

REVISED AUGUST 5, 2021

Highway Safety Plan

FY 2022

American Samoa



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/GR
Department of Public Safety

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 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, 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 citation 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 2021 the OHS continued to support initiatives that addresses 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 local 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 HSO 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 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 on-going 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

Processes Participants

Organization and Staffing

The figure below shows the AS OHS organizational chart. In addition to operational and administrative tasks, each OHS Program Coordinator is responsible for overseeing specific programs and emphasis areas which promote identified countermeasures to enhance highway safety across the Territory. The program areas addressed by OHS are assigned to Program Coordinators based on their individual 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 on 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.

AS OHS Organizational Chart

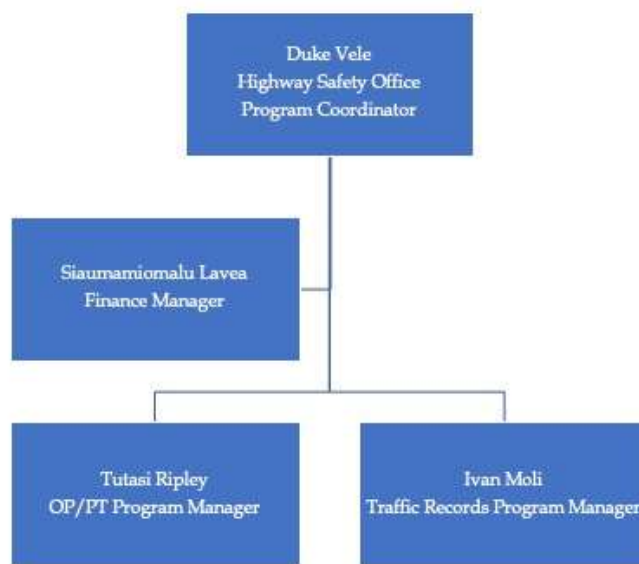


Figure 1. OHS Organization Chart

Strategic Partners and Stakeholders

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

Territory is not included in FARS and is using territory data. To identify the issues to be addressed in the FFY 2022 highway safety program, OHS relied primarily on 2016 to 2020 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 number of fatalities are significantly lower compared to other territories and states. As such, one fatality is significant and can impact the analysis results. Increase or decrease in percentages, particularly from one year to the next must be carefully analyzed for true impact. As shown (figure 2) 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 the purposes of 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.

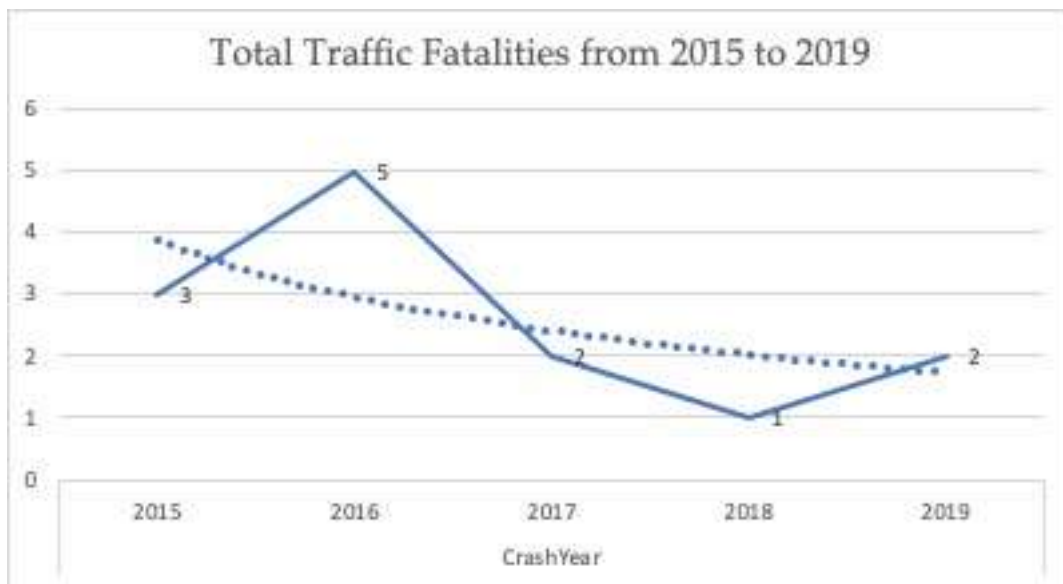


Figure 2. Total Fatalities from 2015 to 2019

Occupant Protection - Seat belt usage in American Samoa drop from 93.43% in 2018 to 83.37% in 2019. We anticipate the trend will continue in 2020 and 2021 as number of motor occupant 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 been significantly decreased 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 2014 to 2018 a five-year trend as recorded. The Police Department's Head (Commissioner-GR) took aggressive steps implementing 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 of 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 number of citations issued by categories in 2020:

Charges:	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	TOTAL
Seat Belt	169	116	111	0	165	159	221	145	139	129	145	197	1696
Child Restrain	66	56	31	0	77	79	128	53	55	55	53	135	788
Code-1	39	32	67	0	82	53	58	46	49	39	46	37	548
Speeding	63	49	54	0	60	81	111	144	229	409	144	250	1594
Misc	1131	990	664	0	1225	1079	893	661	650	573	661	604	9131
DUI	3	2	3	0	9	4	2	7	3	4	7	4	48
Criminal	2	2	1	0	2	5	10	16	3	3	16	12	72
Total:	1473	1247	931	0	1620	1460	1423	1072	1128	1212	1072	1239	13877

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

The Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner, 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 grant 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 which 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 as 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 do 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.

