



DEPARTMENT OF PUBLIC SAFETY
AMERICAN SAMOA GOVERNMENT
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Deputy Commissioner

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June 30, 2022

Chris Murphy
Regional Administrator
National Highway Traffic Safety
Administration Region 9
650 Capitol Mall, 5-400
Sacramento, CA 95814

Dear Murphy,

Greetings and Talofa from the American Samoa Department of Public Safety/Office of Highway Safety.

The American Samoa Department of Public Safety (DPS), Office of Highway Safety Office (OHS) is hereby submitting its Fiscal Year 2023 Highway Safety Plan. The HSP is intended to continue the efforts of addressing the traffic safety needs of the American Samoa island community.

The specified goals and the performance measures identify the intention to achieve traffic safety objectives. With these objectives, we could address the strengths and weaknesses of our programs and outline project areas requiring greater emphasis for future planning and reporting.

The American Samoa DPS/OHS and its sub-grantees continue to monitor and identify problem solving measures such as professional development, enforcement mobilization, educational campaigns and community partnerships to resolve or alleviate the negative impacts of traffic related incidents.

I hope that our Fiscal Year 2023 HSP is in conformance to the specified requirements. Your continued support and assistance is very much appreciated.

Sincerely,

PC Lefiti Atiulagi F. Pese
Commissioner of Public Safety
Governor's Representative for Highway Safety

Attachment



AMERICAN SAMOA GOVERNMENT

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF HIGHWAY SAFETY



FEDERAL FISCAL YEAR 2023

HIGHWAY SAFETY PLAN

American Samoa Government

Fiscal Year 2023 Highway Safety Plan

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

Organization Chart



The figure above shows the AS OHS organizational chart. In addition to operational and administrative tasks, each OHS Program Manager is responsible for overseeing specific programs and emphasizing areas that promote identified countermeasures to enhance highway safety across the Territory. The program areas addressed by OHS are assigned to Program Managers based on their safety training and the capacity of the OHS, as noted below. As discussed with the NHTSA Region 9 office, we will assure that all OHS personnel attend the United States Department of Transportation (USDOT) Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes in the program policies and Federal legislation. We are also working to create a working system based on CORE training (educational, law enforcement, policy, etc.) that would allow us to cross-training staff.

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

Data Sources and Processes

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 2021 highway safety program, OHS relied primarily on 2014 to 2018 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 2023 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

Within the last two years, the COVID-19 public health emergency impacted our island community in numerous ways. The implementation of curfews, and the shutdown of many business establishments, schools, and government agencies attributed to the reduction of motorists that traveled on the highways since the COVID -19 widespread back in 2020, however, some of those that did drive were found not to comply with the laws. Many saw the reduction of vehicles on the roadways as an opportunity to exceed speed limits to drive after consuming alcohol as they may feel there is less threat of crashes.

Enforcement activities, community outreach programs, and training did not take place from late February through April of 2022. Things slowly eased up in early May and some enforcement activities were conducted. However, due to the schools not being on total face-to-face instructional operations, no educational presentations were conducted in schools.

The territory is not included in FARS and is using territory data. To identify the issues to be addressed in the FFY 2023 highway safety program, OHS relied primarily on 2017 to 2021 trend data whenever possible. 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.

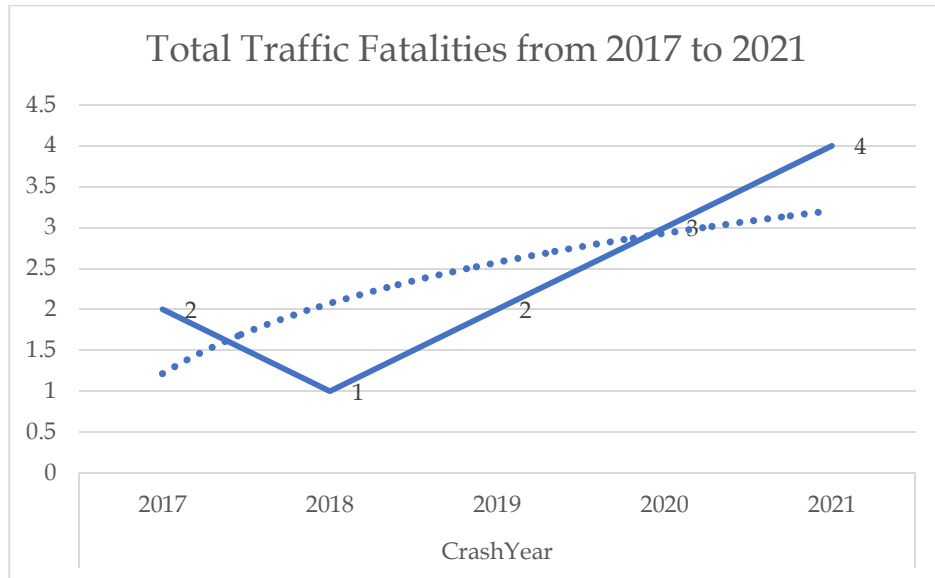


Figure 1. Total Fatalities from 2017 to 2021

Occupant Protection – Seat belt usage in American Samoa drop from 93.43% in 2018 to 83.37% in 2019. Due to the State of Emergency, American Samoa utilized the CARES act waiver and applied it to the 2019 and 2020 Seat Belt Observational Survey. There was a hike in the 2021 Observational survey results that went up 10 points. We anticipate the trend will continue into 2022 and 2023 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 two speed-related fatalities in 2015 which were caused by speeding 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 campaign.

Below are the numbers of citations issued by categories in 2021:

| Charges: | Jan-21 | Feb-21 | Mar-21 | Apr-21 | May-21 | Jun-21 | Jul-21 | Aug-21 | Sep-21 | Oct-21 | Nov-21 | Dec-21 | Total |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| Seat Belt | 142 | 101 | 88 | 140 | 144 | 450 | 65 | 82 | 80 | 130 | 177 | 212 | 1811 |
| Child Restraint | 59 | 50 | 45 | 37 | 25 | 57 | 0 | 34 | 36 | 36 | 33 | 62 | 474 |
| Code-1 | 51 | 37 | 31 | 26 | 61 | 33 | 16 | 49 | 46 | 40 | 21 | 46 | 457 |
| Speeding | 276 | 179 | 156 | 228 | 254 | 126 | 220 | 335 | 237 | 199 | 208 | 251 | 2669 |
| Misc | 772 | 487 | 438 | 407 | 399 | 324 | 232 | 729 | 487 | 505 | 452 | 642 | 5874 |
| DUI | 6 | 5 | 3 | 6 | 7 | 5 | 5 | 2 | 6 | 0 | 4 | 24 | 73 |
| Criminal | 13 | 6 | 6 | 20 | 22 | N/C | 3 | 19 | 11 | 2 | NC | 0 | 102 |
| Totals: | 1319 | 865 | 767 | 864 | 912 | 995 | 541 | 1250 | 903 | 912 | 895 | 1237 | 11460 |

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 (ASCRS)
- 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.

