859	623	239	1344	1673	711	364	570	1074	464	298	859	9078

Methods for Project Selection

The Office of Highway Safety (OHS) routinely conducted a safety stakeholder meeting annually to brief the partners on the agency's safety initiatives and to listen and gather input on safety problems on the island. Opportunities to enhance and improve partnerships and collaboration are also identified.

Currently, there are two methods for awarding grantee funding for projects that supports the ASOHS efforts to reduce the number of fatalities and serious injuries on American Samoa roadways. First, we meet with the potential grantee to discuss the entire application process and advise them that projects should be developed to reduce traffic fatalities and injuries through increased enforcement, public awareness, and/or additional laws or policies to improve public observance of traffic safety before applying. Each applicant is required to provide a Problem Identification statement; Project Description; Strategy(s); performance measures, and a description of how the goals and performance will be measured.

Secondly, the selection process is based on proposed activities and how they would address problem identifications and how they will improve highway safety in the different program areas.

The Traffic Records Coordinating Committee (TRCC) provides project-level information concerning developing accurate and complete traffic records data promptly, ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC work to achieve this goal through proposed project concepts. Out of the projects, one is targeted for Section 405(c) funding due to the limited amount of grants under this program.

Once applications are received, they are reviewed by the Highway Safety Program Coordinator and the OHS team which consists of program managers, our financial accountant, and the LEL. The OHS staff applies the guidelines within a listed criteria sheet to score each application. Every applicant is required to provide a data-driven problem identification statement, project description, potential outcomes, and a description of how the goals and outcomes will be measured. Grantees must also provide a detailed budget, including the source of all funding that may be required.

Applications may be approved or rejected immediately, or an applicant may be asked to offer additional modifications/revisions for review. Once these grant revisions are received the OHS staff will review the revised application. Each grantee will also be held to Territory risk assessment criteria. Those standards include the sub-recipient's financial systems, accurate and timely submissions of their application, any amendments made, fiscal reporting, and their submitted budgets. We will review their prior experiences with similar and past OHS sub-awards, as well as, any previous audit results. For monitoring purposes, a sub-recipient will be considered low risk for monitoring if they receive a low grade on the assessment criteria, a medium risk if they receive a higher assessment, and a HIGH risk if the criteria standards show them to be at a high level during their pre-award assessment. All grantees will be subject to the risk assessment process and offered a signed copy of our risk assessment form before any award is considered or made.

When the proposed program, along with its attached budget, has been approved OHS staff determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding government agencies), a grant can be issued after a Grants and Assurances document has been signed by the grantee.

All grantees are required to provide monthly reports to their designated OHS Program Coordinator, including invoices, timesheets, and additional backup documentation necessary for monitoring, reporting, and oversight of program areas. Field visits are required for evaluation of the effectiveness of the program and to ensure that appropriate Territory and Federal procedures are being followed.

OHS grant partners are essential for the ultimate success of the Territory HSP. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes.

List of Information and Data Sources

- American Samoa Crash Reporting System (ASCERS)
- American Samoa Department of Public Safety, Traffic Division
- American Samoa Department of Public Safety, Office of Motor Vehicle (OMV)
- American Samoa Attorney General's Office
- American Samoa High Court
- National Highway Traffic Safety Administration (NHTSA)

Description of Outcomes

American Samoa does not have a Strategic Highway Safety Plan and does not collect VMT data, we cannot align the core performance measures between the HSP and SHSP therefore, and this section does not apply to American Samoa.

Public Participation and Engagement

Engagement Planning Overview

American Samoa been a small Island with limited roadway crashes and majority of the residence resides in two districts. Highway Safety Office staff started a strategy session where various ideas were discussed on how to engage the public to obtain full representation, participation and contribution to the Public Participation and Engagement section of our Tri-annual HSP.

Our goal is to reach as many people as possible at once because most of our residents prefer face-to-face communication and would not respond to survey. Community meetings have proven successful in the past. Another option is through the churches on the Island. Most American Samoans attends a church at least once a week, and church leaders can bring community together to address issues that impacts everyone.

The last census count of American Samoa showed another drop in the number of residents from 55,519 in 2010 to 49,710 in 2020, with most higher population estimates derived from historical natural growths (births minus deaths) and travel statistics (arrivals less departures). It is another decennial census loss of 5,809 persons. We have 76 sq. miles of land with a population of 49,710 (2020 US Census). There are no cities, as used in the normal context of the word, nor is the term "town" applicable to the island's congested areas. Rather, the most densely settled areas are known as "villages." But with the democracy type government that we practiced as a territory of the U.S., we do classify villages by districts and or counties for election purposes and other government related issues. Figure 1. Shows the Island map with the districts and the Island of



Manu'a

Highway Safety Office staff decided to use town hall meetings strategy by focusing on the two most populated district on the Island with invitation extend to Manua. About 64% of the residents lived in the Western District while only 34% lived in the Eastern district. The remaining population of 840 people lives on the Island of Manua.

From the Crash Fatality data (Table 1. Fatal Crashes by Villages & Year 1 and Figure 2.) broken down by Villages and then grouped into districts it was evident that the public engagement efforts focus on the two districts will contribute to the development of the Territory’s Highway Safety program and provides information needed for the development of appropriate countermeasure and programming of highway safety funds.

Table 1. Fatal Crashes by Village & Year

		City	Fatal Crashes
CrashYear	2017	Western District	1
		Eastern District	1
	2018	Olosega	1
	2019	Western District	1
		Eastern District	1
	2020	Eastern District	1
		Eastern District	1
	2021	Eastern District	1
		Eastern District	1
	2022	Eastern District	1
		Western District	1
		Eastern District	1
		Western District	1

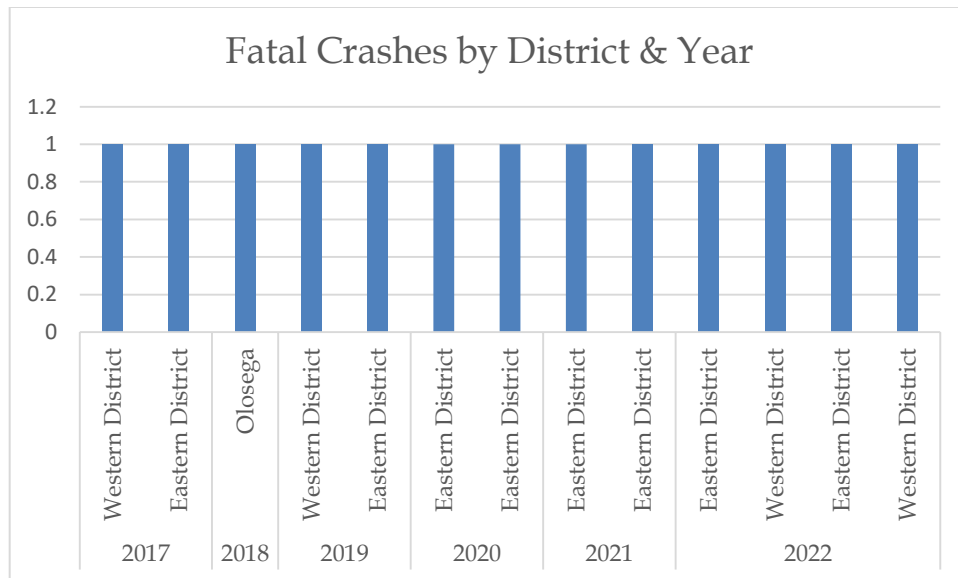


Figure 2. Fatal Crashes by District & Year

Our Public Participation and Engagement (PP&E) efforts started with our presentation during our local police week which took place from May 14 through May 20, 2023.



Figure 3. PP&E Planning Process

Using the crash data, the agenda for the townhall meetings focus on topics relating to education, enforcement, and roadway conditions. These are the three major areas that we see contributed to crashes and fatalities on the Island based on Fatal Crashes by Most Harmful Event. We also believe that with our traffic safety partners, problems identify in these areas could be align with our HSP and the Department of Public Works (DPW) Highway Safety Improvement Plan efforts performance target.

With the intention to solicit community input as well as feedback, Highway Safety staff presentation focus on the Traffic Fatalities, Total Crashes, Crashes by Unit Type, Occupant Restraints Use, Crashes by Streets or Highway and finally villages to show the impact by community. In addition, questions were posed as to the effectiveness of the current highway safety program.

Western District Town Hall Meeting Results Snapshot

Western District of Tualauta which is the most populated district and consisted of 65% of the island-wide population with about 300+ citizens showed up for the town hall meeting.

Western District has had three (3) fatal crashes in the past five (5) years. Given the population and total crashes, one (1) fatal crash is too much. The community knowing the individuals and seeing the data and the name of their villages led to a free-flowing discussion. Contributing factors were discussed so is Unity types. It was noted that Pedestrian fatality was one of the fatal crashes and Occupant Restraint not used was a contributing factor in one of the other fatal crashes.

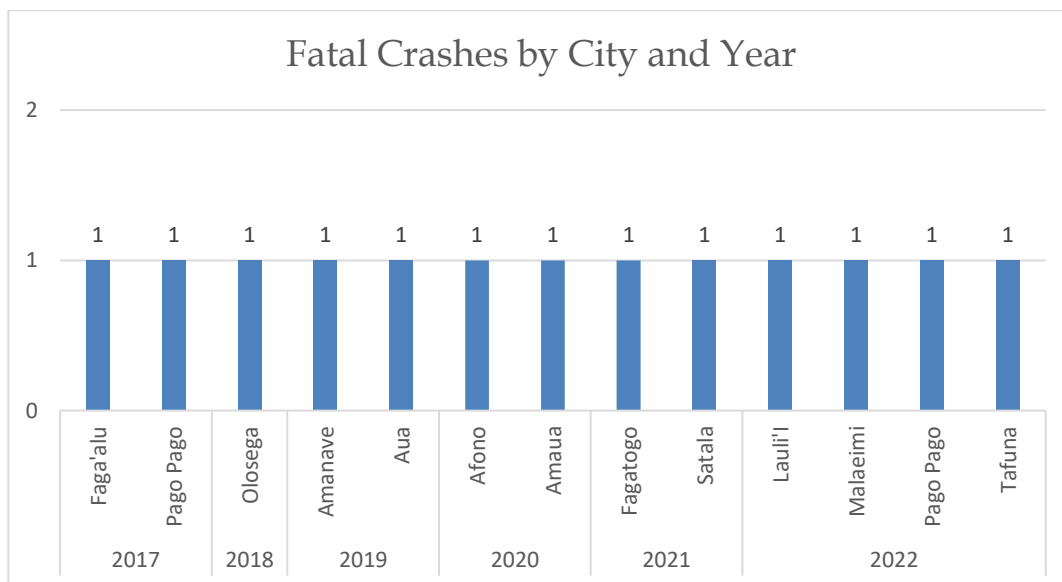


Figure 4. Fatal Crashes by City and Year

Topics of Discussion:

Education: When asked if there is adequate traffic safety education on the Island, the community identified a need for additional education and public awareness program:

- Increase Media Messaging for Seat Belt use.
- Improve Child Safety Restraint training and use.
- Plan dedicated Highway Safety Awareness Event within the Community
- Replace dilapidated Highway Safety Road Sign
- Introduce Highway Safety Awareness to High School Student during school session.

- Promote enforcement of Distracted Driving

Enforcement: Community identified need for more enforcement.

There is a police station in Tafuna, but it seems regular enforcement is sporadic. The enforcement is only in full motion during national campaigns. Additional enforcement is needed especially on Thursday and Saturday which are the two (2) days with most fatal crashes as indicated by crash data. By show of hands:

- 60% think Speeding Enforcement is needed.
- 30% Distracted would like to see Distracted Driving Enforcement
- 10% thinks Running Stop Sign is also a problem.

Roadway Condition: Roadway improvements that the community would like to see made.