Performance Report Chart - 2022 Highway Safety Plan

Performance Measure:	2022 HSP				
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21
C-1) Total Traffic Fatalities	5 year	2017-2021	0	2015-2019 Territory 2.6	In Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	0	2015-2019 Territory 5.8	In Progress
C-3) Fatalities/VMT	5 year	2017-2021	N/A	2015-2019 Territory N/A	N/A
VMT data not collected in the Territories.					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2021	0	2019 Territory 1	In Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2021	0	2019 Territory 2	In Progress
C-6) Speeding-Related Fatalities	Annual	2021	0	2019 Territory 2	In Progress
C-7) Motorcyclist Fatalities	Annual	2021	0	2019 Territory 0	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2021	0	2019 Territory 0	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2021	0	2019 Territory 0	In Progress
C-10) Pedestrian Fatalities	Annual	2021	0	2019 Territory 0	In Progress
C-11) Bicyclist Fatalities	Annual	2021	0	2019 Territory 0	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	90%	2020* State Survey 83.37%	In Progress

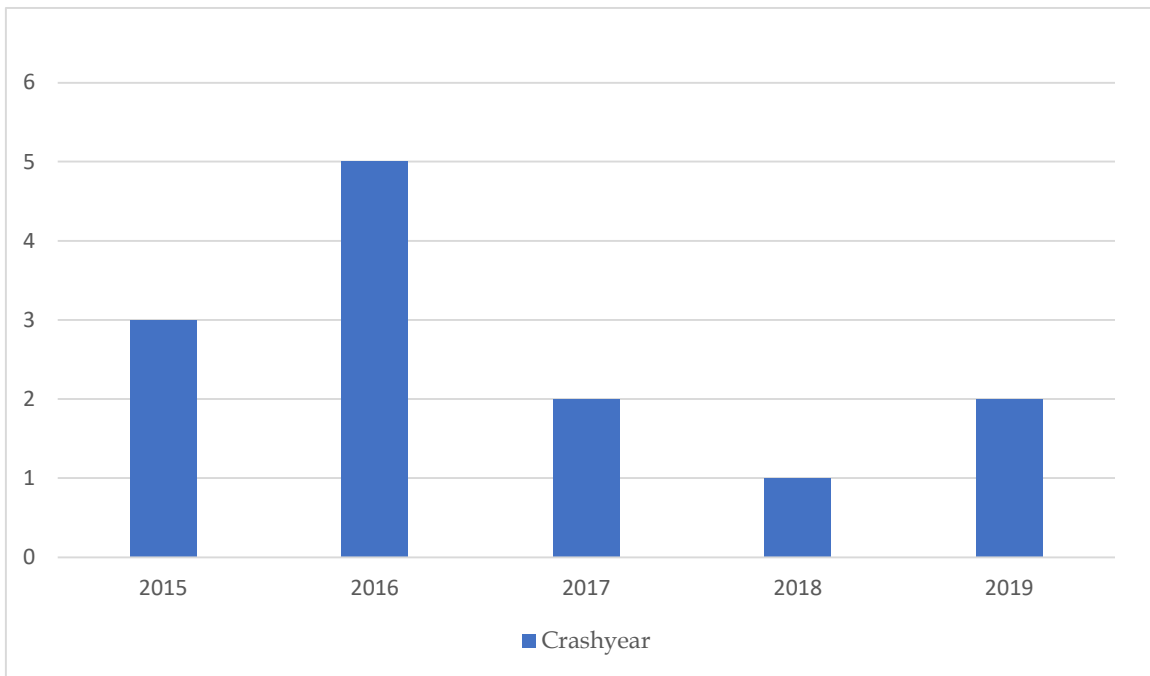
*American Samoa utilized the NHTSA CARES Act waiver and applied the 2019 Seat Belt Observational Survey of 83.37% for 2020.

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 0 fatalities (2017-2021)	Fatalities 2015 -2019 average : 2.6



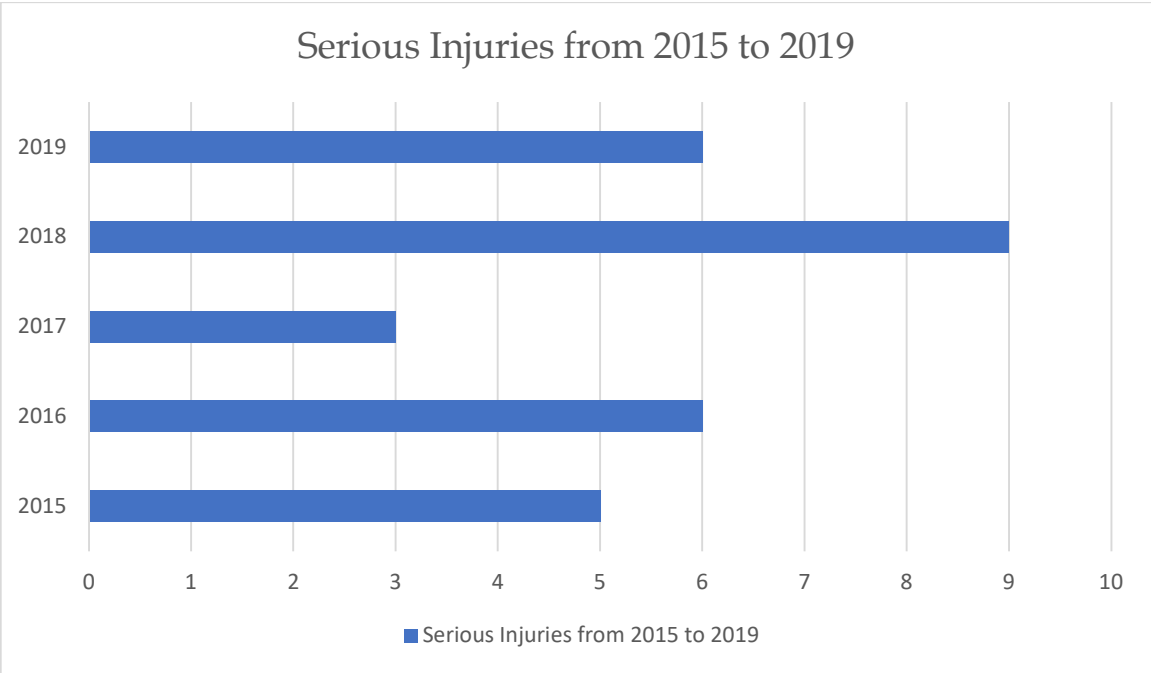
Performance Measure: C: 2) Number of serious injuries in traffic crashes (Territory Data)