FY 2023 Performance Report Chart

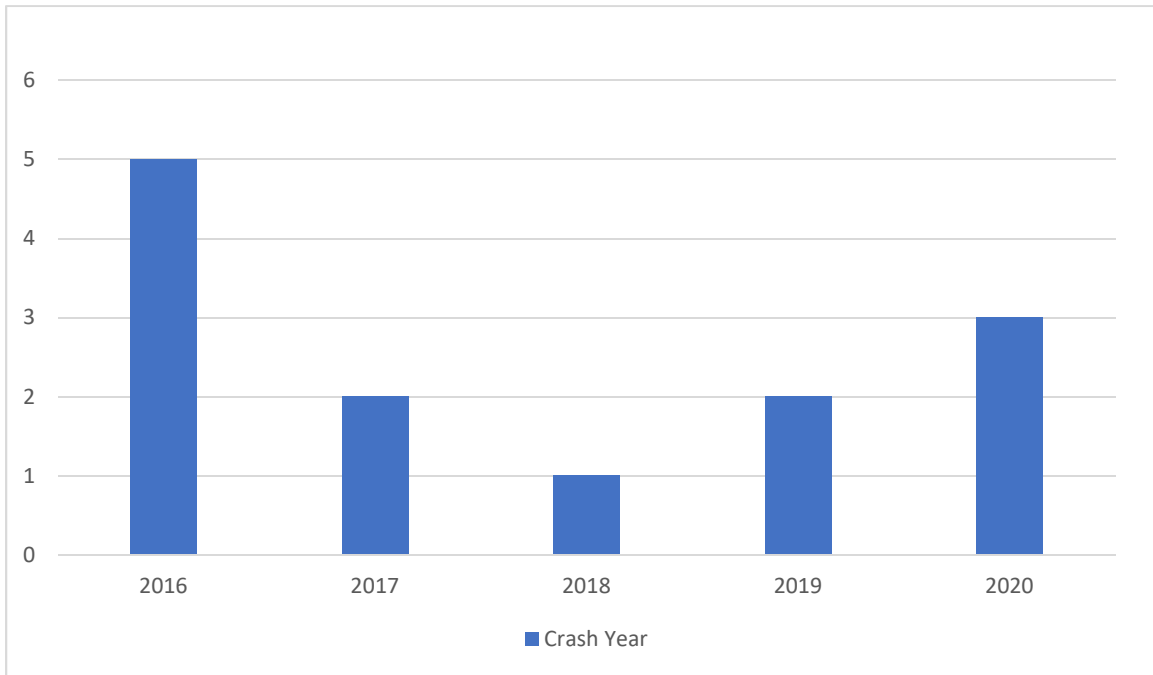
| 2023 HSP | | | | | |
|--|---------------|----------------|-----------------------|-------------------------------------|------------------------------|
| Performance Measure: | Target Period | Target Year(s) | Target Value FY22 HSP | Data Source*/ FY22 Progress Results | On Track to Meet FY22 Target |
| C-1) Total Traffic Fatalities | 5 year | 2018-2022 | 1 | 2016-2020 Territory 3 | In-Progress |
| C-2) Serious Injuries in Traffic Crashes | 5 year | 2018-2022 | 4 | 2016-2020 Territory 5 | In-Progress |
| C-3) Fatalities/VMT | 5 year | 2018-2022 | N/C | XXXXXX | N/C |
| VMT Data Not Collected in the Territories | | | | | |
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | Annual | 2022 | 1 | 2020 Territory 3 | Not Met |
| C-5) Alcohol-Impaired Driving Fatalities | Annual | 2022 | 0 | 2020 Territory 3 | In-Progress |
| C-6) Speeding-Related Fatalities | Annual | 2022 | 0 | 2020 Territory 3 | In-Progress |
| C-7) Motorcyclist Fatalities | Annual | 2022 | 0 | 2020 Territory 3 | In-Progress |
| C-8) Unhelmeted Motorcyclist Fatalities | Annual | 2022 | 0 | 2020 Territory 3 | In-Progress |
| C-9) Drivers Age 20 or Younger Involved in Fatal Crashes | 3 year | 2020-2022 | 0 | 2020 Territory 3 | In-Progress |
| C-10) Pedestrian Fatalities | 5 year | 2018-2022 | 0 | 2020 Territory 3 | In-Progress |
| C-11) Bicyclist Fatalities | 5 year | 2018-2022 | 0 | 2020 Territory 3 | In-Progress |
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | Annual | 2022 | 95% | 2021 State Survey 93.1% | In-Progress |

Performance Measure: C: 1) Number of Traffic Fatalities (FARS)

Progress: Not Met

Program Area Level Report

| Performance Measure | Performance Target | Outcome |
|-------------------------------|---------------------------------------|--|
| C-1 Reduce Traffic Fatalities | Target: 1 (Fatalities) (2018-2022) | Fatalities are trending upward 2016 – 2020 Average: 3 |

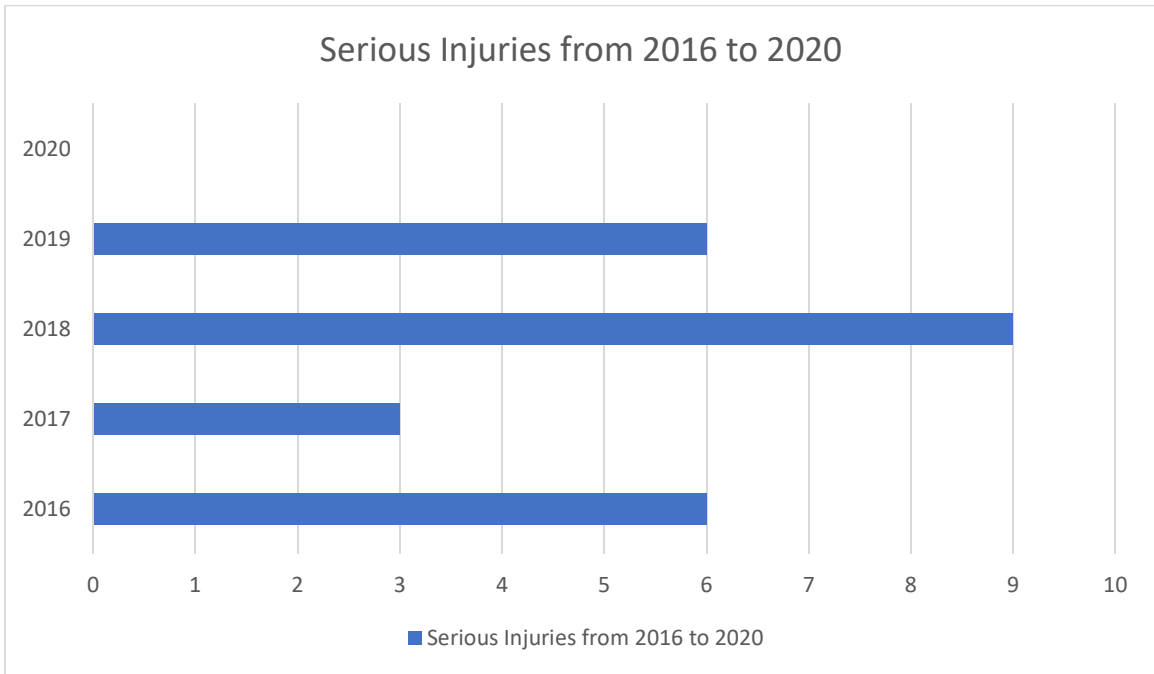


Performance Measure: C: 2) Number of Serious Injuries in Traffic Crashes (Territory Data)

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 (2016-2020) Target: 4 SI (2018-2022) | Current data shows a downward trend with SI (2016 -2020) average trend of 5.4 |



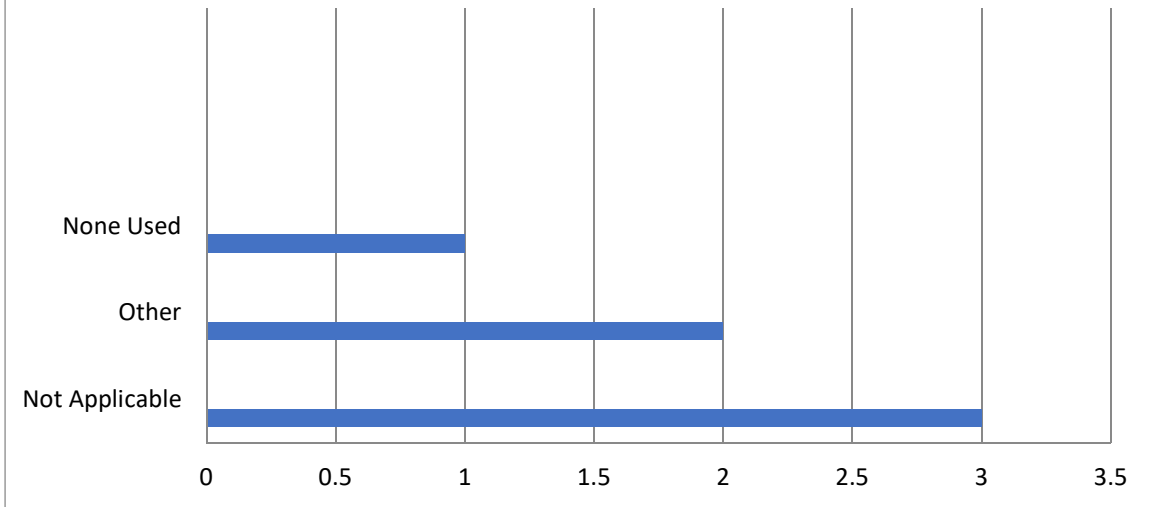
Performance Measure: C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions (Territory Data)

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 3 (2020) to 1 using the five-year average (2018-2022) | Current data indications 2021: 4 fatalities. 2016-2020 average:3 Fatalities Average trending up |

Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Position (2016-2020)