- Implement Pedestrian Crossing Markings on areas use for crossing.
- Rubble Strip on Roadway corners with no guardrails
- Implement Roadway Center Reflector to help night driving.
- Increase Street Lights in areas prone to motor vehicle crash.

Eastern District Town Hall Meeting Results Snapshot

The second town hall meeting took place in the Eastern district which consisted of the second most populated district with a little bit over 200+ citizens showing up. Pago, Pago the capital of the Territory is in Eastern district so is the Port of American Samoa and Government offices. There is heavy traffic in the morning and at the end of the day in and out of the Eastern District. The Eastern District has the most fatal crashes on the Island in the past five (5) years.

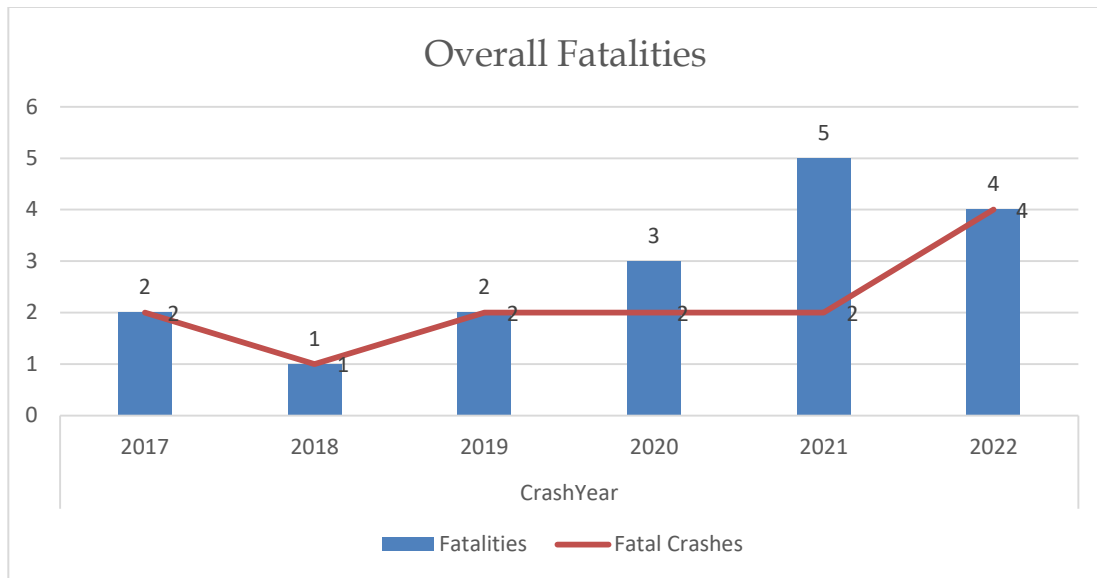


Figure 5. Fatal Crashes by Year

The agenda for the townhall meetings focuses on topics relating to education, enforcement, and roadway conditions just as in the Western District. We presented the data showing that two (2) out the three (3) fatal crashes on the Island in year 2020 were in the Eastern District and three (3) out five (5) fatal crashes in 2021 were in the district.

The residence of the eastern district expressed the need for traffic calming, distracted and speed enforcement through the district. The district experience high traffic during the week and since most of the traffic fatalities in 2022 were between 8AM and 5PM more enforcement is needed in the district. There was another topic that came up during the meeting. The followings are the outcomes of each area of the agenda:

Education: Residence of Eastern District would like to collaborate with Highway Safety office in developing education materials in more languages than English. Majority of the citizens in attendance were about 70% Samoans, 30 % Asians decent and other Pacific Islanders.

- Multi-language Highway Safety Materials
- Safe Walking Education and Messages
- Make Crash Data available to the public to improve awareness.

Enforcement: Observation shows a lot of drivers are engaged in Distracted Driving. Public Bus Drivers don't stop at crosswalk for pedestrians. Speeding.

- Distracted Driving
- Speeding

Roadway: The district can use more pedestrian crossings as the population during the working week doubled and a lot of people walk to lunch and to different Government offices.

- Pedestrian Crossing
- Traffic Calming
- Stop Sign in Strategic Location to control traffic flow.

Finally, a lawmaker in the audience would like to be more involved in collaborating with community members to ensure that their aspirations and concerns are considered at every stage of planning and decision making. Asian citizen that was also at the meeting expressed the need for translators to translate newsletter, fact sheets, and websites in more languages than English alone. Feedback from both town hall meetings has been used to adjust our education and enforcement countermeasures in this HSP.

Ongoing Engagement Planning

In moving forward, the American Samoa Office of Highway Safety will engage both Western and Eastern District populations (our affected communities) in all aspects of Traffic Safety from Occupant Protection, Police Traffic Services including Alcohol and Impaired Driving. Engaging this group will help us determine countermeasures that are most customarily appropriate to their community and recruit potential grantees to support OP, Alcohol, and Impaired Driving within this specific district.

We will also leverage our partnership within these specific districts to adjust countermeasures within all our program areas based on their feedback. We will solicit their input during the development of safety countermeasure strategies and to implement projects that will help us reduce trends by fully understanding its risk factors.

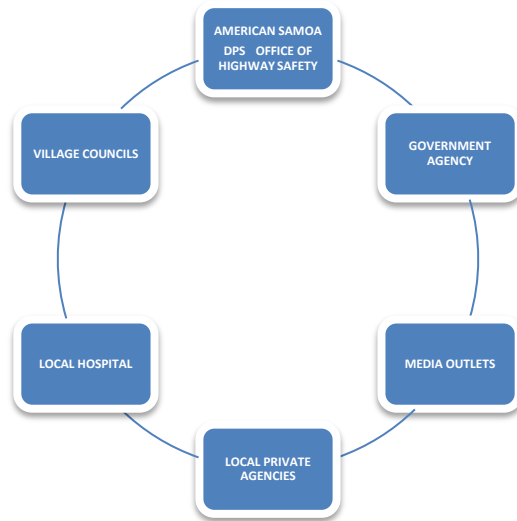


Figure 6. Program Development Process

Due to the success of our town hall meeting and the feedback received regarding more community participation, we will reach out to our local radio stations about pitching in with advertisements and information for town hall meetings from now moving forward. We have also approached our local Congressional Representative for the U.S Congress to see if we could tag along with her team when she conducts town hall meetings within our island community quarterly and four times a year. We will also bring this important matter to the attention of the Governor and with recommendations to select a task force for Traffic Safety for our island territory. But for the time being, we will have the TRCC committee already in hand to lead this task force with the assistance of our Highway Safety office as we move forward.

Education & Awareness-



- ASOHS will conduct pre and post Click It or Ticket Campaign surveys for seatbelt observation and Infant/Child Safety. Surveys will include a questionnaire for the

public of their knowledge of roadway safety rules and a chance for comments and feedback to better assist our efforts in helping our island community.

- ASOHS will continue to collaborate with Law Enforcement/Traffic in undertaking more outreach in schools and its surrounding communities throughout the territory to raise awareness by reminding them to keep practicing and follow roadway safety rules as pedestrians, drivers, and occupants.
- ASOHS will solicit input from students during the school visit program even though current data doesn't show Teen fatalities, but these are going to be future drivers and their action can impact communities down the road. Getting their input now will help mitigate future crashes.
- ASOHS will be teaming up with translators to deliver translated versions of traffic safety brochures, commercials, and ads in diverse languages, to effectively communicate with underserved communities.
- ASOHS will maintain our collaborative efforts with current stakeholders both governmental organizations/agencies and NGOs in community events, employing engaging displays, information booths, and demonstrations to promote outreach, public participation and provide informative responses to questions. In person interviews at this event will be used to solicit and capture feedbacks.
- ASOHS will collaborate with village councils, coalitions, and private sectors to help in educating villages and communities about the importance of enforcing road rules regarding occupant and child car seat safety, impaired driving, and speeding.
- ASOHS will continue working with the local media to educate and engage the community, promoting roadway safety and exploring ways to improve. By collaborating with these entities, we can effectively disseminate information, raise awareness, and encourage active participation in initiatives aimed at enhancing road safety by presenting before and after data that shows improvements.

Enforcement-



ASOHS will continue to work DPS Traffic Division and fund enforcement activities to address the issues that were shared with us during the town hall meeting. The Traffic Division officers will conduct the following enforcement activities but no limited to:

- 6 checkpoints per year during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in July and August
- 4 saturation patrols between November 30 – January 03, 2023
- 4 per year (1-quarterly) educational outreach activities targeting high schools and community events.

ASOHS will also provide funding for officer's training and certification in ARIDE, DRE, and SFST.

Roadway:

ASOHS will continue to partner with DPW to identify high crash locations.

ASOHS will share the feedback received during the town hall meeting with DPW so that they can address the community concern in areas:

- Pedestrian Crossing Marking
- Stop Signs
- Roadway Reflectors
- Rumble Strips

ASOHS will support roadway project that fits under the section 405(c) Grant Program different ethnic groups and target populations within our island community. We will also increase accessibility to encourage participation via language translation services during community events. We will maintain a presence in the community supporting highway safety projects. We will expand our involvement with the community to maintain meaningful relationships beyond the life of any project. This means participating in and supporting community activities in an enduring way. Feedback received in all future community engagements will be used in our programmatic decision-making process.

Performance Plan Chart

PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			Base Years (Historical Data)					
			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities	State	2	1	2	2	2	4
	Reduce total fatalities to <u>0</u> from a current safety level of <u>2</u> by 2026.	Rolling Avg.	2.8	2.6	2.6	2.4	1.8	2.2
C-2	Serious Injuries in Traffic Crashes	State	3	10	6	3	3	3
	Reduce serious traffic injuries to <u>2</u> from a current safety level of <u>3</u> by 2026.	Rolling Avg.	3.8	5.6	6	5.6	5	5
C-3	Fatalities/100M VMT ¹	FARS Annual	N/A	N/A	N/A	N/A	N/A	N/A
	Reduce fatality rate to <u> </u> from a current safety level of <u> </u> by <u> </u> %	Rolling Avg.	N/A	N/A	N/A	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	0	1	2	2	2	3
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to 0 from a current safety level of 2 by 100% by 2026	Rolling Avg.	1	1	1	1	1	2
C-5	Alcohol-Impaired Driving Fatalities	State	2	1	0	0	0	0

¹ VMT data is not collected in the Territories, data in C-3 is N/A

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
	Reduce alcohol-impaired driving fatalities to <u>0</u> from a current safety level of <u>0</u> by 100% by 2026	Rolling Avg.	1	3	2	2	1	0
C-6	Speeding-Related Fatalities	State	0	0	0	0	0	0
	Reduce speeding-related fatalities to <u>0</u> from a current safety level of <u>0</u> by 100% by 2026	Rolling Avg.	0	0	0	0	0	0
C-7	Motorcyclist Fatalities	State	0	0	0	0	0	0
	Reduce motorcyclist fatalities to <u>0</u> from a current safety level of <u>0</u> by 100% by 2026	Rolling Avg.	0	0	0	0	0	0
C-8	Unhelmet Motorcyclist Fatalities	State	0	0	0	0	0	0
	Reduce unhelmet motorcyclist fatalities to <u>0</u> from a current safety level of <u>0</u> by 100% by 2026	Rolling Avg.	0	0	0	0	0	0
C-9	Drivers Aged 20 or Younger involved in Fatal Crashes	State	0	0	0	0	0	0
	Reduce drivers age 20 and younger involved in fatal crashes to <u>0</u> from a current safety level of <u>0</u> by 2026	Rolling Avg.	0	0	0	0	0	0

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-10	Pedestrian Fatalities	State	2	0	0	0	2	0
	Reduce pedestrian fatalities to 0 from a current safety level of 1 by 100% by 2026	Rolling Avg.	0	1	1	1	1	1
C-11	Bicyclist Fatalities	State	0	0	0	0	0	0
	Reduce bicyclist fatalities 0 percent to 0 from a current safety level of 0 by 100% by December 31, 2026	Rolling Avg.	0	0	0	0	0	0
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State	77%	93.4%	83.4%	83.4%	93.1%	84.2%
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants to 90% from a current safety level of 84.2% by 5.8% by December 31, 2026							