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 to	SI (2015 -2019) average trend of 5.8

	0. Baseline: 5.8 (2015-2019) Target: 0 (2017 -2021)	
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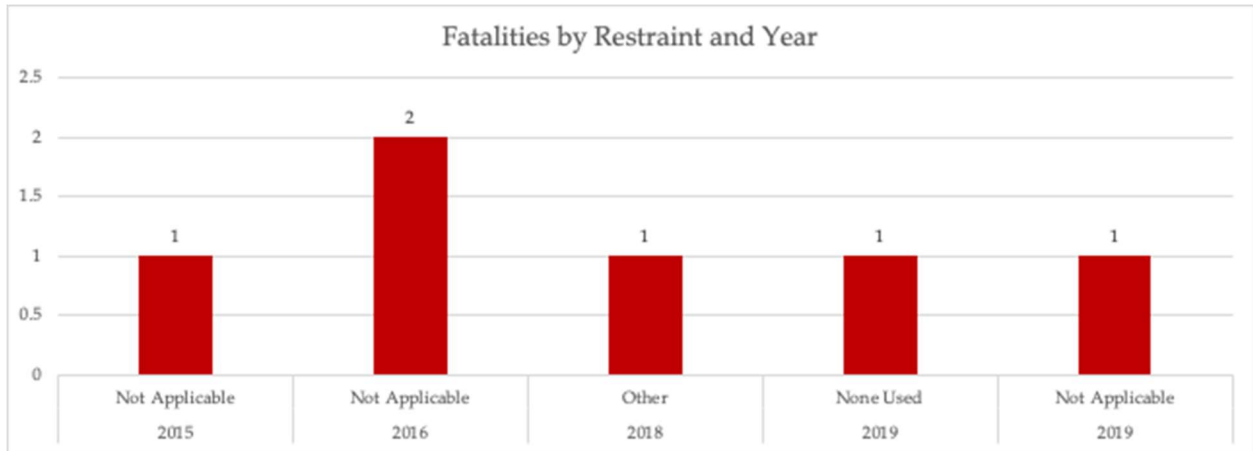


Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (Territory Data)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-4 Reduce unrestrained occupant fatalities	Reduce the five-year average unrestrained occupant fatalities from 1 Baseline (2015-2019) Target: 0 Fatalities (2017-2021)	Preliminary data indications 2019: 2 fatalities. 2015-2019 average:1 Fatalities average trending flat



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 operator with blood alcohol content (BAC) of 0.08 or greater	Reduce the five-year average impaired driving fatalities to 0. Baseline 2.6 fatalities (2015-2019) Target: 0 fatalities (20170-2021)	Preliminary data indications 2019: 2 fatalities. 2015-2019 average: 2.6. Fatalities average trending up

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

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-6 Reduce speed-related fatalities	Reduce the five-year average speed related fatalities to 0. Baseline 2 fatalities average (2015-2019). Target 0 fatalities (2017-2021)	Preliminary data indications 2019: 2 fatalities 2015-2019 average 2.6 (3) fatalities. Average trending upward

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

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-7 Reduce number of motorcyclist fatalities	Maintained speeding-related fatalities at 0. Baseline (2015-2019)	In progress

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 speeding-related fatalities at 0. Baseline (2015-2019)	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 speeding-related fatalities at 0. Baseline (2015-2019)	In progress

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 crash fatalities among pedestrians	Maintained speeding-related fatalities at 0. Baseline (2105-2019)	In progress

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program Area Level Report

Performance Measure	Performance Target	Outcome
C-10 Reduce or maintain the number crash fatalities among pedestrians	Maintained speeding-related fatalities at 0. Baseline (2015-2019)	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

American Samoa utilized NHTSA CARES Act waiver and applied the 2019 Seat Belt Observational Survey results of 83.37% for 2020.

Performance Measure	Performance Target	Outcome
B-1 Increase observed seat belt use	Increase observed seat belt use Baseline: 93.4% (2018) Target 90% (2021)	2020: 83.37% survey indicates downward trend

Performance Plan

PERFORMANCE PLAN CHART – 2022 Highway Safety Plan			BASE YEARS				
			2015	2016	2017	2018	2019
C-1	Traffic Fatalities	State	3	5	2	1	2
	Reduce total fatalities to <u>1</u> (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	2	3	3	3	3
C-2	Serious Injuries in Traffic Crashes	State	5	6	3	9	6
	Reduce serious traffic injuries to <u>4</u> (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	5	4	4	5	6
C-3	Fatalities/100M VMT <i>No VMT data collection in the territories.</i>	N/A	N/A	N/A	N/A	N/A	N/A
	Reduce fatalities/100 MVMT to N/A (2018 -2022 rolling average) by 2022.	5-Year Rolling Avg.	N/A	N/A	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	2	2	0	1	2
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions <u>100</u> percent from <u>1</u> (2021) to <u>0</u> by 2022.	5-Year Rolling Avg.	1	1	1	1	1

			BASE YEARS				
PERFORMANCE PLAN CHART – 2022 Highway Safety Plan			2015	2016	2017	2018	2019
C-5	Alcohol-Impaired Driving Fatalities	State	3	5	2	1	2
	Reduce alcohol impaired driving fatalities <u>100</u> percent from 0 (2021) to 0 by 2022	5-Year Rolling Avg.	2	3	3	3	3
C-6	Speeding-Related Fatalities	State	3	5	2	1	2
	Reduce speeding-related fatalities by <u>100</u> percent from <u>0</u> (2021) to <u>0</u> by 2022	5-Year Rolling Avg.	2	3	3	3	3
C-7	Motorcyclist Fatalities	State	2	0	0	0	0
	Reduce motorcyclist fatalities by <u>100</u> percent from <u>0</u> (2021) to <u>0</u> by 2022	5-Year Rolling Avg.	0	0	0	0	0
C-8	Unhelmeted Motorcyclist Fatalities	State	0	0	0	0	0
	Reduce unhelmeted, motorcyclist fatalities <u>100</u> percent from <u>0</u> (2021) to <u>0</u> by 2022.	5-Year Rolling Avg.	0	0	0	0	0
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State	2	0	0	0	0