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: 3 (2016-2020) Target: 0 fatalities (2018-2022) | 2016-2020 Average 3. Fatalities average remains for the last five years at an average of 3. |

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

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 (2016-2020) | In progress |

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

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 (2016-2020) | Met |

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

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 (2016-2020) | Met |

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 number of drivers aged 20 or younger fatalities at 0. Baseline (2016-2020) | Met |

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

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 (2016-2020) | Met |

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

Progress: In Progress

Program Area Level Report

| Performance Measure | Performance Target | Outcome |
|--|---|----------------|
| C-11 Reduce or maintain the number of crash fatalities among pedestrians | Maintained Bicyclists fatalities at 0. Baseline (2016-2020) | Met |

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: 83.37% (2019) Target 90% (2020) | 2021: 93.1% Met |

| | | BASE YEARS | | | | |
|---|--|------------|------|------|------|------|
| PERFORMANCE PLAN CHART FY 23 Highway Safety Plan | | 2016 | 2017 | 2018 | 2019 | 2020 |
| C-1 | Reduce total fatalities to <u>1</u> by 2023 Avg. | 5 | 2 | 1 | 2 | 3 |
| | | 3 | 3 | 3 | 3 | 3 |
| C-2 | Serious Injuries in Traffic State to <u>4</u> (2019 – 2023 rolling average) by 2023 5-Year Rolling Avg. | 6 | 3 | 9 | 6 | 3 |
| | | 4 | 4 | 5 | 6 | 5 |
| C-3 | Fatalities/100M VMT State average) by 2023. Avg. | NC | NC | NC | NC | NC |
| | | NC | NC | NC | NC | NC |
| C-4 | Unrestrained Passenger State Reduce unrestrained passenger vehicle occupant fatalities, all seat positions <u>100</u> percent from <u>2</u> (2016-2020 rolling average) to <u>1</u> (2019 – 2023 rolling average) by 2023. 5-Year Rolling Avg. | 2 | 0 | 1 | 2 | 3 |
| | | 1 | 1 | 1 | 1 | 2 |

| | | BASE YEARS | | | | |
|---|--|------------|------|------|------|------|
| PERFORMANCE PLAN CHART FY 23 Highway Safety Plan | | 2016 | 2017 | 2018 | 2019 | 2020 |
| C-5 | Alcohol-Impaired Driving Fatalities State | | 2 | 1 | 2 | 3 |
| | percent from <u>3</u> (2016-2020 rolling average) to <u>0</u> (2019 – 2023 rolling average) by 2023. 5-Year Rolling Avg. | | | | | |
| C-6 | Speeding-Related Fatalities State | 5 | 2 | 1 | 2 | 3 |
| | fatalities by <u>100</u> percent from <u>3</u> (2016-2020 rolling average) to <u>0</u> (2019 – 2023 rolling average) by 2023. 5-Year Rolling Avg. | | | | | |
| C-7 | Motorcyclist Fatalities State | 0 | 0 | 0 | 0 | 0 |
| | Reduce motorcyclist fatalities by <u>100</u> percent from <u>0</u> (2016-2020 rolling average) to <u>0</u> (2019 – 2023 rolling average) by 2023. 5-Year Rolling Avg. | 0 | 0 | 0 | 0 | 0 |
| | Unhelmeted Motorcyclist Fatalities | | | | | |

| | | BASE YEARS | | | | |
|---|--|------------|---------|------|-------|------|
| PERFORMANCE PLAN CHART FY 23 Highway Safety Plan | | 2016 | 2017 | 2018 | 2019 | 2020 |
| | percent from <u>0</u> (2016-2020 rolling average) to <u>0</u> (2019 – 2023 rolling average) by 2023 5-Year Rolling Avg. | | 0 | 0 | 0 | 0 |
| C-9 | Drivers Age 20 or Younger State | 0 | 0 | 0 | 0 | 0 |
| | crashes by 100 percent from <u>0</u> 5-Year Rolling Avg. by 2023. | | 0 | | | |
| C-10 | Pedestrian Fatalities State | 3 | 2 | 0 | 0 | 0 |
| | 100% percent from <u>2</u> (2021) to <u>0</u> by 2023. Avg. | | 2 | | | |
| C-11 | Bicyclist Fatalities State | 0 | 0 | 0 | 0 | 0 |
| | Reduce bicyclist fatalities by <u>100</u> percent from <u>0</u> (2016-2020 rolling average) to <u>0</u> 5-Year Rolling Avg. | | 0 | | | |
| | | 2017 | 2018 | 2019 | 2020* | 2021 |
| | Survey) | | 93.43 % | | | |

***American Samoa utilized the NHTSA CARES act waiver and applied it to the 2019 Seat Belt Observational Survey result of 83.37% for 2020.**

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 | 0.00 | 5 Year | 2018 |

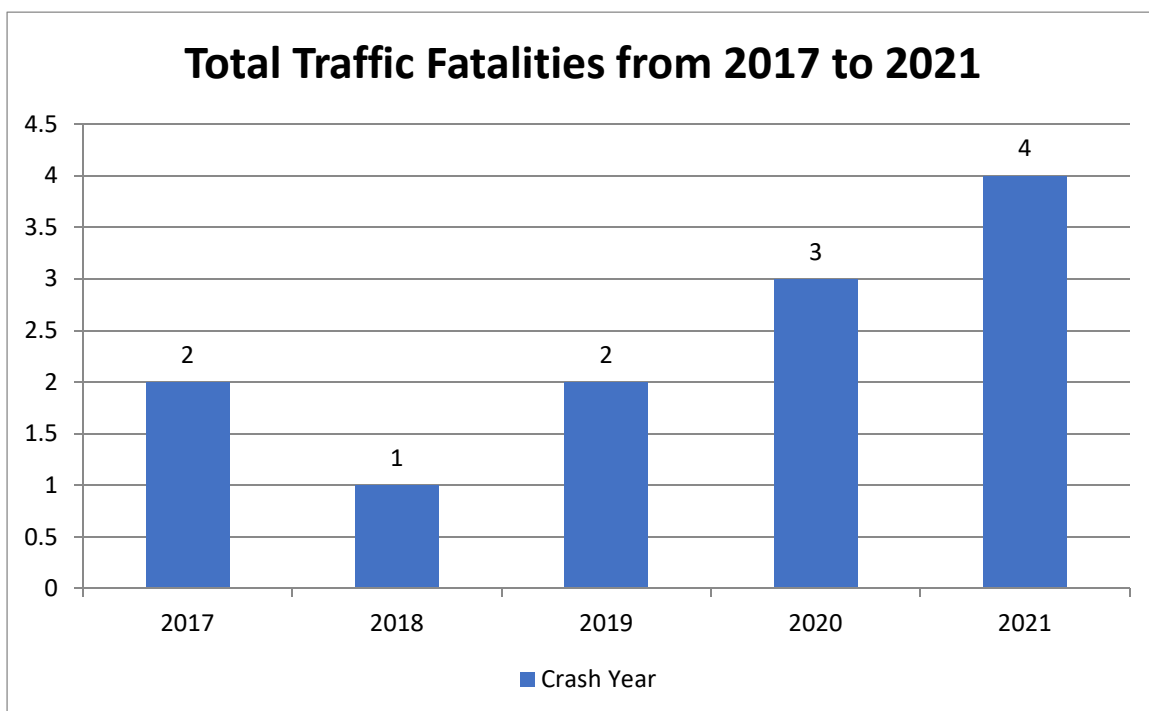
***The American Samoa Territory is not included in the FARS data.**

Performance Target Justification

Goal: Reduce traffic fatalities to zero.

Current Condition: 2 crashes (2017 - 2021 average) **Target Performance:** 0 crashes (2020 - 2024 average). **Justification:** Fatalities have steadily declined in recent years; however, there was a spike to 5 fatalities in 2016, which then was reduced to 1 in 2018. There was also an increase in fatalities in 2021 which brought up the fatality count to 4. The increase in 2021. Alcohol and speed were the factors in the crash.