Performance Measure: C-1) Number of Traffic Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities -2023	Numeric	0	2017-2022	2017

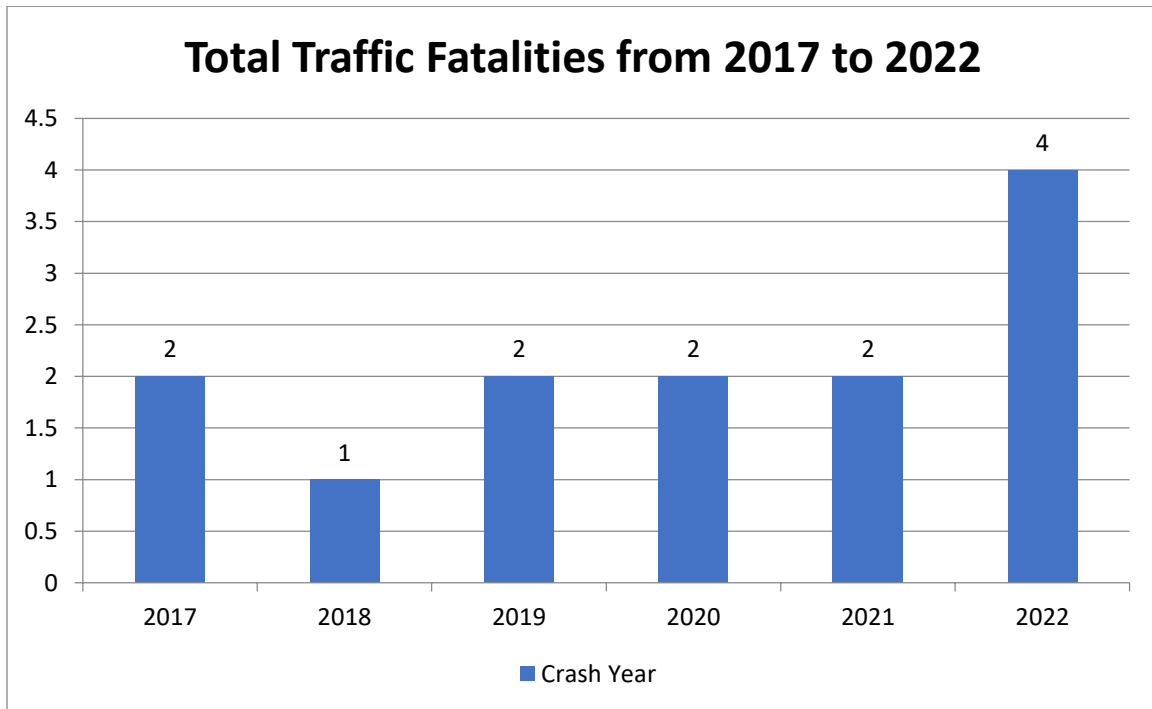
*The American Samoa Territory is not included in the FARS data.

Performance Target Justification

Goal: Reduce traffic fatalities to zero.

Current Condition: 2 crashes (2017 - 2022 average) Target Performance: 1 crashes (2024- 2026 average). › **Justification:** Fatalities have remained steady at 2 per year however, there was a spike in fatalities in 2022 (4).

Figure Fatality and Injury Trends



Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

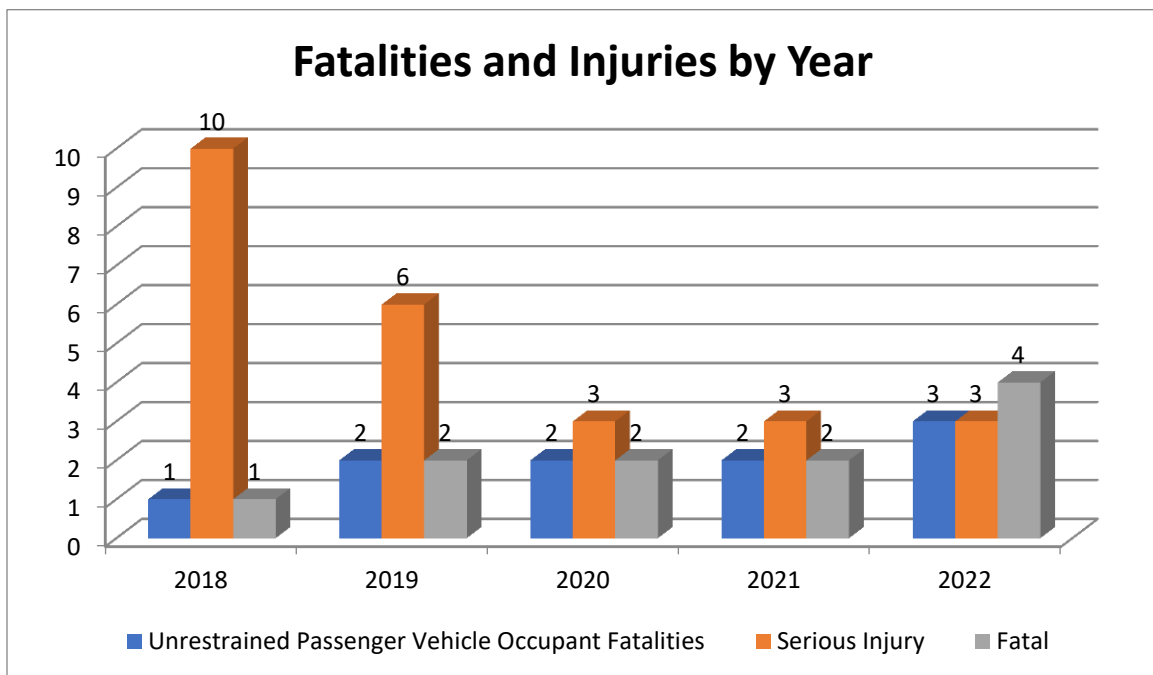
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes-2023	Numeric	2	2017-2022	2017

Performance Target Justification

Goal: Reduce serious injuries to 4 in 2023

Current Condition: 5 (2017 - 2022 average) **Target Performance:** 3 (2024 - 2026 average).
Justification: The five-year rolling average for serious injuries has steadily decreased for the last five years. American Samoa will continue to work toward achieving zero serious injuries. Figure Serious Injury Crash Trends and Projection



Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2021	Numeric	0.00	0	2017

Performance Target Justification

This area does not apply to American Samoa.

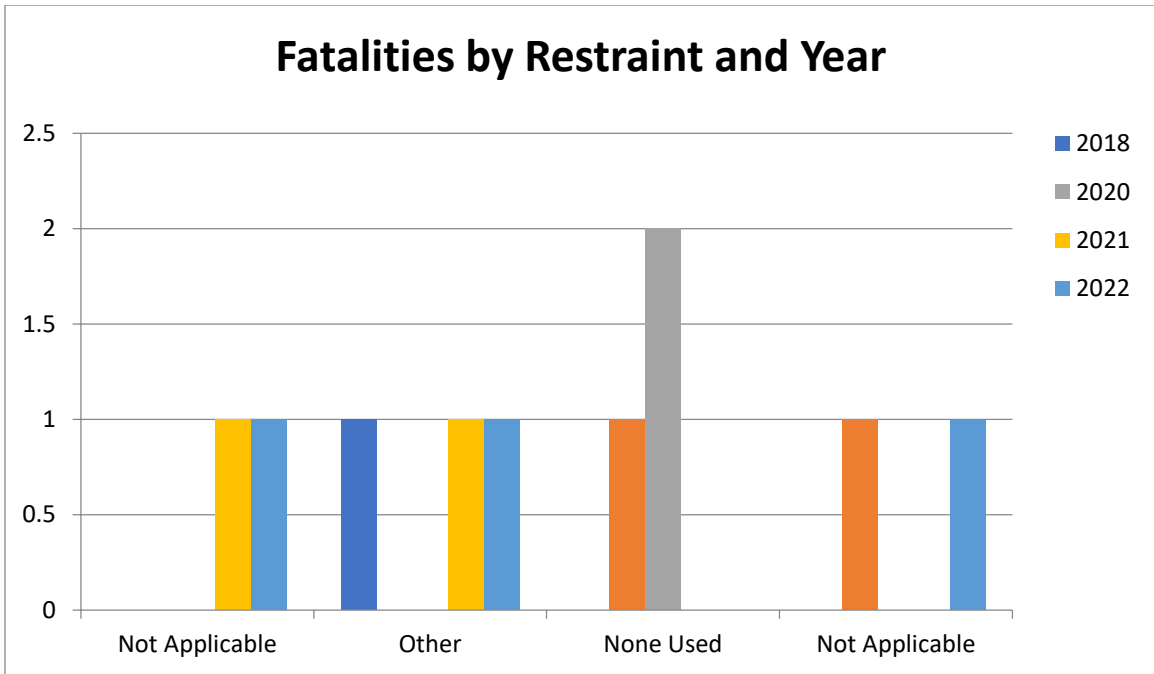
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions 2022	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Reduced unrestrained occupant fatalities to 1. · **Current Condition:** 2 (2016 – 2020 average) · **Target Performance:** 3 (2018 - 2023 average). › **Justification:** Unrestrained fatalities have steadily remained at 1 over the last five years. A spike of up to 3 fatalities in 2020 shows an upward trend that needs to be addressed. Figure Unrestrained Motor Vehicle Occupant Crash Trends and Projection



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above -2023	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Reduce impaired driving fatalities to zero. · **Current Condition:** 0 (2016 - 2020). **Target Performance:** 0 (2017- 2021 average). **Justification:** Between 2017 and 2021 alcohol-involved fatality has been zero but 0 fatality was recorded in 2020 and 0 reported in 2021. Redoubled efforts to address impaired driving are anticipated to help maintain reversed the trend back to zero.

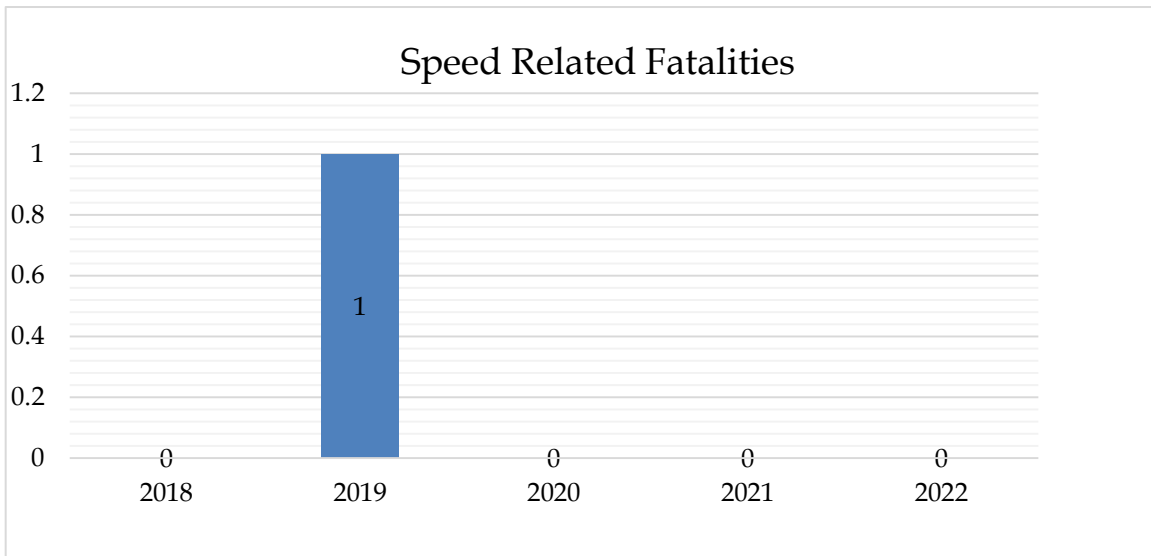
Performance Measure: C-6) Number of speeding-related fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities -2022	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Reduce speed-related fatalities to zero. · **Current Condition:** 1 (2018 - 2022) **Target Performance:** 0 (2017 - 2020 average). **Justification:** 0 speed-related fatalities have 1fluctuated over the last few years, with as few as 2 in 2014 and a spike in 2016 at 5 fatalities. The spike in 2016 will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 0 fatalities in 2022 provides a realistic target to move American Samoa back toward zero deaths. Figure 7 Speed-related Fatality Trends and Projection