			BASE YEARS				
PERFORMANCE PLAN CHART – 2022 Highway Safety Plan			2015	2016	2017	2018	2019
	Reduce drivers age 20 and younger involved in fatal crashes by <u>100</u> percent from <u>0</u> (2021) to <u>0</u> by 2022	5-Year Rolling Avg.	0	0	0	0	0
C-10	Pedestrian Fatalities	State	1	3	2	0	0
	Reduce pedestrian fatalities by <u>100</u> percent from <u>0</u> (2021) to <u>0</u> by 2022	5-Year Rolling Avg.	1	1	2	1	1
C-11	Bicyclist Fatalities	State	0	0	0	0	0
	Reduce bicyclist fatalities <u>100</u> percent from <u>0</u> (2021) to <u>0</u> by 2022	5-Year Rolling Avg.	0	0	0	0	0
			2016	2017	2018	2019	2020*
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by <u>10</u> percent from <u>83.37%</u> in 2019 to <u>95%</u> by 2022	Annual	77%	85.85%	93.43%	83.37%	83.37%

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¹ *American Samoa utilized the NHTSA CARES Act waiver and applied the 2019 Seat Belt Observational Survey result of 83.37% for 2020.

Performance Measure: C-1) Number of Traffic Fatalities

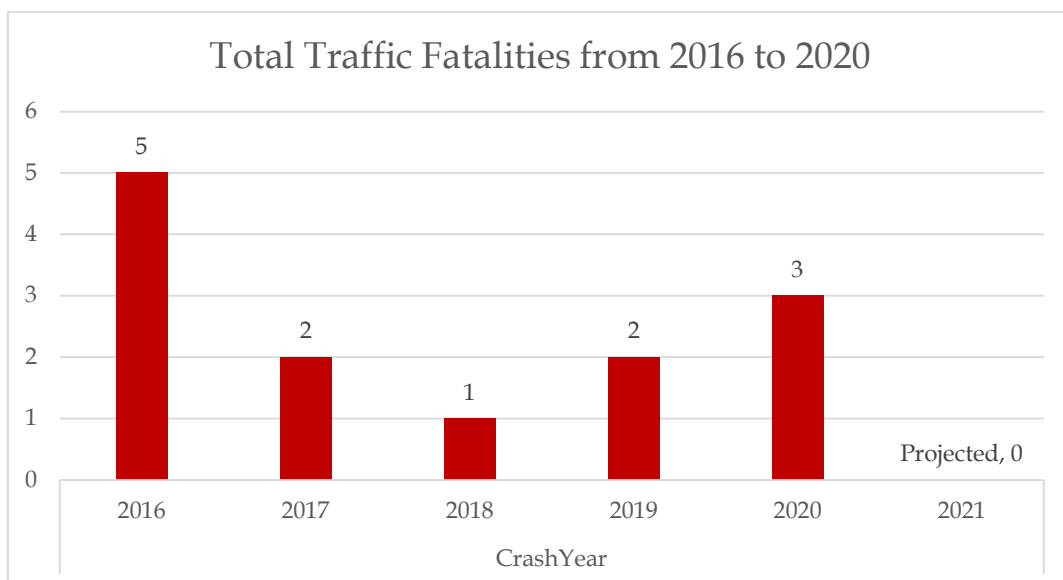
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities -2022	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Reduce traffic fatalities to zero.

Current Condition: 3 crashes (2016 - 2020 average) **Target Performance:** 0 crashes (2020 - 2024 average). › **Justification:** Fatalities have steadily declined in recent years, however, there was spike to 5 fatalities in 2016, which then was reduced to 1 in 2018. The increase in 2016 was associated with a rise in speeding, pedestrian, and young driver crashes. With additional effort placed in highway safety programs, reductions were achieved in 2018. Figure Fatality and Injury Trends



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

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

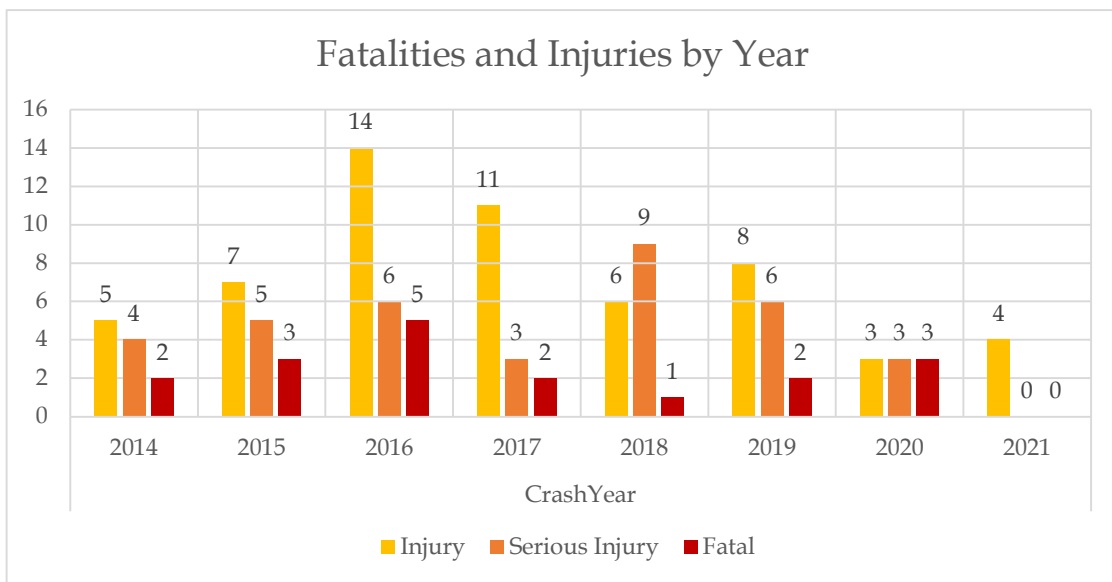
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes-2022	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Reduce serious injuries to zero in 2022.