Figure Fatality and Injury Trends



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

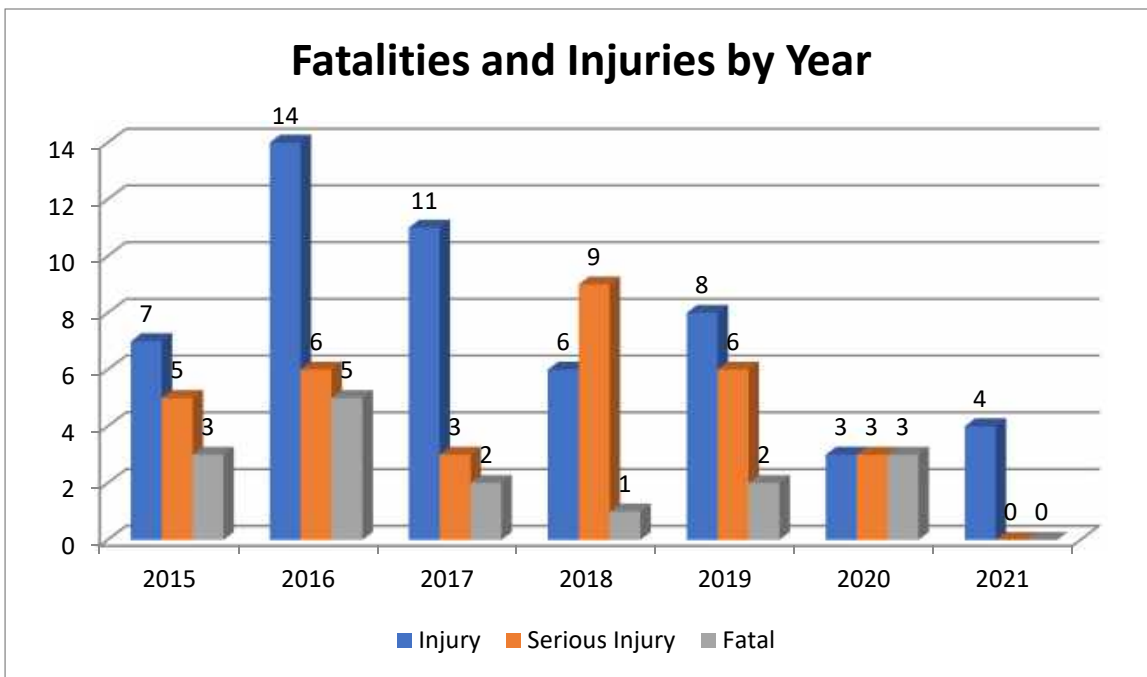
Performance Target details

| | | | | |
|---|---------|------|--------|------|
| | | | | |
| C-2) Number of serious injuries in traffic crashes-2023 | Numeric | 0.00 | 5 Year | 2018 |

Performance Target Justification

Goal: Reduce serious injuries to 4 in 2023

Current Condition: 5 (2016 - 2020 average) **Target Performance:** 4 (2017 - 2021 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 | 5 Year | 2018 |

Performance Target Justification

This area does not apply to American Samoa.

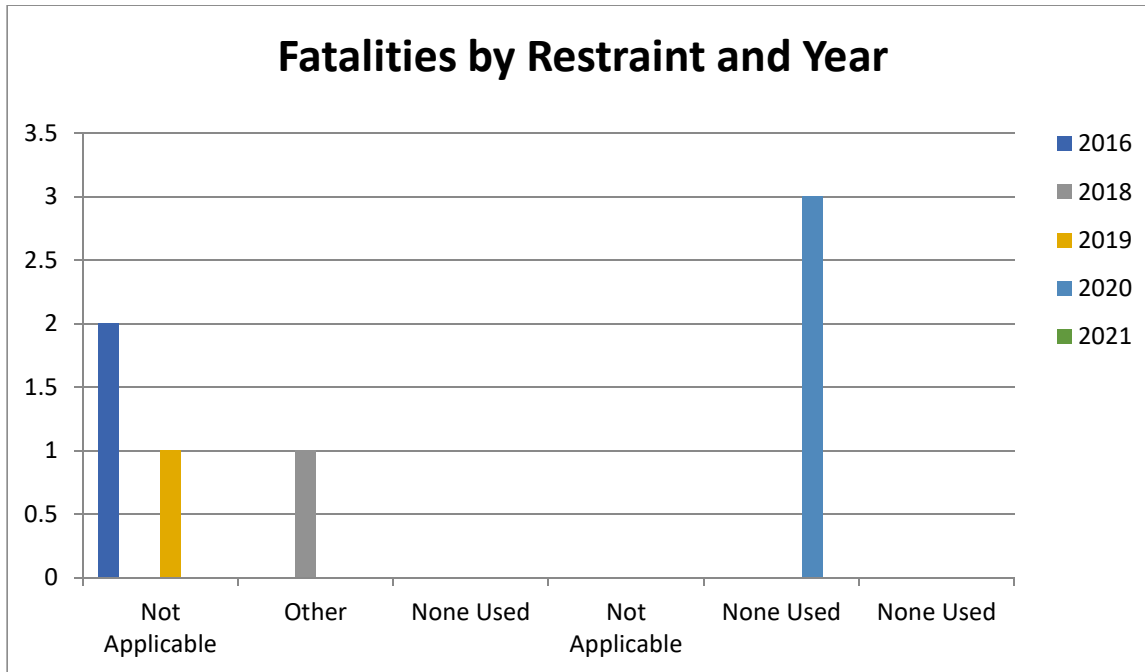
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions

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 | 5 Year | 2018 |

Performance Target Justification

Goal: Reduced unrestrained occupant fatalities to 1. · Current Condition: 2 (2016 – 2020 average) · Target Performance: 0 (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



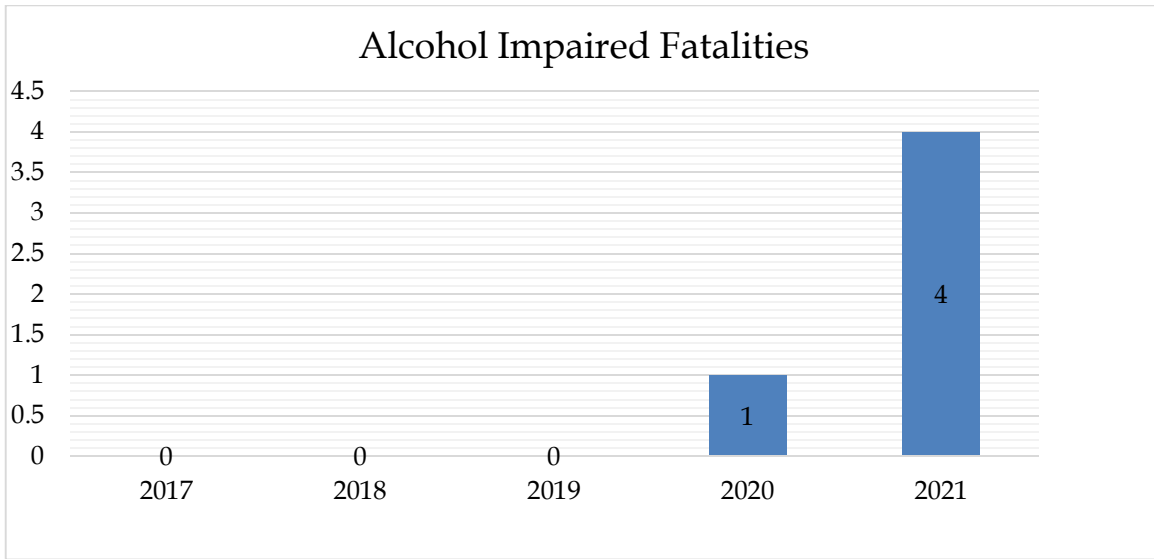
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

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 | 5 Year | 2018 |

Performance Target Justification

Goal: Reduce impaired driving fatalities to zero. · **Current Condition:** 3 (2016 - 2020). **Target Performance:** 0 (2017- 2021 average). **Justification:** Between 2017 and 2021 alcohol-involved fatality has been zero but 1 fatality was recorded in 2020 and 4 reported in 2021. Redoubled efforts to address impaired driving are anticipated to help maintain reversed the trend back to zero