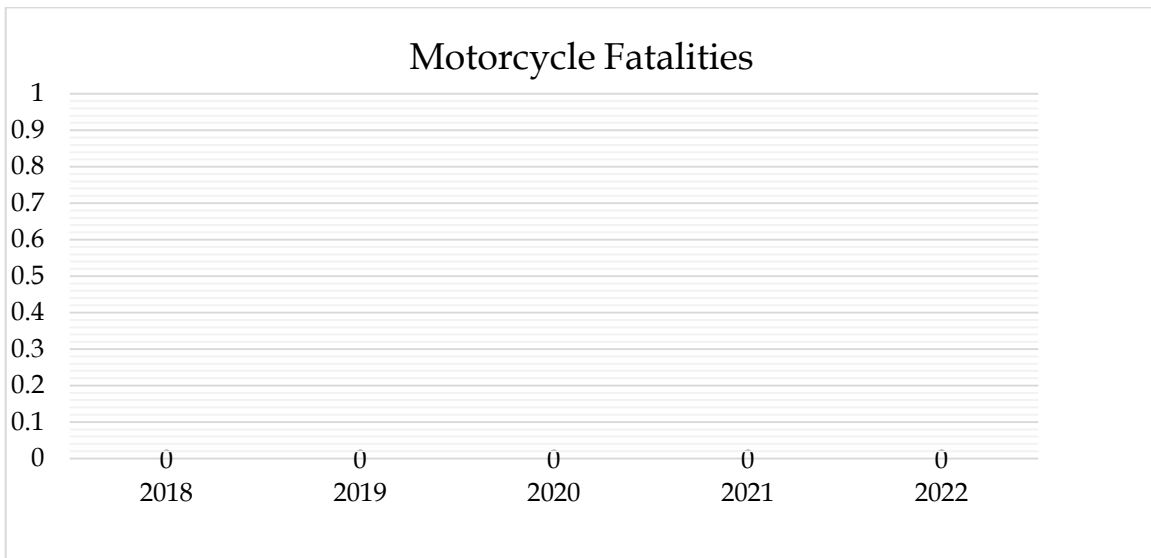
Performance Measure: C-7) Number of motorcyclist fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities -2022	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Maintain a motorcycle fatality average at 0. **Current Condition:** 1 (2016 - 2020) **Target Performance:** 0 (2017 - 2021 average). **Justification:** Motorcycle fatalities have been somewhat consistent over the last five years with an overall downward trend. A spike in 2018 affects future average motorcycle fatalities. By instituting an aggressive program of motorcycle safety activities, American Samoa will continue to maintain zero fatalities. Figure Motorcycle Fatality Crash Trends and Projection



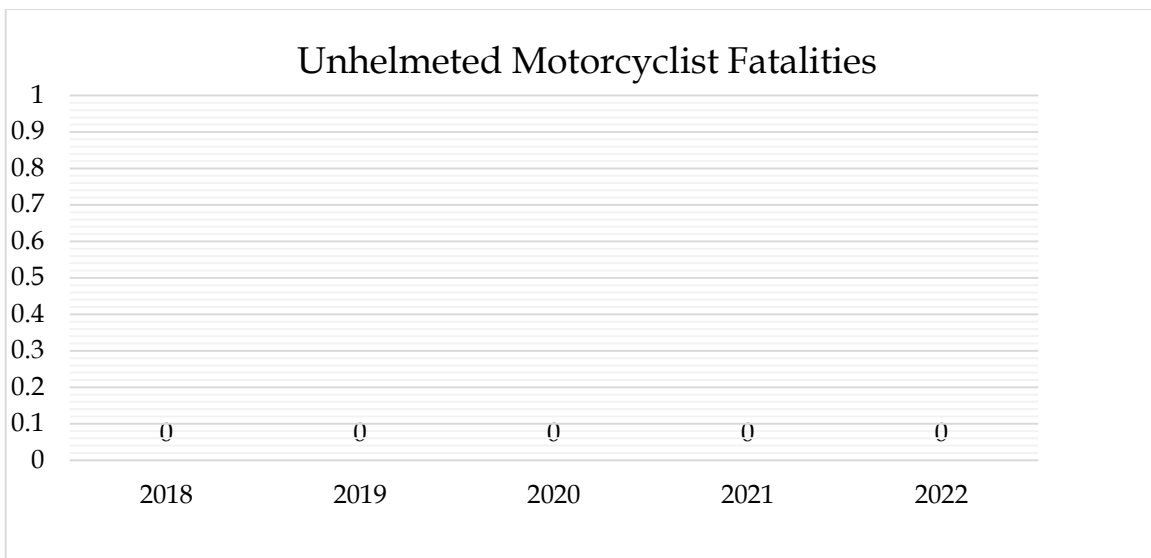
Performance Measure: C-8) Number of unhelmet motorcyclist fatalities.

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmet motorcyclist fatalities -2022	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Maintain unhelmet motorcycle fatality at 0. **Current Condition:** 0 (2014 - 2018) **Target Performance:** 0 (2016 - 2020). **Justification:** Like the overall motorcycle performance measure, the goal is to keep unhelmet motorcyclist fatalities to 0. By continuing an aggressive public safety awareness campaign that includes motorcycle safety activities, American Samoa will keep unhelmet fatalities at zero fatalities.



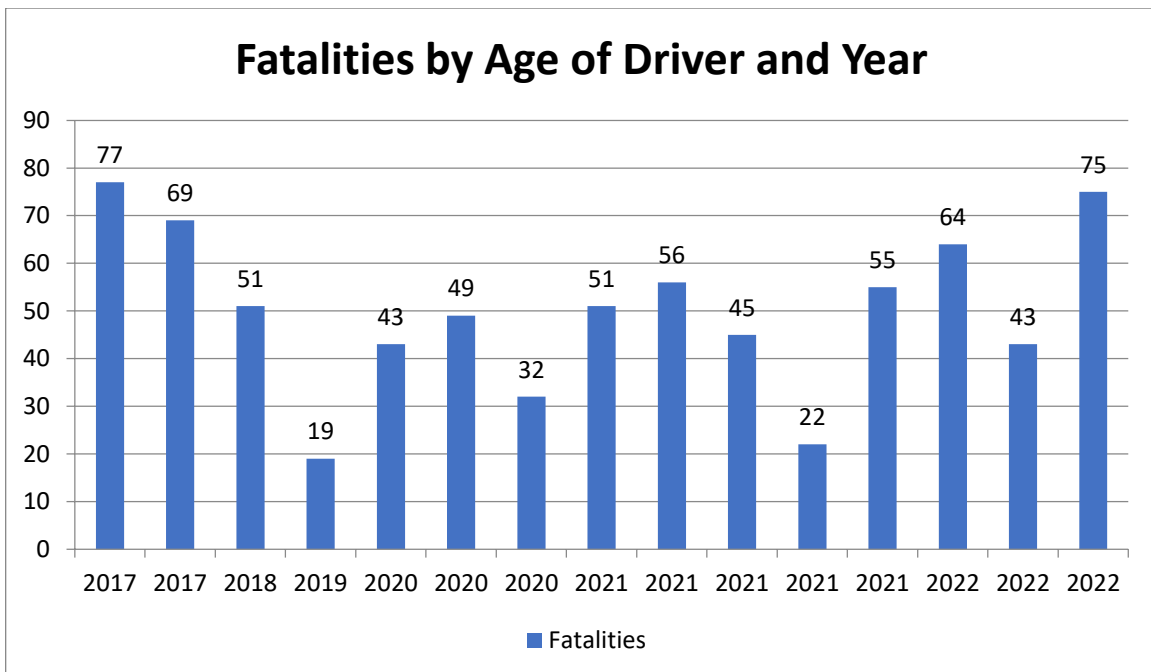
Performance Measure: C-9) Number of drivers aged 20 or younger involved in fatal crashes.

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers aged 20 or younger involved in fatal crashes -2022	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Reduce the number of drivers aged 20 or younger involved in fatal crashes to 0 and keep it at 0. · **Current Condition:** 2 (2016 - 2020) · **Target Performance:** 0 (2017 - 2022). **Justification:** Preliminarily the number of 2018 fatalities shows 0 for those aged 20 and below but other age groups are represented. A goal of 0 fatalities (2017 to 2021) has been chosen to keep American Samoa at 0 fatalities for a driver aged 20 and younger. Figure Younger Driver Involved Fatality Trends and Projection



Performance Measure: C-10) Number of pedestrian fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities-2023	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Maintain pedestrian fatalities at 0. · **Current Condition:** 0 (2017 - 2022 average) · **Target Performance:** 0 (2018 - 2023). **Justification:** Preliminary data indicate there are 0 pedestrian fatalities in 2018, a spike in 2021 and decrease in 2022. An increased focus of the Territory's public awareness campaign on road user programs targeting Tafuna and other populated villages with high pedestrian crashes has helped the Territory move back zero (0) trend. Figure Pedestrian Fatality Trends and Projection



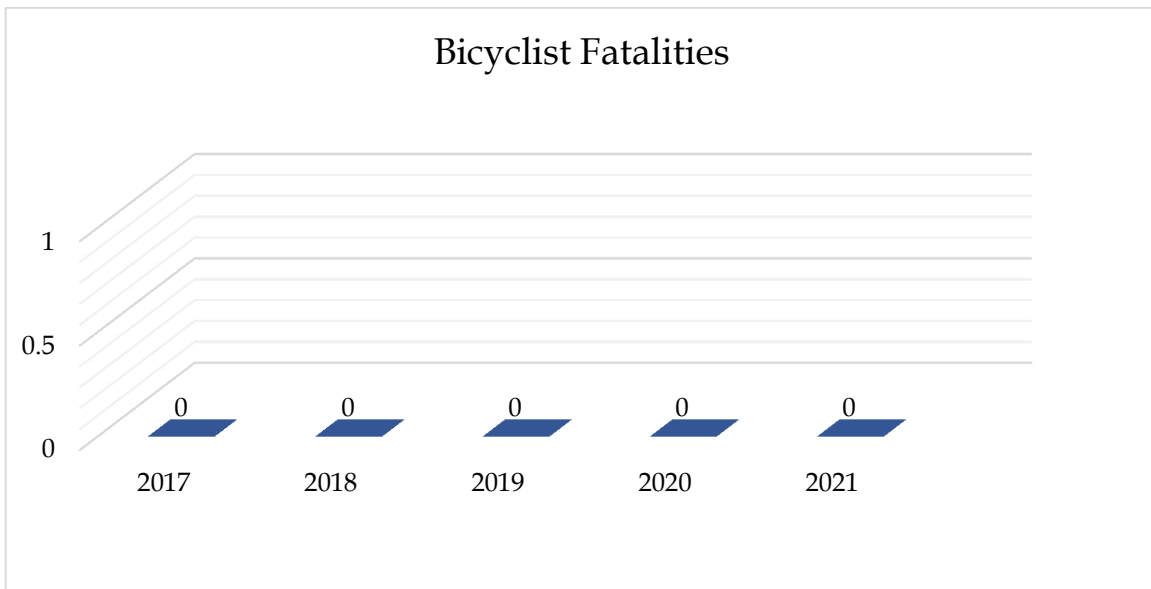
Performance Measure: C-11) Number of bicyclists fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities -2023	Numeric	0.00	2017-2022	2017