Current Condition: 5.8 (2015 – 2019 average) **Target Performance:** 0 (2017 - 2021 average).
Justification: The five-year rolling average for serious injuries have steadily decreased for the last five years. American Samoa will continue to work toward achieving zero serious injury. 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	2017

Performance Target Justification

This area is not applicable to American Samoa.

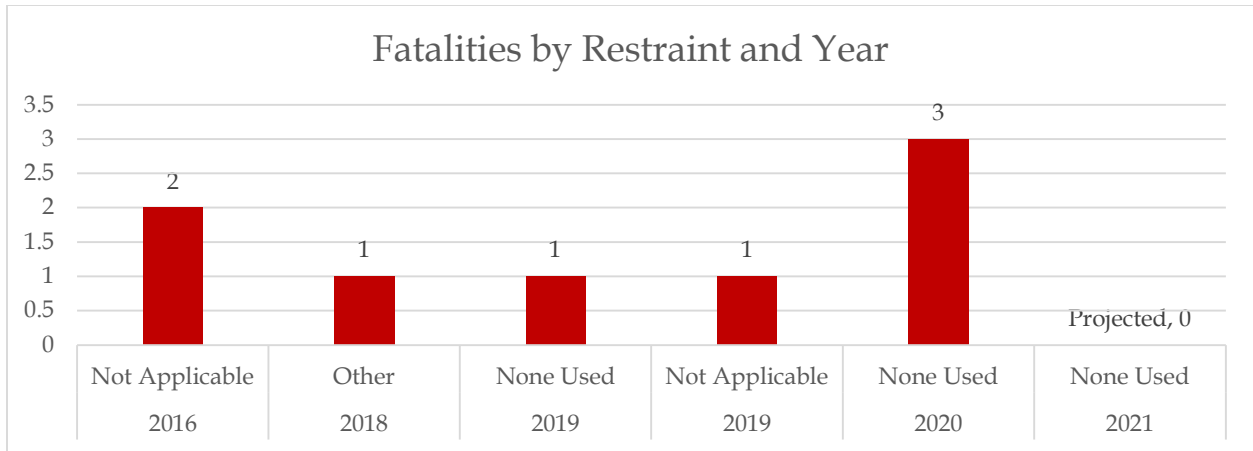
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions

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 2021	Numeric	0.00	5 Year	2018

Performance Target Justification

Goal: Reduced unrestrained occupant fatalities to zero. · Current Condition: 1 (2015 - 2019 average) · Target Performance: 0 (2017 - 2021 average). › Justification: Unrestrained fatalities have steadily remained at 1 over the last five years. A spike up to 3 fatalities in 2020 shown an upward trend that need to be addressed. Figure Unrestrained Motor Vehicle Occupant Crash Trends and Projection



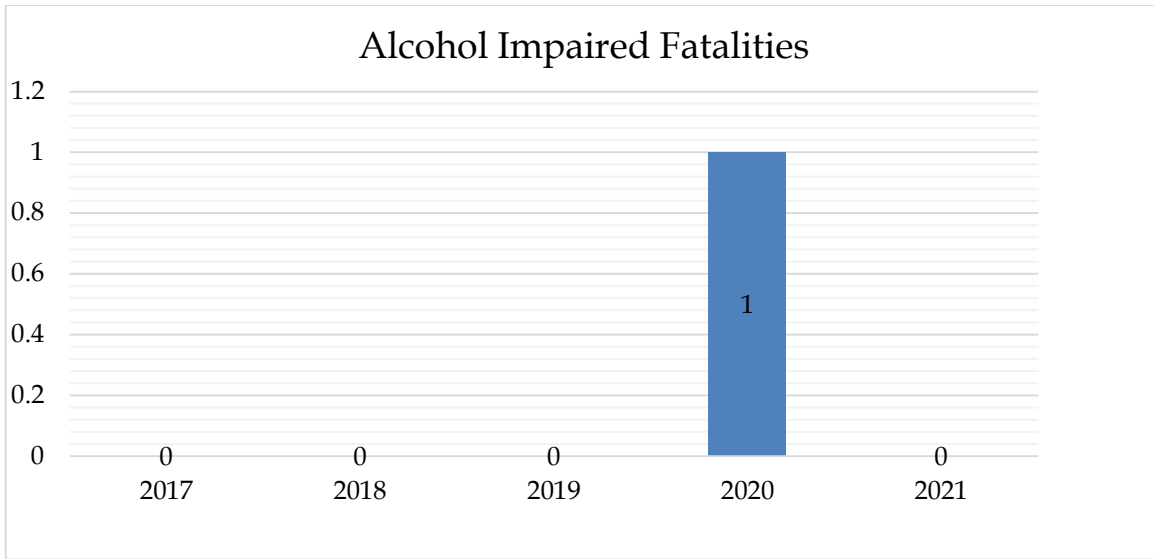
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

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 -2021	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Reduce impaired driving fatalities to zero. · Current Condition: 2 (2015 - 2019). Target Performance: 0 (2017- 2021 average). Justification: Between 2017 and 2020 alcohol involved fatality have been zero but with 1 fatality recorded in 2020. Redoubled efforts to address impaired driving are anticipated to help maintain reversed the trend back to zero