Performance Target Justification

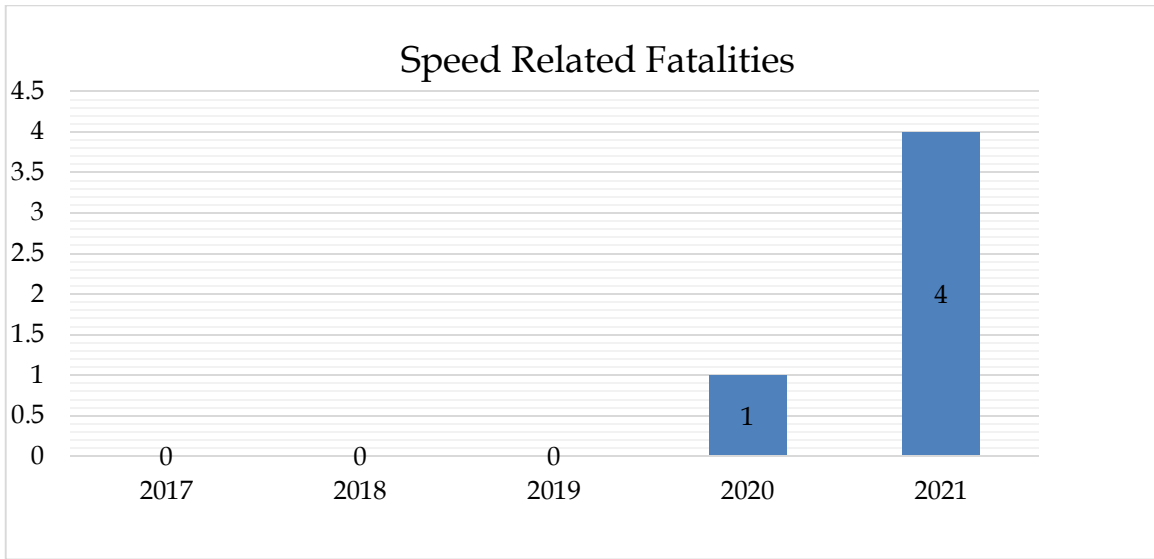
Performance Measure: C-6) Number of speeding-related fatalities

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 | 5 Year | 2018 |

Performance Target Justification

Goal: Reduce speed-related fatalities to zero. · Current Condition: 3 (2016 - 2020) Target Performance: 0 (2017 - 2020 average). Justification: speed-related fatalities have fluctuated 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



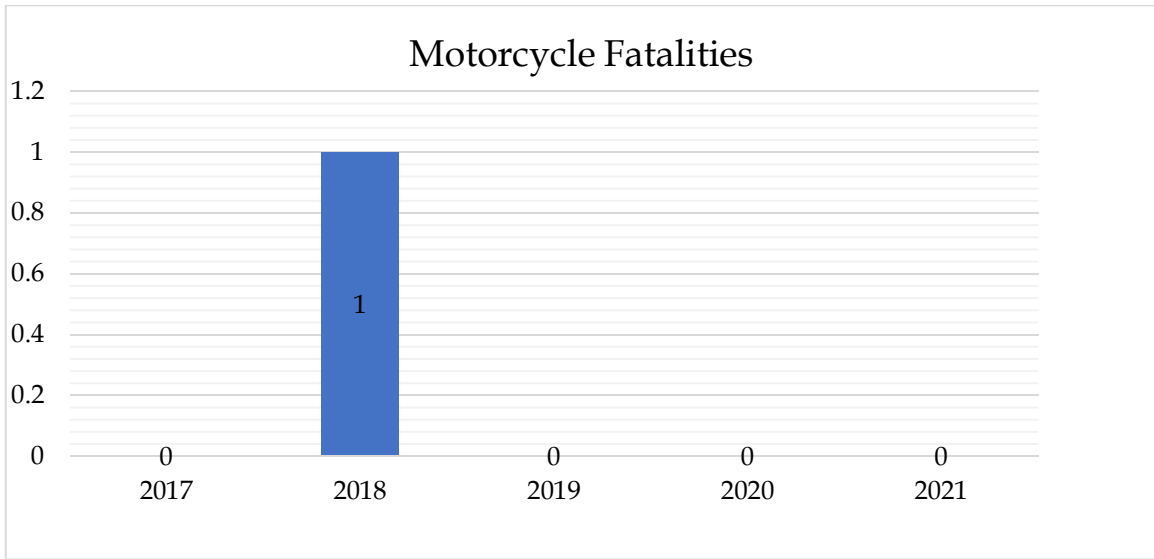
Performance Measure: C-7) Number of motorcyclist fatalities

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 | 5 Year | 2018 |

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



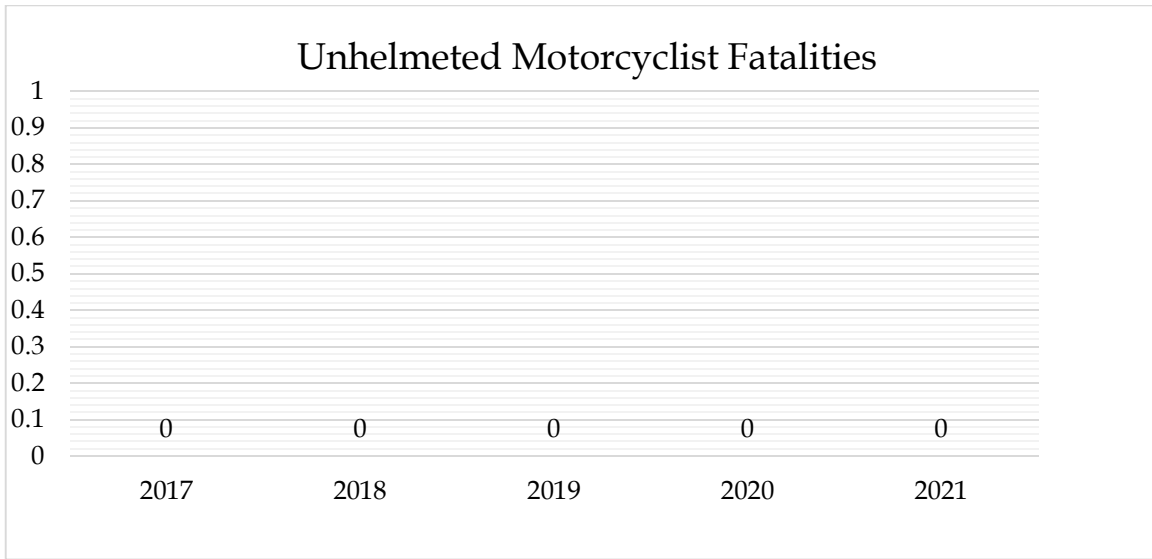
Performance Measure: C-8) Number of unhelmet motorcyclist fatalities

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 | 5 Year | 2018 |

Performance Target Justification

Goal: Maintain unhelmet motorcycle fatality at 0. Current Condition: 0 (2014 - 2018) Target Performance: 0 (2016 - 2020). Justification: Similar to 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.



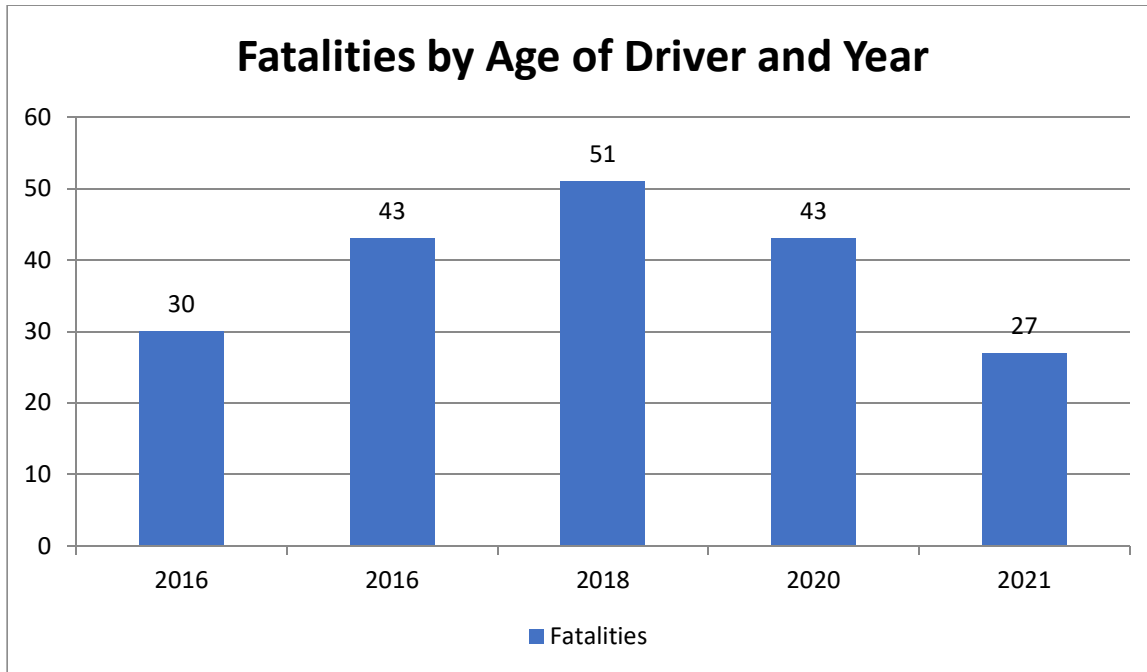
Performance Measure: C-9) Number of drivers aged 20 or younger involved in fatal crashes