Performance Target Justification

Goal: Maintain five-year average bicyclist fatalities at zero. · Current Condition: 0 (2017 - 2021 average). Target Performance: 0 (2018 - 2022 average). Justification: Bicyclist fatalities have been at zero (0) in American Samoa over the past five years. Preliminary 2018 values show 0 fatalities. This trend will continue through the continuation of the public awareness highway safety campaign. Figure Bicyclist Fatality Trends and Projection



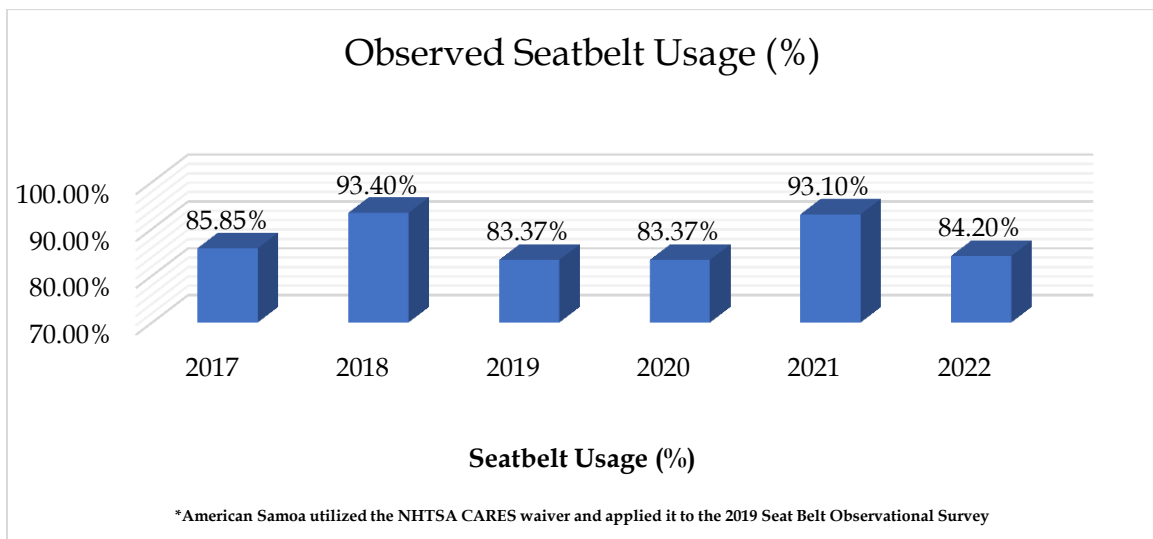
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2022	Percentage	95.00	1 Year	2017

Performance Target Justification

Goal: Increase observed belt use. Current Condition: 84.2% (2023 observation) Target Performance: 95% (2026 observation). Justification: American Samoa achieved a major increase in the percentage of observed seat belt use from 85% in 2017 to 93.43% and 93.1% in 2021 increase of 8+ percentage points in usage. Our effort to increase the frequency of educational outreach and enforcement has a direct correlation with the increase in usage of seat belts among the traveling community. Our goal is to increase seat belt use to 95% by December 31, 2026. Percent Observed Belt Use in Passenger Vehicles (Front Seat Outboard Occupants) Trends and Projection



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

American Samoa does not collect VMT data and does not have to have common performance measures in the HSP and HSIP.

Countermeasures Strategy for Programming Funds

Program Area: Planning & Administration

Description of Highway Safety Problems

The Planning and Administration (P&A) program include those activities and costs necessary for the overall management and operations of the Department of Public Safety, Office of Highway Safety. The OHS Coordinator is responsible for administering the American Samoa highway safety programs and reports to the DPS Commissioner/Governor's Representative (GR).

The ASOHS serves as the primary agency responsible for ensuring that highway safety concerns for the Territory are identified and addressed through the development and implementation of appropriate countermeasures.

These activities include:

- Identifying the Island's traffic safety problems
- Use traffic safety data (crash, citation, roadway, injury, alcohol, etc.) for the problem identification.
- Work with Highways Safety Strategic Partners to develop countermeasures
- Develop the annual Highway Safety Plan (HSP)
- Develop annual Highway Safety Report
- Solicit and review grant applications submitted by potential sub-grantees for funding
- Monitor all grants
- Prepare program performance measures
- Use performance measures to evaluate accomplishments
- Conduct Grantee performance reviews
- Propose traffic safety legislation
- Increase public awareness of traffic safety laws and programs
- Participate in various traffic safety and community programs
- Promote and coordinate traffic safety in American Samoa
- Create public awareness campaign and provide support for all annual national campaigns, e.g., Child Passenger Week, Drive Sober or Don't Get Pulled Over (DSOGPO), Click It or Ticket (CIOT), etc.

Planned Activity: Program Management

Planned activities will include funding to administer the Highway Safety Program for American Samoa to include salary and fringe benefits of the OHS Coordinator and Finance Manager, operational costs such as communication, utilities for OHS, annual membership fees for GHSA, printing, security software updates, website/email

maintenance, and travel to meetings and conferences for the GR, OHS Coordinator for the NHTSA’s partners meeting, Pre-HSP meeting, GHSA Annual Meeting, and Lifesavers Conference.

Strategic Partners

OHS will continue to work with the Territory traffic safety stakeholders, including DPS and all grant recipients.

Performance Targets

Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses Territory specific safety characteristics. The HSP is developed using a data-driven process to identify areas of concern and engages partners across the territory who champion the various programs and activities in the Plan. This approach promotes accountability and helps identify measures of effectiveness for the adopted programs and activities.

Intended Sub recipients

Office of Highway Safety Personnel

Funding sources

Source Fiscal Year	Funding Source	Estimated Funding Amount	Match Amount	Local Benefit
2024	402	\$651,000	N/A	N/A
2025				
2026				

PROGRAM AREA: Police Traffic Services

Description of Highway Safety Problems

Police Traffic Services (PTS) is an essential part of any traffic safety program. With few exceptions, most programs depend on the participation and cooperation of the law enforcement community strictly data-driven. This program gives the law enforcement agency the ability to start effective selective traffic enforcement programs; provide training and appropriate enforcement of impaired drivers, driver's license, occupant restraint laws, and speed.

The Department of Public Safety under the management of the current commissioner, who is also the GR, has made some robust decisions/changes to the department. These changes to manpower were deemed necessary to effectively enhance the performance of their duties and be mindful when utilizing the department's assets. These assets

include vehicles, motorcycles, equipment, and supplies procured by grant funds to be used primarily for enforcement activities or related projects.

Based on known contributing factors, speed, alcohol-involved, unrestrained driver, and passenger to roadway fatalities in American Samoa with speed and alcohol having the highest. These crashes are not mutually exclusive, a vehicle occupant may exhibit all three behaviors in the crash. Based on these three types of crashes as described in their respective program areas, law enforcement programs can be designed to address these factors. It is well established that the key to effective and successful enforcement programs is rooted in available data, that is based on analyzing available data. By utilizing accurate data, agencies with the help of the Office on Highway Safety will result in the most cost-effective means to reduce incidents of crashes, which result in injury or extensive property damage.

DPS Traffic Division and Patrol are anticipated to participate in the territory and federal enforcement campaigns such as Drive Sober or Get Pulled Over, Obey the Sign or Pay the Fine, Drive Now Test Later, and the Click-It-or- Ticket mobilizations. DPS follows the accepted practice of enforcement using High Visibility Enforcement and Sustained Enforcement – Placed Based Enforcement and Problem-Solving Enforcement models.

Geospatial Analysis

Based on our crash data, this location crosses two villages (Ili Ili and Tafuna). Heavy traffic on Thursday and Monday (Flight Days) which are the days when the Island have in-bound and outbound flights to the state could be attributed to crashes in this neighborhood. Which are mostly populated by residents as well visitors on the Island. Crashes occur evenly among visitors and residents of the Island in this area.

Sociodemographic Analysis

These communities are mostly populated by residents as well visitors on the Island. Crashes occur evenly among visitors and residents of the Island in this area.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2024	C-1) Number of traffic fatalities (Territory)	2024	5 Year	0.00
2024	C-6) Number of speeding-related fatalities	2024	5 Year	0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Program Management
CTW – Chapter 3, Section 2.2 - High Visibility Enforcement (2 stars)
CTW – Chapter 3, Section 4.1 – Communications and Outreach supporting enforcement (3 stars)

Countermeasure Strategy: Program Management

Project Safety Impacts

The Police Traffic Services Program is overseen by a Program Manager. The Manager guides PTS related projects. This includes operational and financial matters within the specific program.

- Coordinates activities as outlined in the Highway Safety Plan; provide status reports and updates to OHS Coordinator as required.
- Monitors activities, review monthly reports submitted by sub-grantees, and prepares and maintains project documentation (monitoring, risk assessment, etc.).
- Plans and coordinates meetings with the OHS staff and other partners as necessary
- Attend training and conferences for advancement in program areas and stay well-informed on program updates.
- Takes part and coordinates educational presentations at schools, government agencies, and community events.
- Participates in the development of annual highway safety plans and annual reports.

The linkage between Program Area

To oversee American Samoa's Office of Highway Safety PTS program and ensure that strategies and activities are optimized to reach set targets through active awareness, education, and enforcement efforts.

Justification

A coordinated PTS program in American Samoa to reach set targets aimed at reducing traffic crashes resulting in serious injuries and fatalities.

Planned activities in countermeasure strategy

Planned activities will include funding to administer the Highway Safety Programs for the ASOHS to include the salary & fringe of the OHS Coordinator, operational costs such as communication, utilities for OHS office, and annual membership fees for GHSA, printing, security software updates, website/email maintenance, and travel to meetings and conferences for the GR, and OHS Coordinator such as NHTSA Partner’s meeting, Pre-HSP Meeting, GHSA Annual Meeting, and Lifesavers Conference.

Funding sources

Source Fiscal Year	Funding Source	Estimated Funding Amount	Match Amount	Local Benefit
2024	402	\$540,000	N/A	N/A
2025				
2026				

Countermeasure Strategy: High Visibility Enforcement

Project Safety Impacts

Traffic law enforcement plays a critical role in deterring impaired driving, increasing seat belt usage, encouraging compliance with speed laws and reducing unsafe driving actions. Law enforcement agencies have been selective in traffic enforcement efforts by providing maximum enforcement effort at selected times and in selected areas.

Many crashes are caused or aggravated by drivers’ noncompliance with traffic laws pertaining to speed and distracted driving.

The effectiveness of enforcement can be increased if drivers perceive there is a significant chance they may be cited for the violation. Visible enforcement programs can increase drivers’ perceptions of the enforcement-related risks of speeding and distracted driving and can be effective in deterring drivers from speeding and driving distracted.

The Department of Public Safety Traffic Division will continue providing uninterrupted highway safety measures to the public and work effectively to keep our highways safe through enforcement efforts by DPS Traffic personnel. A combination of aggressive education and enforcement efforts by DPS Traffic Division throughout the year will result in positive driver behaviors, therefore, reducing aggressive driving, and speeding.

Attending conferences such as Lifesavers Conference and others that focus on highway safety is also beneficial as they offer the law enforcement personnel up-to-date information, and innovative ways to improve different program areas or implement new ones.

Linkage Between Program Area

The Department of Public Safety Traffic Division continues to utilize territory traffic data and survey results to identify trends in traffic crash locations and to focus our efforts on the dissemination of manpower. Education and enforcement is a proven method in increasing the outcome compliance of the American Samoa traffic laws. Community outreach programs continue to be more effective at the schools, community, and local events and also through the efforts of the local media resources.

Citation/Justification

CTW Chapter 3., Section 2.2 - High visibility enforcement

High-visibility enforcement campaigns have been used to deter speeding and aggressive driving through specific and general deterrence. In the HVE model, law enforcement targets certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested and punished.