Performance Target Justification

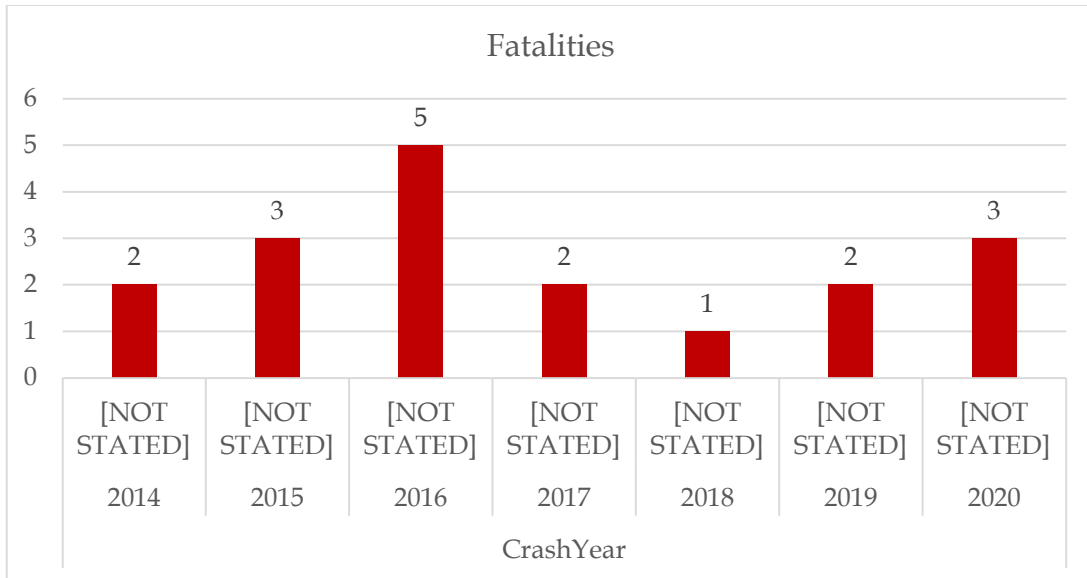
Performance Measure: C-6) Number of speeding-related fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities -2021	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Reduce speed-related fatalities to zero. · Current Condition: 2 (2015 - 2019) Target Performance: 0 (2017 - 2021 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 2021 provides a realistic target and to move American Samoa back toward zero deaths.



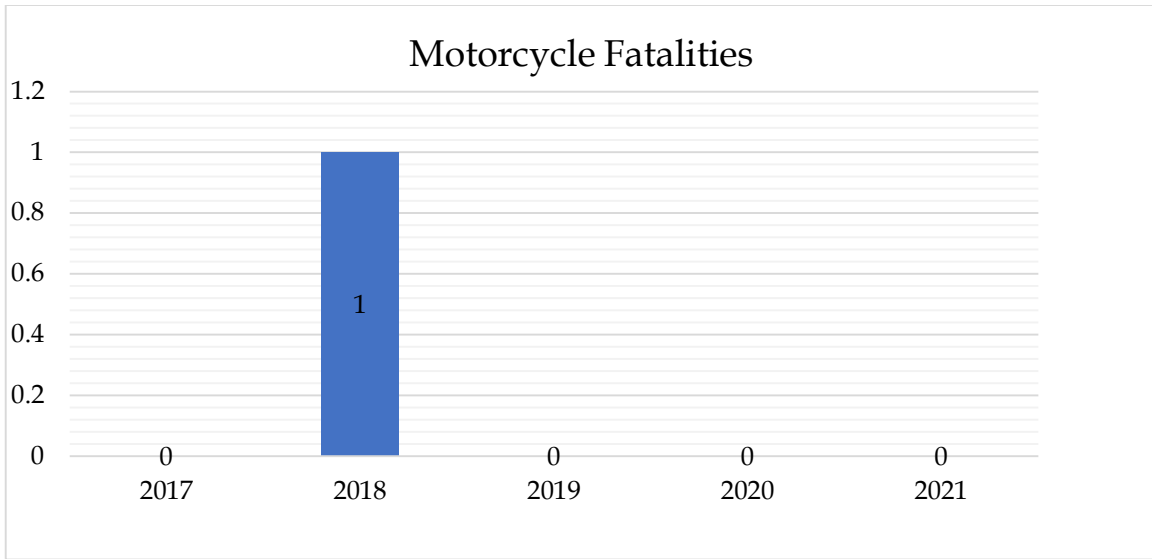
Performance Measure: C-7) Number of motorcyclist fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities -2021	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Maintain a motorcycle fatality average at 0. **Current Condition:** 1 (2015 - 2019) **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 maintained the zero fatalities.



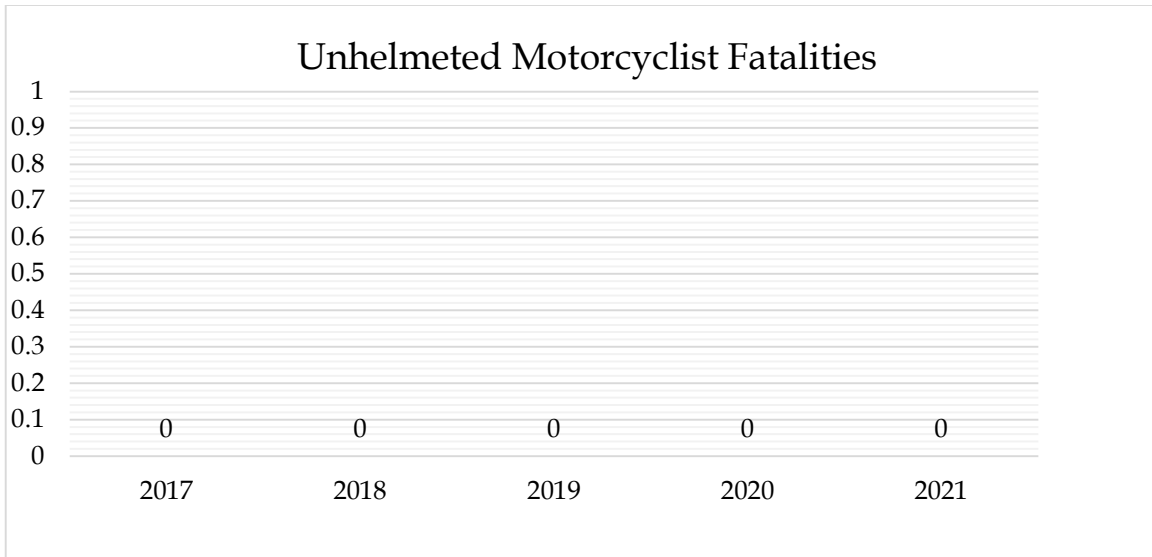
Performance Measure: C-8) Number of unhelmet motorcyclist fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmet motorcyclist fatalities -2021	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Maintain unhelmet motorcycle fatality at 0. Current Condition: 0 (2015 - 2019)
 Target Performance: 0 (2017 - 2021). Justification: Similar to the overall motorcycle performance measure, the goal is to keep unhelmet motorcyclist fatalities to 0. By continuing aggressive public safety awareness campaign that includes motorcycle safety activities, American Samoa will keep unhelmet fatalities at zero fatalities.