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 | 5 Year | 2018 |

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 - 2021). 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



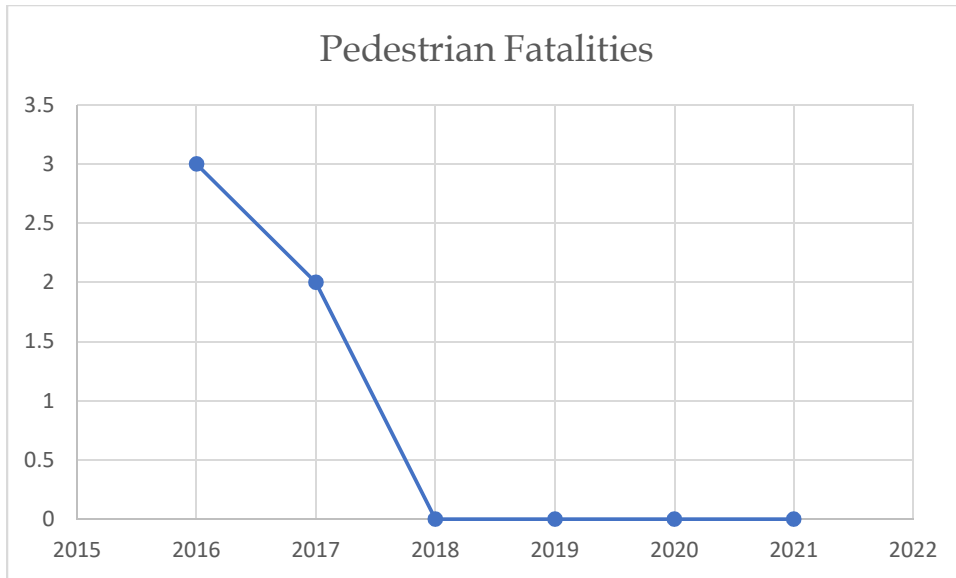
Performance Measure: C-10) Number of pedestrian fatalities

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 | 5 Year | 2018 |

Performance Target Justification

Goal: Maintain pedestrian fatalities at 0. · Current Condition: 0 (2016 - 2020 average) · Target Performance: 0 (2017 - 2021). Justification: Preliminary data indicate there are 0 pedestrian fatalities in 2018, a reduction from the 3 fatalities in 2016. 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



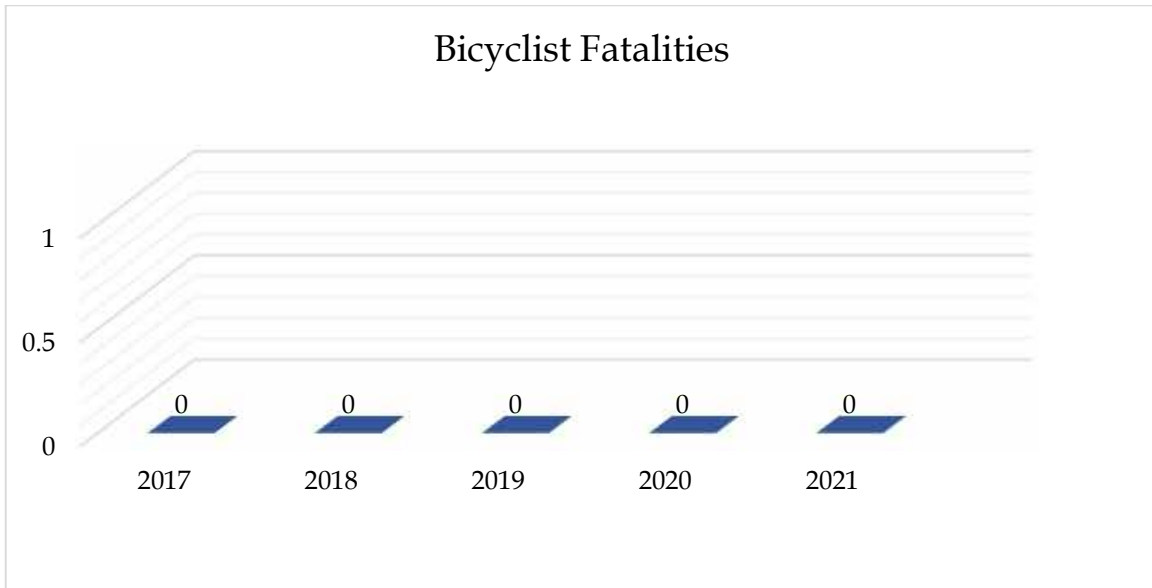
Performance Measure: C-11) Number of bicyclists fatalities

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 | 5 Year | 2018 |

Performance Target Justification

Goal: Maintain five-year average bicyclist fatalities at zero. · Current Condition: 0 (2016 - 2020 average). Target Performance: 0 (2017 - 2021 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



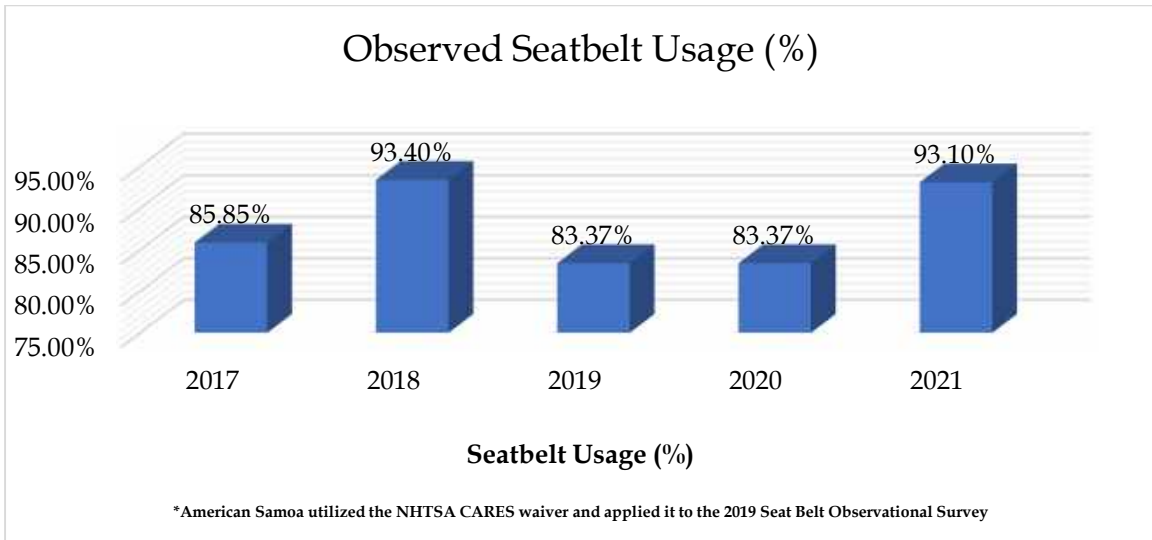
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

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 | 2018 |

Performance Target Justification

Goal: Increase observed belt use. Current Condition: 93.1% (2021 observation) Target Performance: 95% (2022 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, 2022. 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.

Program Area

Planning & Administration

Problem Identification

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 Description

PLANNING & ADMINISTRATION

Project Number: PA-23-00

\$143,900.00

Project Description:

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

Goal. Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses Territory specific safety characteristics.

Justification. 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 ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---------------------------|--------------------------|------------------------------------|---------------------------------|---------------------|----------------------|
| 2023 | FAST Act NHTSA 402 | Planning and Administration (FAST) | \$143,900 | N/A | N/A |

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.

Traffic Division's manpower has since increased to adequately accommodate patrolling high-risk areas crashes occurred in front of the American Samoa Community College and the main road from the Ili 'Ili golf course through the Pago Pago International Airport. To keep our community safe while traveling on our roads, traffic officers must be visible at all times in these areas, thereby minimizing the occurrence of crashes.

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.

Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|--------------------|---|------------------------|----------------------|---------------------|
| 2023 | C-1) Number of traffic fatalities (FARS) | 2023 | 5 Year | 0.00 |
| 2023 | C-2) Number of serious injuries in traffic crashes (State crash data files) | 2023 | 5 Year | 0 |
| 2023 | C-6) Number of speeding-related fatalities | 2023 | 5 Year | 0 |

Countermeasure Strategies in Program Area

| |
|--|
| Countermeasure Strategy |
| Program Management |
| Enforcement, Education, and Conference |

Countermeasure Strategy: Program Management

Program Area: **Police Traffic Services**

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.

Rationale

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

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------|
| PTS-23-00 | Program Management |

Planned Activity:

Planned activity number: **PTS-23-00** **\$109,400.00**

Project Description:

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.

Intended Subrecipients

Office of Highway Safety/Traffic Division

Funding sources

| Source Fiscal Year | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2023 | FAST Act NHTSA 402 | \$109,400.00 | N/A | N/A |

Countermeasure Strategy: Enforcement, Education & Conference

Program Area: Police Traffic Services

Project Safety Impacts

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.

Rationale

Planned highway safety-related enforcement efforts and activities to include education within our island territory to ensure driver and passenger compliance to our territory traffic laws in reducing traffic crashes resulting in serious traffic injuries and fatalities.

Planned Activity in Countermeasure Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Enforcement & Education
Project Number: PT- 23-01

\$285,000.00

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.
- Conduct Day and Night Zero Tolerance traffic enforcement on our highway/roadways using two (2) types of enforcement strategies: (1) High Visibility Enforcement – marked vehicle traffic enforcement and (2) Low Visibility Enforcement-slightly marked and/or rented vehicle for covert traffic law enforcement.
- 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.

Intended Sub-recipient

Department of Public Safety, Traffic Division

Funding Sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---------------------------|--------------------------|------------------------------|---------------------------------|---------------------|----------------------|
| 2023 | FAST Act NHTSA 402 | Police Traffic Services | \$285,000.00 | N/A | N/A |

PROGRAM AREA

Impaired Driving (Alcohol and Drugs)

Problem Identification

The impact of the shutdown has made it difficult for our Traffic Unit officers to be out on the field doing enforcement as well as community outreach. Now having the community on lockdown allows them to stay home and consume more alcohol. Without any extracurricular activities like going to the gym, beaches, or other outdoor activities, consuming alcohol at home could be more dangerous. 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 2023. OHS will continue to fund projects with proven countermeasures to reduce alcohol and impaired driving on the Island roadways.

Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2023 | C-5) Numbers of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. (Territory Data) | 2023 | 5 Year | 0.00 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|---|
| Impaired Driving – Program Management |
| Impaired Driving – Enforcement, Education, and Training |

Countermeasure Strategy: Program Management

Program Area: Impaired Driving (Drug and Alcohol)

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.

Rationale

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

Planned activities in Countermeasure Strategy

Planned Activity Description

POLICE TRAFFIC SERVICES – Program Management

Project Number: PTS 23-00

\$87,500.00

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.

Intended Sub-recipient

American Samoa Office of Highway Safety

Funding Sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2023 | FAST Act NHTSA 402 | Alcohol (FAST) | \$87,500.00 | N/A | N/A |

Countermeasure Strategy: Enforcement, Education, and Training

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

Project Safety Impacts

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.

Activities:

- Checkpoints
- Saturation Patrols
- Educational Outreach

The linkage between Program Area

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.

Rationale

This is a countermeasure from NHTSA's countermeasure that works document. It is a proven strategy that decreases alcohol and drug-impaired driving-related crashes. Funding for overtime costs for enforcement activities will help the community make better decisions before getting behind the wheels, therefore reducing impaired driving.

Planned Activity in Countermeasure Strategy

Planned Activity Description

IMPAIRED DRIVING – Enforcement, Education, and Training

Project Number: AL-23-01

\$215,000.00

Funds will be used to pay for training costs of instructors for ARIDE, DRE, and SFST as well as send (3) Traffic Division officers to Lifesavers Conference; printing of banners and brochures for distribution during checkpoints and at community events; operational supplies; Holiday Season designated driver program; and for overtime costs (500 hours) of officers to conduct HVE activities such as checkpoints and saturation patrols.

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 needs to be ARIDE certified. We highly recommend also two Traffic Division officers for DRE certification.

Intended Sub-recipient

American Samoa Office of Highway Safety – Traffic Division

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2023 | FAST Act NHTSA 402 | Alcohol (FAST) | \$215,000 | N/A | N/A |

PROGRAM AREA

Speed Enforcement

Problem Identification

Speed continues to be a problem in American Samoa. The two fatalities recorded in 2017 were speed-related. ASOHS will continue to focus on the villages of Tafuna and Nuuli in FY 2022 as areas of most concern targeting the age group 25-35. In 2016, 326-speed citations were issued, 402 in 2017, and 322 in 2018 during grant-funded enforcement. Our Crash Reporting System includes information on speed violations, allowing law enforcement the opportunity to more properly document vehicle crashes related to speed. This has greatly assisted in identifying the problems and developing improvements at locations where speed crashes might be more

prevalent. Our goal is to reduce the number of people injured in traffic collisions and reduce traffic fatalities to zero (0) by FY 2022.

Stationary speed enforcement utilizing marked vehicles has become a common sight for the motorists, as they would reduce their speed once they notice police vehicles and then continue speeding when they are out of sight. Furthermore, when officers are parked on the shoulder of highways while conducting laser speed enforcement, the vehicles traveling on the opposite lane will alert oncoming motorists by flashing their headlamps. Therefore, low visibility covert enforcement activities are conducted to apprehend speeding motorists.

Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|--------------------|--|------------------------|----------------------|---------------------|
| 2023 | C-2) Number of serious injuries in traffic crashes | 2023 | 5 Year | 0 |
| 2023 | C-6) Number of speeding-related fatalities | 2023 | 5 Year | 0.00 |

Countermeasure Strategy: Speed Enforcement

Program Area: Speed Enforcement

Project Impacts

Speed and alcohol are the main contributing factor to traffic crashes within our island territory. Traffic Division patrol officers will continue their efforts to reduce speed-related crashes through continued HVE enforcement activities such as laser speed, and through educational activities to increase the public's awareness of the danger of speeding and minimize speed-related injury and fatality crashes on the highways.

Patrol will be conducted during daylight hours from 11:00 am - 2:00 pm, and there is mandatory participation in one annual enforcement period. Enforcement efforts will focus on speeding and aggressive driving and will be done at high-risk locations and times on the island. Tafuna is considered one of the highest incidence locations on the island because of the flat land area with the highest population. A combination of entertainment (establishments/nightclubs/bars, hotels, etc...) and the airport are all located in this area. The industrial area adjacent to the airport is also located in this area which makes it the busiest and most traveled road on the island.

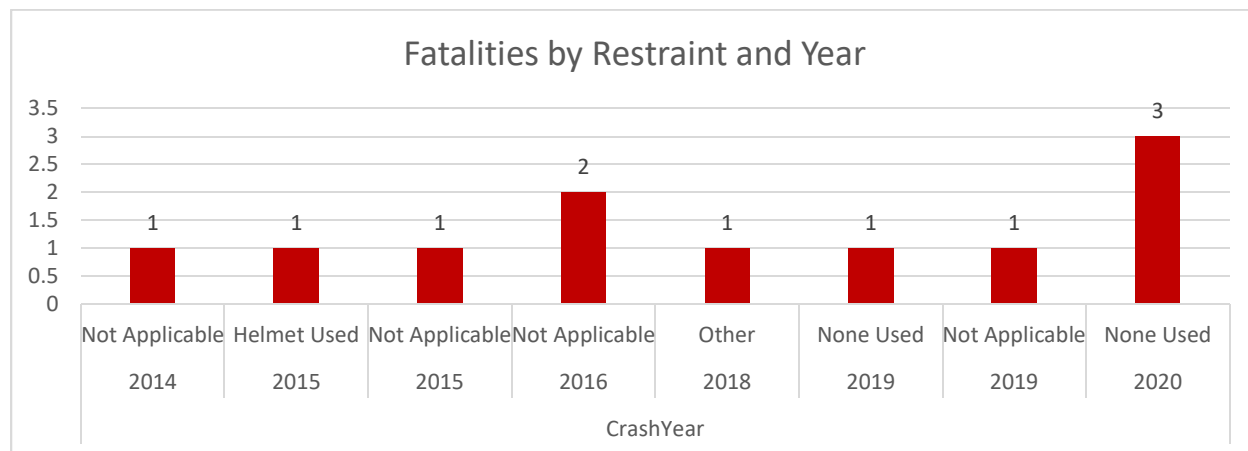
PROGRAM AREA

Occupant Protection/Child Restraint

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. 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 (2016-2020) 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.



Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|--|--|-----------------|---------------|--------------|
| 2023 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 2023 | 1 Year | 95.00 |
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions 2023 | Numeric | 0.00 | 5 Year | 2018 |

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

Program Area: **Occupant Protection/Child Restraint**

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.

Rationale

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

Planned Activity Description

OCCUPANT PROTECTION – Program Management

Project Number: OP-23-00

\$85,500.00

Project Description:

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.

Intended Sub-recipient

American Samoa Office of Highway Safety

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2023 | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$85,500 | N/A | N/A |

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

Program Area: **Occupant Protection**

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.

Rationale

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

With the planned enforcement activities and educational awareness outreach efforts. Our island community will realize a reduction in traffic crash-related fatalities and injuries from non-usage of seat belts and child restraints.

Planned Activity in Countermeasure Strategy

Planned Activity Description

OCCUPANT PROTECTION – Enforcement, Education, and Training

Project Number: 23-01

\$185,400.00

Project Description:

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.

The following are training to be provided; and conferences to be attended:

The lack of certified CPS technicians within our island community needs to be addressed immediately to ensure continuity of the technician certifications to ensure adequate services meet the demand of the community. Six technicians will attend recertification training in Torrance, CA in July 2023. 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.

Intended Sub-recipient

American Samoa Department of Public Safety/Traffic Division

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2023 | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$185,400 | N/A | N/A |

Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

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. Currently, all CPS technicians for the last six years have expired. We had planned and proposed a recertification class in our 2020 HSP plan but did not come to fruition due to the COVID-19 pandemic.

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.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy recommended by NHTSA and is utilized by American Samoa to achieve its goal through performance measures.

Planned activities in countermeasure strategy

Planned Activity: Inspection Stations

Project Number: OP-CPS- 23-01

\$65,000.00

Project Description:

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.

Intended Subrecipients

1. Office of Highway Safety staff
2. Department of Human and Social Services
3. KVZK-TV
4. FM92.1 - radio station
5. South Seas Broadcasting – radio stations
6. Samoa News

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$65,000 | N/A | N/A |

Program Area:

Traffic Records

Problem Identification

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 |
|-------------|--|-----------------|---------------|--------------|
| 2023 | Percent of crash records successfully linked to a location within the roadway system | 2023 | 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

Program Area: **Traffic Records**

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.

Rationale

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

Planned Activity Description:

TRAFFIC RECORDS - Program Management

Project Number: **TR-23-00**

\$97,400.00

Project Description

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 school 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.

Intended Subrecipients

Department of Public Safety/Office of Highway Safety

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Traffic Records (FAST) | \$97,400 | N/A | N/A |

Countermeasure Strategy: Traffic Records Maintenance & Support

Program Area: Traffic Records

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.

Rationale

Continuous improvement of the ASOHS's traffic safety system.

Project Number: TR-23-01

\$150,000.00

Project Description

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.

Intended Sub-recipient

Department of Public Safety/Office of Highway Safety/Traffic Division

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------|--------------------------|--------------|---------------|
| 2023 | FAST Act NHTSA 402 | Traffic Records (FAST) | \$150,000 | N/A | N/A |

Evidence-based traffic safety enforcement program (TSEP)

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

| Unique Identifier | Planned Activity Name |
|-------------------|---|
| OP-23-01 | CIOT High Visibility Enforcement |
| PTS-23-01 | Enforcement |
| AL-23-01 | High Visibility Enforcement |
| OP-CPS-23-01 | High-Visibility Child Restraint Law Enforcement |
| SE-23-01 | Speed Enforcement Campaign |

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

Crash Analysis

The Island-wide problem identification process used in the development of this HSP was described earlier, data analysis is designed to identify where and why crashes are occurring. The problem areas identified were speed and aggressive driving, impaired driving, and occupant protection restraint usage. Data analysis is also conducted to identify Nu'uuli and Tafuna as high-risk populations that may require an additional or alternative response to address the traffic safety concern. The areas of concentration are Nu'uuli and Tafuna with the highest frequency of crashes.

Our mission is to reduce traffic crashes, traffic fatalities, injuries, and property damage on the American Samoa roadways, and create a safer environment for motorists, passengers, and pedestrians. OHS monitors crash trends in the territory to ensure that Federal resources target the areas of greatest need.

American Samoa in a five-year trend (2016-2020) found no restrained driver or passenger vehicle occupant fatalities in all seating positions.

Deployment of Resources

American Samoa will ensure that Federal resources target the areas of greatest need. The Plan for FY 2022 outlines the process used to identify specific highway safety problem areas, develop countermeasures to correct those problems, and monitor the performance of those countermeasures. American Samoa DPS considers the problem identification and countermeasures and determines the appropriate specific enforcement operations and operational plans to achieve those goals.

American Samoa's approach to TSEP provides enforcement coverage throughout the Territory. The Office on Highway Safety's partnership with DPS, DPW, DPH, and public entities provides

a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets. Clear and concise goals and expected outcomes are developed and clearly described within the agency's grant application.

The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team with a cohesive approach and consistent oversight to address local problems effectively and efficiently. The coordinator sets goals based on territory data to confront traffic safety issues and continually implement TSEP. The coordinator also tracks and assesses productivity and progress through monitoring of activity reports and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals. Quarterly meetings are held with a representative from DPS Traffic Division to discuss and evaluate the strategies and results of the enforcement activity. Modifications to the project are made based on the input and results of these meetings.

Effectiveness Monitoring

American Samoa will continue to rely on specific crash data to sustain the progress made toward our goal to reduce incidences of crashes resulting in death or serious injury as described in our program goal, the primary causes of the territory's fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the OHS staff proportionately allocates federal funds to those projects which have the most potential for positive Island wide impact. Data and information provided in the HSP demonstrate the appropriateness of this target which utilizes current data trends to create evidence-based strategies.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

| Countermeasure Strategy |
|---|
| CIOT High Visibility Enforcement |
| Communication Campaign |
| High Visibility Enforcement |
| High-Visibility Child Restraint Law Enforcement |
| Sustained Enforcement |

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

| Unique Identifier | Planned Activity Name |
|-------------------|---|
| AL-23-01 | High Visibility Enforcement |
| OP-23-01 | CIOT High Visibility Enforcement |
| OP-CPS-23-01 | High-Visibility Child Restraint Law Enforcement |
| SE-23-01 | Speed Enforcement |

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions, and provide assurances that the State will comply with applicable laws, and financial and programmatic requirements.

| Supporting Document |
|--------------------------------------|
| 2023 Certification - Assurances .pdf |

MASTER PROJECT LIST

| PLANNED ACTIVITY | PROJECT NUMBER | BUDGETED AMOUNT | ELIGIBLE USE OF FUNDS |
|------------------------------|--|-----------------------|-----------------------|
| 1. PLANNING & ADMINISTRATION | P & A 23-00 PROGRAM MANAGEMENT | \$143,900.00 | 402 |
| 2. PTS | PTS-23-00 PROGRAM MANAGEMENT | \$109,400.00 | 402 |
| 3. PTS | PTS-23-01 ENFORCEMENT, TRAINING, EDUCATION | \$285,000.00 | 402 |
| 4. ID (ALCOHOL & DRUGS) | AL-23-00 PROGRAM MANAGEMENT | \$87,500.00 | 402 |
| 5. ID (ALCOHOL & DRUGS) | AL-23-01 ENFORCEMENT, TRAINING, EDUCATION | \$215,000.00 | 402 |
| 6. SPEED ENFORCEMENT | SE-23-01 SPEED ENFORCEMENT | \$46,500.00 | 402 |
| 7. OP/CR | OP-23-00 PROGRAM MANAGEMENT | \$85,500.00 | 402 |
| 8. OP/CR | OP-23-01 ENFORCEMENT, TRAINING, EDUCATION | \$185,400.00 | 402 |
| 9. OP/CR | OP-23-02 INSPECTION STATIONS | \$65,000.00 | |
| 10. TRAFFIC RECORDS | TR-23-00 PROGRAM MANAGEMENT | \$87,000.00 | 402 |
| 11. TRAFFIC RECORDS | TR-23-01 MAINTENANCE & SUPPORT | \$150,000.00 | 405C |
| | GRAND TOTAL | \$1,235,000.00 | |