Planned Activity in Countermeasure Strategy

Planned enforcement activities to include - year-long sustained enforcement patrols to assist in detecting, deterring, and apprehending speeding, reckless, and aggressive drivers. To provide funding for DPS Traffic Division Personnel to continue enforcement of traffic laws on the highways and to conduct public outreach to include educational activities at schools, at community events, and on various media sources on safe driving. Continue to fund overtime costs of Traffic Division personnel to conduct HVE traffic enforcement such as saturation and laser speed. Funds will also be used for printing educational materials to be distributed at educational presentations; purchase of office and operational supplies as well as communication costs. Funds will also pay for (2) officers to attend Lifesavers and other training upon approval from the grantor.

Traffic Division Patrol Officers will conduct the following enforcement activities;

- Conduct (4) public education activities at schools and to the general public functions to explain why safe driving on the highway is important and needed which saves lives and properties.
- Conduct a minimum of four (4) public awareness and education a year about safe and defensive driving.
- Provide Basic Enforcement training to Traffic Division Officers to increase their expertise in traffic crashes and increase Traffic Unit resources.

- Certify two (2) Traffic Officers with any speed detection system (LASER).
- Conduct 2-speed enforcement activities each quarter.

Funding Sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$720,000	N/A	N/A

Countermeasure Strategy: Communication and Outreach supporting enforcement

Project Impacts

Past project experiences have demonstrated that combining enforcement efforts with well-designed public information and education campaigns yields more significant results compared to enforcement alone. It is crucial to provide targeted public information and education specifically tailored for traffic law enforcement programs. By allocating funds to support effective communication and education campaigns, American Samoa aims to enhance drivers' awareness of safe practices while operating their vehicles within a diverse environment comprising pedestrians, bicycles, motorcycles, transit, and commercial vehicles. Public information and education projects are specifically designed and implemented to provide support to targeted enforcement activities. Both enforcement efforts and public information and education initiatives are planned and coordinated simultaneously to ensure mutual reinforcement. This coordinated approach aims to create awareness among the motoring public about ongoing enforcement activities while also educating them about the dangers associated with risky driving behaviors.

Linkage Between Program Area

The Department of Public Safety Traffic Division continues to utilize territory traffic data and survey results to identify trends in traffic crash locations and to focus our efforts on the dissemination of manpower. Education and enforcement is a proven method in increasing the outcome compliance of the American Samoa traffic laws. Community outreach programs continue to be more effective at the schools, community, and local events and also through the efforts of the local media resources.

Citation/Justification

CTW Chapter 3. Section 4.1 - Communications and Outreach supporting enforcement - Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs (Neuman et al., 2003; NHTSA, 2000).

Planned Activity Description

Planned activities may include awareness for speed and reckless driving for enhanced highway safety.

Funding Sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$420,000	N/A	N/A

PROGRAM AREA: Impaired Driving (Alcohol and Drugs)

Description of Highway Safety Problems

While alcohol-impaired driving fatalities have fallen significantly in the last three decades, NHTSA reports that alcohol-impaired driving still comprises a large percentage of traffic injuries and fatalities. On average in 2020, someone died from an alcohol-impaired driving crash every 45 minutes. There was an increase in the number of alcohol-impaired driving fatalities and rate per 100 million VMT in the United States between 2019 and 2020.

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes human mistakes and vulnerabilities and designs a system with many redundancies in place to protect everyone. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. These elements together create multiple layers of protection to improve safety.

Drivers impaired by alcohol and both legal and illegal drugs continue to be a challenge in American Samoa. Reducing the number of alcohol-impaired fatalities and injuries occurring on the highways remains a top safety focus area. Because of the mere fact that

our island is so small, motorists think that because of the proximity between party sites/bar establishments and residences, there is no danger of driving after drinking due to the short distance involved. Alcohol-impaired driving continues to be a significant contributing factor in American Samoa’s crash fatalities and serious injuries. Alcohol-impaired crashes accounted for over 41% percent of the total fatalities in 2019, second to speed-related at 49 percent.

BAC level data collected shows 54 alcohol-related cases in 2020 of which 22 show BAC % over .08 (40.74%). The remaining cases either refused testing or no information was provided. The same trend in 2021. Up-to-date there have been 32.26% of alcohol cases with BAC levels over .08.

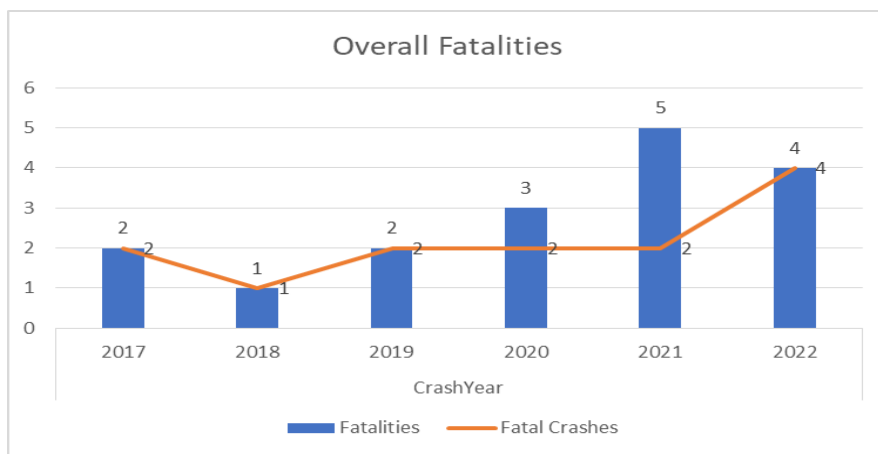
The goal of American Samoa is to maintain zero DUI-related fatalities and reduce alcohol-related crashes in 2024. OHS will continue to fund projects with proven countermeasures to reduce alcohol and impaired driving on the Island roadways.

Geospatial Analysis

Based on our crash data, there are no specific or unique locations on the Island that have concentrated DUI drivers. DUI is evenly distributed on the Island.

Sociodemographic Analysis

Based on our analysis, residents of American Samoa involved in DUI are predominantly Samoans. More education and enforcement are needed.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2024	C-5) Numbers of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. (Territory Data)	2024	5 Year	0.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Program Management
CTW - Chapter 1. Section 2.1 - Publicized sobriety checkpoints (5 stars)
CTW - Chapter 1. Section 2.2 - High visibility saturation patrols (4 stars)

Countermeasure Strategy: Program Management

Project Safety Impacts

The overall program management of the Impaired Driving Program includes coordinated efforts of the Office of Highway Safety and its partners in determining problem areas and identifying solutions. The goal is to maximize outreach through various media outlets, educational presentations, and enforcement efforts. The Impaired Driving program manager will oversee the program and guide impaired driving-related projects.

- Coordinates activities as outlined in the Highway Safety Plan; provide status reports and updates to OHS Coordinator as required.
- Monitors activities, review monthly reports submitted by sub-grantees, and prepares and maintains project documentation (monitoring, risk assessment, etc.).
- Plans and coordinates meetings with OHS staff and other partners as necessary.
- Attend training and conferences for advancement in program areas and stay well-informed on program updates.

- Takes part and coordinates educational presentations at schools, government agencies, and community events.
- Participates in the development of the annual highway safety plans and annual reports.

The linkage between Program Area

To oversee the ASOHS PTS program and ensure that strategies and activities are optimized to reach set targets through active awareness, education, and enforcement efforts.

Justification

A coordinated I.D program in ASOHS to reach set targets aimed at reducing traffic crashes resulting in serious injuries and fatalities

Planned activities in Countermeasure Strategy

Funds will be used for the Police Traffic Services program manager's operational costs such as supplies, communication, and travel costs to attend meetings, conferences, and training.

Funding Sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$390,000	N/A	N/A

Countermeasure Strategy: High Visibility Enforcement/Saturation Patrols/Checkpoints

Project Safety Impacts

OHS supports increasing of impaired driver recognition training for law enforcement personnel and enhance enforcement efforts in addition to identifying best practices to increase public awareness and education about the dangers and consequences of impaired driving. We will also support law enforcement overtime details include sobriety checkpoints as well as saturation patrols and DUI details set up to address holiday and special event enforcement. Staffing for the overtime details includes full time officers, who detect, evaluate, arrest, and process impaired drivers.

To reduce impaired driving-related crashes causing serious injuries and fatalities, and to increase the deterrence, detection, and apprehension of all impaired drivers on the highways by conducting aggressive enforcement activities such as checkpoints and

saturation patrols; and by conducting educational presentations at schools, and community events.

The linkage between Program Area

OHS devotes significant resources to overtime enforcement, equipment, and training for law enforcement officers. OHS will continue to fund these proven effective strategies by training law enforcement on effective tools and techniques, and regularly informing the public about the dangers associated impaired driving and the threat of legal consequences and associated economic costs (fines, court costs, insurance, job loss, etc.)

By conducting aggressive enforcement activities such as checkpoints and saturation patrols, and educational presentations, the community will be more alert and cautious in deciding whether or not to get behind the wheels after they have consumed alcohol or drugs.

Citation/Justification

CTW - Chapter 1. Section 2.1 - Publicized sobriety checkpoints, 2.2 - High visibility saturation patrols.

Enforcement/Saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity. They should be highly visible and publicized extensively to be effective in deterring impaired driving. Communication and enforcement plans should be coordinated. Messages should clearly and unambiguously support enforcement. Paid media may be necessary to complement social media, news stories, and other earned media, especially in a continuing saturation patrol program (Goodwin et al., 2005, Strategy B1)

Planned Activity in Countermeasure Strategy

Planned enforcement activities to include - year-long sustained enforcement efforts and periodic enhanced enforcement campaigns, such as the Holiday DUI enforcement efforts to detect impaired drivers. Planned activities may include the purchase of equipment that support and enhance impaired driving enforcement efforts.

The Traffic Division patrol officers will conduct the following enforcement activities:

- 6 checkpoints per year during Holiday Season Impaired Driving, and Impaired Driving National Enforcement in July and August
- 4 saturation patrols between November 30 – January 03, 2023

- 4 per year (1-quarterly) educational outreach activities targeting high schools and community events.

The DPS-Traffic Division has personnel that need to be ARIDE certified. We highly recommend also two Traffic Division officers for DRE certification.

Funding sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$840,000	N/A	N/A

PROGRAM AREA: Occupant Protection: (Adult and Child Passenger Safety)

Description of Highway Safety Problems

American Samoa has a seat belt law that applies to all vehicle occupants. American Samoa Office of Highway Safety (ASOHS) recorded about 10 percent decrease in seat belt use from the survey conducted in 2018 of 93.43 percent to 83.37 percent in 2019. According to 2022 Territory Crash Data, unrestrained passenger vehicle occupant fatalities increased from 2 in 2021 to 3 in 2022. Seat belt usage in American Samoa drop from 93.1% in 2021 to 84.2% in 2022.

We anticipate the trend will continue into 2024 and 2027 as the number of motor occupants observed as unbelted is becoming more common. American Samoa's usage remains below the national level for restraint and seatbelt use. Safety belts remain the single most effective means of preventing death or injury as the result of a crash. Data collected and analyzed in the five-year trend (2018-2022) found three (3) non-restrained used by passengers and drivers in the vehicle involved in a fatal crash. We plan to have police patrol the Tafuna area. This is the most populated area on the island where unrestrained is found to be a problem during the morning commute and after work from 4:00 pm - 6:00 pm. There are a few drivers noticed by traffic officers who put their belts on only when they see a police vehicle approaching. Because of the small size of the island and its short stretch of roadways, some motorists still think belts are not necessary.