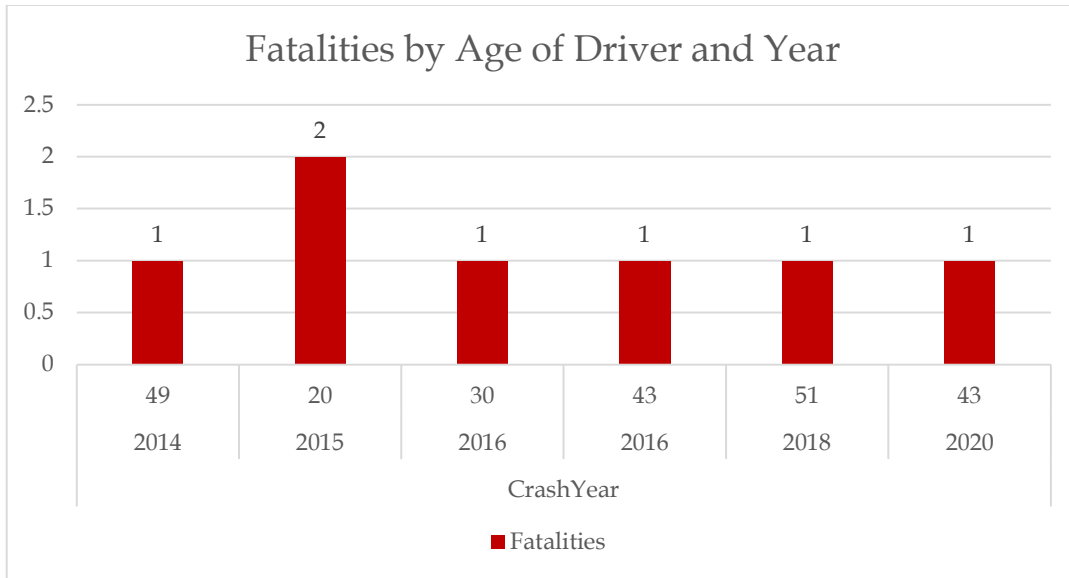
Performance Measure: C-9) Number of drivers aged 20 or younger involved in fatal crashes

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 - 2021	Numeric	0.00	5 Year	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 (2015 - 2019) · Target Performance: 0 (2017 - 2021). Justification: Preliminarily the number of 2020 fatalities show 0 for age 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 driver aged 20 and younger. Figure Younger Driver Involved Fatality Trends and Projection



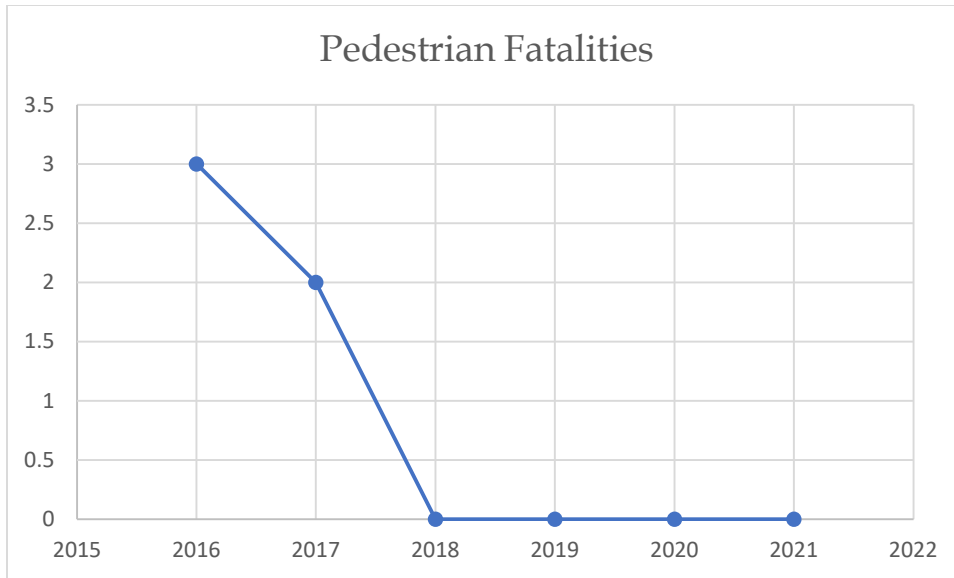
Performance Measure: C-10) Number of pedestrian fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities-2021	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Maintain pedestrian fatalities at 0. · **Current Condition:** 1 (2015 – 2019 average) · **Target Performance:** 0 (2017 - 2021). **Justification:** Preliminary data indicate there is 0 pedestrian fatalities in 2018, a reduction from the 3 fatalities from 2016. An increased focus of the Territory 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