OHS will continue to collaborate with our law enforcement traffic division in instituting high-visibility enforcement programs to include communications and outreach strategies through media and paid advertising. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns, participation in

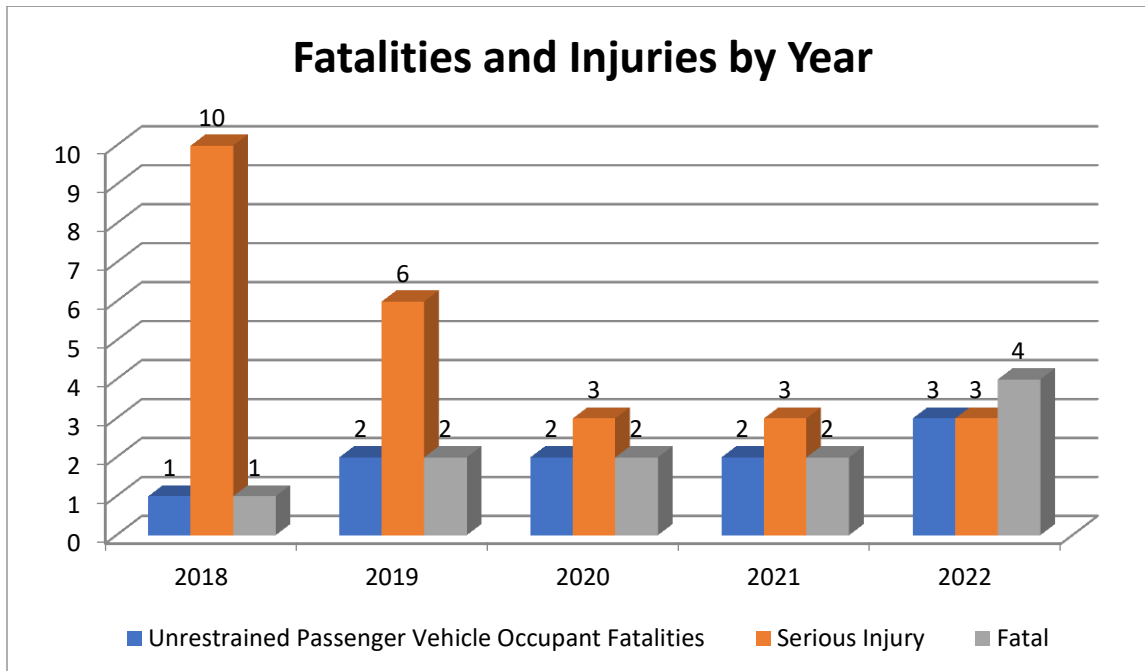
the national high-visibility enforcement mobilization Click It or Ticket over the Memorial Day holiday period and other events.

Geospatial Analysis

Based our analysis and observations, we recognized that Seat belt and child restraints use are evenly noticed throughout the Island.

Sociodemographic Analysis

Most family owns pickup truck on the Island which do not have extra seats for passengers. Hence some of the people do seat in the back of the truck. In addition, most our public bus transportation is manufactured locally and not equipped with seat. The Island is predominantly Samoans.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2024	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	2024	1 Year	0.00
2024	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2024	1 Year	90.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
OP Program Management
OP Enforcement, Education, and Training
OP Child Restraint System Inspection Stations.

Countermeasure Strategy: Program Management

Project Safety Impacts

The overall program management of the Occupant Protection/Child Restraint program includes coordinated efforts of the Office of Highway Safety and its partners in determining problem areas and identifying solutions. The goal is to maximize outreach through various media outlets, educational presentations, and enforcement efforts. The Occupant Protection program manager will oversee the program and provide guidance for occupant protection/child restraint-related projects. This includes all operational and financial matters.

- Coordinates activities as outlined in the Highway Safety Plan; provide status reports and updates to OHS Coordinator as required.
- Monitors activities, review monthly reports submitted by sub-grantees, and prepares and maintains project documentation (monitoring, risk assessment, etc.).
- Plans and coordinates meetings with OHS staff and other partners as necessary.
- Attend training and conferences for advancement in program areas and stay well-informed on program updates.
- Takes part and coordinates educational presentations at schools, government agencies, and community events.
- Participates in the development of the annual highway safety plans and annual reports.

Linkage Between Program Area

To oversee the ASOHS occupant protection program and ensure that strategies and activities are optimized to reach set targets through active public awareness, education, and enforcement efforts.

Citation/Justification

A coordinated ASOHS occupant protection /child restraint program is to reach set targets aimed at reducing serious injuries and fatalities due to the non-usage of seat belts and child restraints during traffic crashes. An active public awareness and community support program through coordination between stakeholders and partners.

Planned Activity in Countermeasure Strategy

Funds will be used for Occupant Protection Program costs to include the Program Manager's salary & fringe, and operational costs. This includes office supplies, communication, security software updates, and travel costs to attend meetings, conferences, and training.

Funding sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$390,000	N/A	N/A

Countermeasure Strategy: Enforcement, Education, Training, and Inspection Station

Project Safety Impacts

The Occupant Protection and Child Restraint programs for American Samoa are enforced by the Department of Public Safety/Traffic Division. Their goal is to maximize the usage rate of Occupant Protection and Child Restraints and minimize the violations to decrease the number of traffic crashes involving serious injuries and fatalities on the highways through aggressive enforcement, and public education through awareness campaigns. Public education is conducted for parents and will plan to include caregivers in the proper selection and installation of child restraint systems.

Linkage Between Program Area

Child restraints and seat belts are the most effective tools in reducing motor vehicle injuries and fatalities. A combination of HVE enforcement activities and education is crucial in this effort.

Seat belt and child restraint survey results determine how effective our enforcement and educational efforts are. These surveys indicate whether more activities need to be conducted, and the location and population that require more focus.

Citation/Justification

CTW Chapter 2., Section 2.1 - Short term, high visibility seat belt law enforcement, 5.1 – Short-Term high-visibility Child Restraint/Booster law enforcement.

CTW Chapter 2. Section 2.3 - Sustained enforcement Nichols and Ledingham (2008) conducted a review of the impact of enforcement, as well as legislation and sanctions, on seat belt use over the past two decades and concluded that sustained enforcement (implemented as a component of regular patrols or as special patrols) is as effective as “blitz” enforcement (short-term, high-visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion.

Planned Activity in Countermeasure Strategy

Planned enforcement activities to include - year-long sustained enforcement efforts for law enforcement agencies to enforce safety belt and child safety seat laws. Planned activities may include but not limited to high visibility enforcement and periodic enhanced enforcement campaigns such as Buckle Up, It's the Law/Click it or Ticket.

Grant funds will be used for payment of overtime costs (400 hours) for enforcement and educational outreach activities and checkup events. Funds will also pay for training costs of CPST classes; travel costs to attend Kids-in-Motion Conference. Funds will pay for printing costs of brochures, flyers, and pamphlets for distribution at outreach and presentations. Funds will pay for contractual services for the annual American Samoa Seat Belt Survey statistical analysis.

Traffic Division officers will be conducting the following enforcement and educational outreach activities:

- Conduct (2) OP/CR checkpoints during the CIOT campaign.
- Conduct (2) saturation patrols during the CIOT campaign.
- Conduct (2) saturation patrol during the CPS week campaign
- Conduct (2) OP/CR checkpoints during the CPS week campaign.
- Conduct a minimum of (4) OP/CR presentations per year at schools and public events.
- Conduct a minimum of (4) courtesy child restraint inspection/checkup events per year; and (2ea) during CIOT and CPS Week campaigns.

Currently, we have 7 certified CPS technicians but the goal is to increase certify technicians moving forward. CPS technicians will also be responsible for the inspection stations and the community car seat checks, therefore, they must stay current on Occupant Protection issues.

- OHS will conduct (1) Child Passenger Safety Technician class to increase the number of CPS technicians in which we will ask CNMI for assistance to have one of their instructors come down to provide the necessary training for CPS technicians.
- We will send (3) technicians to attend the Kids-in-Motion Conference.

Funding sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$750,000	N/A	N/A

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Project Safety Impacts

The CPS program is managed and coordinated by the Office of Highway Safety (OHS), Department of Public Safety (DPS). American Samoa has two child restraint inspection stations. One is located on the west side of the island by the Office of Motor Vehicles (OMV), Tafuna, and another at the DPS Central Station, downtown in Fagatogo.

The inspection stations are a multi-disciplinary effort where parents and caregivers can learn the correct use of child restraints. OHS conducts media events, public information campaigns, child safety checkups, and child safety seat educational presentations provides NHTSA Certified Child Passenger Safety Technician training, and distributes no-cost child safety seats to low-income families.

Inspection stations are staffed with certified CPS technicians (OHS staff), law enforcement officers, firemen, and other departments, including Social Services Child Care and Health.

The linkage between Program Area

Provide funding for additional CPS training to establish certified CPS instructors and technicians on the island; to better assist low-income families; increase the number of inspection stations, and host additional child safety check-up events on the island that is close to where low-income families reside.

Citation/Justification

CTW Chapter 2. Section 7.2 - Inspection stations. Inspection stations is a 3-star countermeasure in CTW and was informed by the uniform guidelines #20 issued in accordance with 23 U.S.C. 402(a)(2). These guidelines served as a framework for identifying effective countermeasures based on evidence-based research and best practices.

Planned activities in countermeasure strategy

Train CPS technicians, instructors, and conduct child passenger safety restraint checkup events. Provide educational presentations at schools, on the television network, in radio advertisements, and in the newspaper. Train and educate parents and caregivers on the correct use of child restraints during the CPS Week in September. OHS will coordinate with the assistance of the Social Services Child Care Division in providing a list of potential applicants for the distribution of child safety seats. Funding will be utilized to purchase 200 car seats.

Funding sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$480,000	N/A	N/A

Program Area: Traffic Records

Description of Highway Safety Problems

Traffic Records include data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety. This program includes data related to all six traffic record systems: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance.

American Samoa continues to improve its traffic records data quality, including, timeliness, accuracy completeness, uniformity, integration, and accessibility. American Samoa uses the Online System for Crash Analysis and Reporting (OSCAR) data analysis tool to retrieve the data necessary for problem identification. Based on our OSCAR analysis, our two priority areas are speed and impaired driving.

American Samoa has an electronic crash system, electronic citation system, and Roadway Information Management System (RIMS). Use Island-wide by all the law enforcement agencies, courts, and the Department of Public Works. American Samoa conducted its latest traffic records assessment in 2021. The planned activity and project in the traffic records program area will address the recommendation identified in the traffic records systems.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2024	Percent of crash records successfully linked to a location within the roadway system	2024	5 Year	70

Countermeasure Strategy in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Traffic Records Maintenance & Support

Countermeasure Strategy: Highway Safety Office Program Management

Project Impacts

Funding for staff time and expenses incurred by OHS that is directly related to the planning, development, coordination, monitoring, and evaluation of grants within the traffic records program area, including section 405(c). Funding for individuals to attend and participate in technology workshops, training sessions, educational meetings, or conferences. For more details see the planned activity under this countermeasure strategy.

The linkage between Program Area

This countermeasure strategy provides ASOHS staff to manage the traffic records program.

Justification

This countermeasure is necessary to manage the traffic records program and address the recommendation made during the NHTSA traffic records assessment in 2021.

Planned Activity in Countermeasure Strategy

Funds will be used to provide for the necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, and evaluation of grants within this program area, and the preparation of section 405c grant applications. The plan includes grants that will be continued from prior years. Funding is also provided under this task to assist individuals to attend and participate in educational meetings or conferences. Also, provide cost for local tech support for TRCC systems which provide data for media advertisement during campaigns.

Funding sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$390,000	N/A	N/A

Countermeasure Strategy: Traffic Records Maintenance & Support

Project Impacts

For the maintenance, support, and upgrade of the DPS Traffic Records Systems. This task will be contracted to a vendor familiar with the American Samoa Traffic Records System.

Linkage Between Program Area

A system that is current and useful for data collection and retrieval.

Justification

Continuous improvement of the ASOHS's traffic safety system.

Planned Activity in Countermeasure Strategy

Funds will be used for contractual services for the maintenance, support, and upgrade of the Traffic Records System. Funds will also purchase desktops and laptops for Traffic Division personnel; purchase e-citation equipment to completely equip Traffic Division patrol officers and patrol vehicles.

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	405c	M3DA	\$450,000	N/A	N/A

FY 2024 – FY 2026 Performance Report Chart

Performance Report Chart

FY 2024 – FY 2026 Triennial Highway Safety Plan

Performance Measure:	FY 2024 FY2026 Triennial Highway Safety Plan				
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target
C-1) Total Traffic Fatalities	5-year	2019-2023	1	2018-2022 Territory 2.3	In-Progress
C-2) Serious Injuries in Traffic Crashes	5-year	2019-2023	4	2018-2022 Territory 5.4	In-Progress
C-3) Fatalities/VMT	N/A	N/A	N/A	N/A	N/A

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY23 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2023	1	2022 Territory 3	No
C-5) Alcohol-Impaired Driving Fatalities	Annual	2023	0	2022 Territory 0	Yes
C-6) Speeding-Related Fatalities	Annual	2023	0	2022 Territory 0	Yes
C-7) Motorcyclist Fatalities	Annual	2023	0	2022 Territory 0	Yes
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2023	0	2022 Territory 0	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2023	0	2022 Territory 0	Yes
C-10) Pedestrian Fatalities	Annual	2023	0	2022 Territory 0	Yes
C-11) Bicyclist Fatalities	Annual	2023	0	2022 Territory 0	Yes

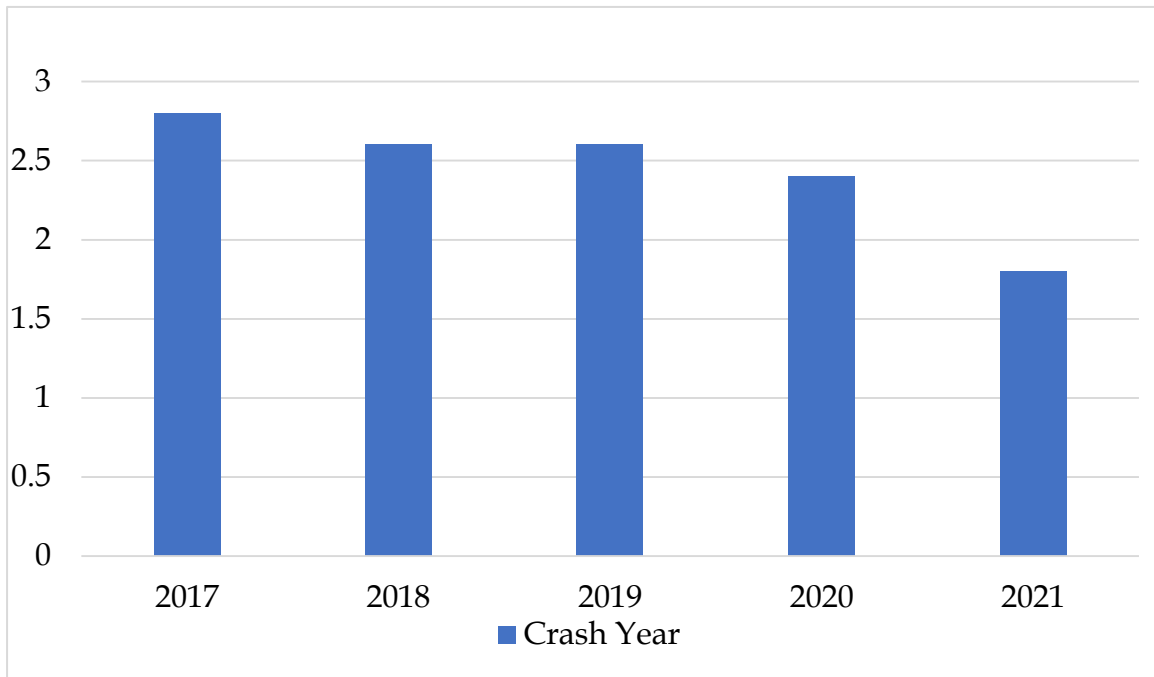
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2022	84.2%	2021 State Survey 93.1%	No
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Performance Measure: C: 1) Number of Traffic Fatalities (Territory Data)

Progress: In-Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-1 Reduce Traffic Fatalities	Target: 1 (Fatalities) (2019-2023)	Fatalities are trending downward 2018 - 2022 Average: 2.2

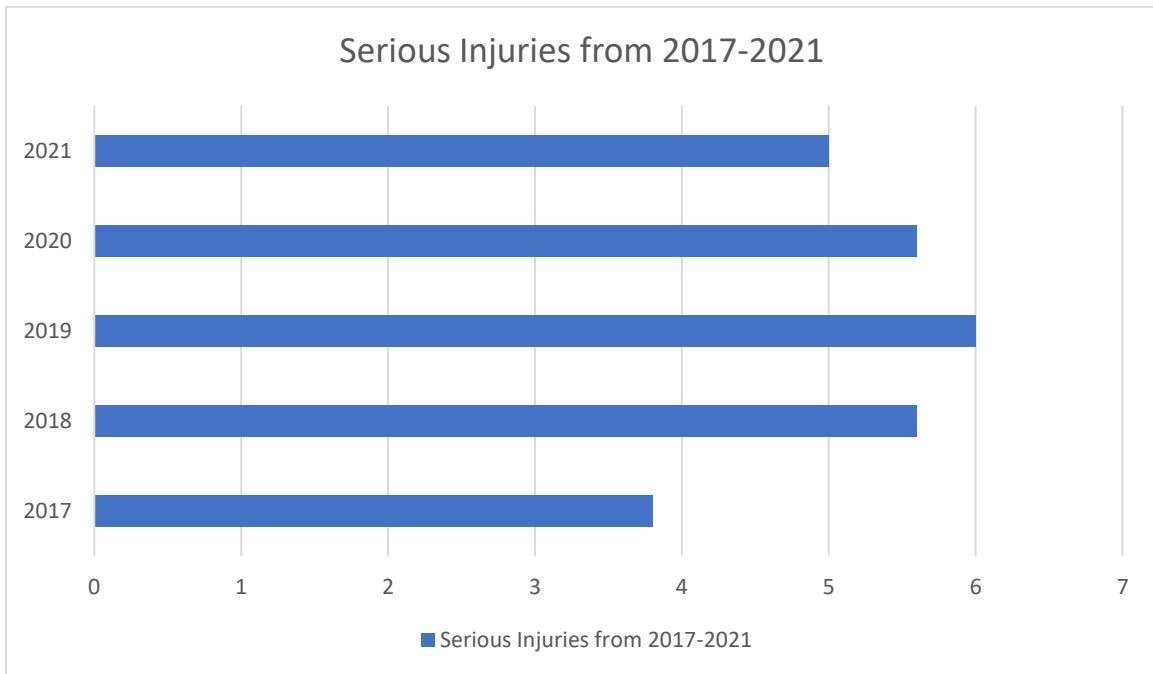


**Performance Measure: C: 2) Number of Serious Injuries in Traffic Crashes
(Territory Data)**

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-2 Reduce Serious Injuries (SI)	Reduce the five-year average serious injuries by 5 percent Baseline: 5 (2017-2021) Target: 4 SI (2019-2023)	Current data shows a downward trend with SI (2017-2021) average trend of 5

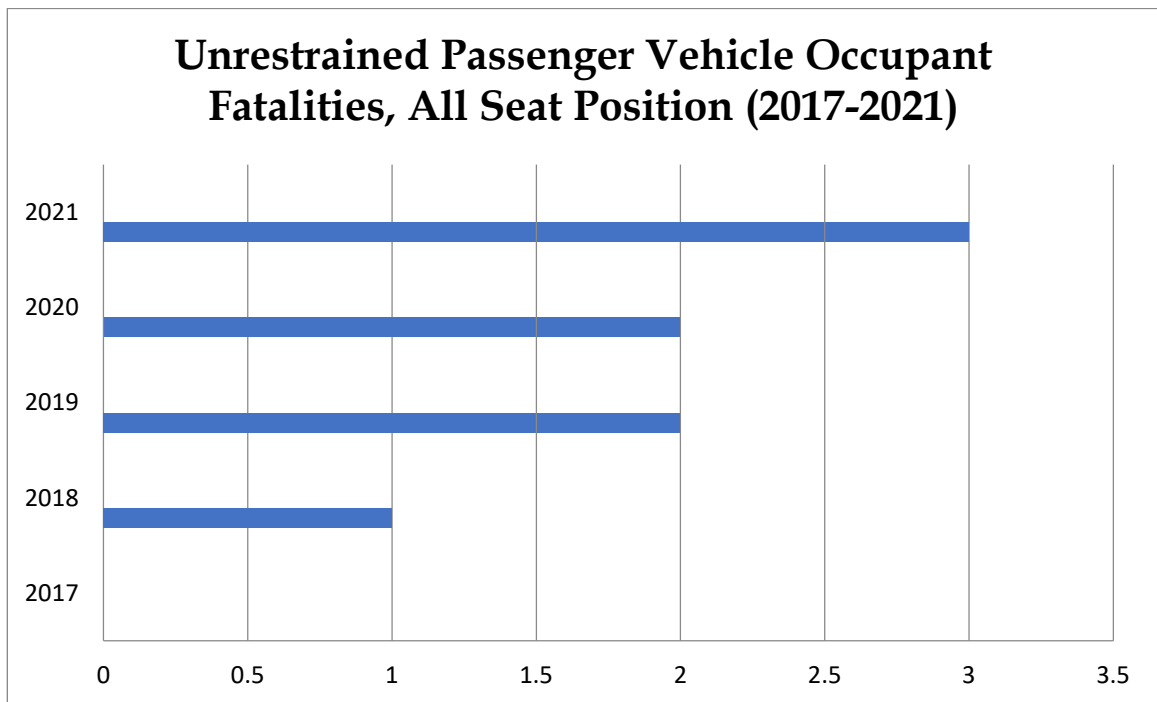


Performance Measure: C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions (Territory Data)

Progress: Not Met

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-4 Reduce unrestrained occupant fatalities	Reduce the five-year average unrestrained occupant fatalities from 2 (2021) to 1 using the five-year average (2019-2023)	Current data indications 2022: 3 fatalities. 2017-2021 average: 2 Fatalities Average trending up



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (Territory Data)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-5 Decrease alcohol-impaired driving fatalities involving driver or motorcycle operators with blood alcohol content (BAC) of 0.08 or greater	Reduce the five-year average impaired driving fatalities to 0. Baseline: 0 (2017-2021) Target: 0 fatalities (2019-2023)	2017-2021 Fatalities average 1. Fatalities average remains for the last five years at an average of 1.

Performance Measure: C-6) Numbers of Speeding-Related Fatalities (Territory Data)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-6 Reduce speed-related fatalities	Maintained speeding-related fatalities at 0. Baseline (2017-2021)	In progress

Performance Measure: C-7) Number of Motorcyclist Fatalities (Territory Data)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-7 Reduce the number of motorcyclist fatalities	Maintained motorcyclist fatalities at 0. Baseline (2017-2021)	In Progress

Performance Measure: C-8) Number of Unhelmet Motorcyclist Fatalities (Territory Data)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-8 Reduce unhelmet motorcyclist fatalities	Maintained unhelmet motorcyclist fatalities at 0. Baseline (2017-2021)	In Progress

Performance Measure: C-9) Number of Drivers aged 20 or younger involved in fatal crashes.

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-9 Reduce or maintain the number of drivers aged 20 or younger involved in fatal crashes	Maintained fatalities at 0. Baseline (2017-2021)	In Progress

Performance Measure: C-10) Number of Pedestrian Fatalities (Territory Data)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-10 Reduce or maintain the number of crash fatalities among pedestrians	Maintained pedestrian fatalities at 0. Baseline (2017-2021)	In Progress

Performance Measure: C-11) Number of Bicyclists Fatalities (Territory Data)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-11 Reduce or maintain the number of crash fatalities among bicyclists	Maintained Bicyclists fatalities at 0. Baseline (2017-2021)	In Progress

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

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
B-1 Increase in observed seat belt use	Increase observed seat belt use Baseline: 93.1% (2021) Target 95% (2023)	2022: 84.2% Seatbelt survey resulted in the decline of seatbelt usage

Program Fund Distribution by Program Area(2024-2026) - \$6,021,000.00