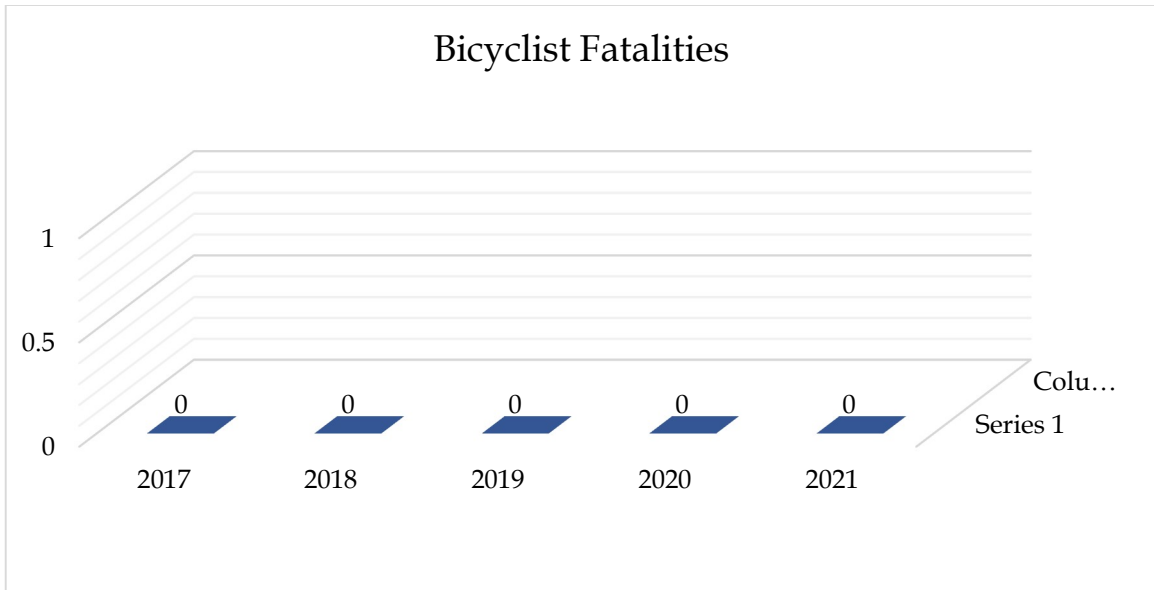
Performance Measure: C-11) Number of bicyclists fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities -2021	Numeric	0.00	5 Year	2017

Performance Target Justification

Goal: Maintain five-year average bicyclist fatalities at zero. · Current Condition: 0 (2015 - 2019 average). Target Performance: 0 (2017 - 2021 average). Justification: Bicyclist’s fatalities have been at zero (0) in American Samoa over the past five years. Preliminary 2018 values show 0 fatality. This trend will continue through the continuation of public awareness highway safety campaign. Figure Bicyclist Fatality Trends and Projection



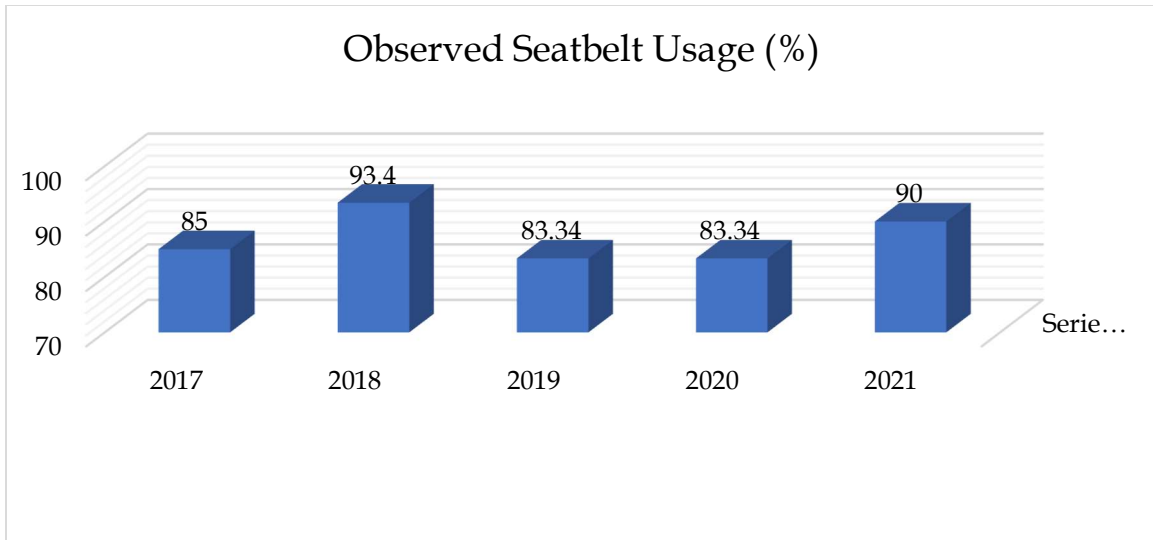
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

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)-2021	Percentage	96.00	1 Year	2017

Performance Target Justification

Goal: Increase observed belt use. **Current Condition:** 83.37% (2020 observation) **Target Performance:** 96% (2021 observation). **Justification:** American Samoa achieved a major increase in the percentage of observed seat belt use from 85% in 2017 to 93.43 percent in 2018 increase of 8+ percentage point in usage. Our effort to increase the frequency of educational outreach and enforcement has a direct correlation in the increase in usage of seat belt among the traveling community. Our goal is to increase seat belt use to 96% by December 31, 2021. 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 Areas

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

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

The goal of American Samoa is to maintain zero DUI related fatalities and reduce alcohol related crashes of in 2022. OHS will continue to fund projects with proven countermeasures to reduce alcohol and impaired driving on the Island roadways. We plan to send 2 to 3 law enforcement officers who went through SFST/ARIDE trainings to DRE Training in the mainland in 2022 since travel were curtailed by the pandemic in 2021.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-5) Numbers of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. (Territory Data)	2021	5 Year	0.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Breath Test Devices
Communication Campaign
High Visibility Enforcement
SFST Training for Law Enforcement Officers
Highway Safety Office Program Management

Countermeasure Strategy: Breath Test Devices

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

Project Safety Impacts

With more than one-quarter to half of fatalities in American Samoa associated with impaired driver, addressing this unsafe driving behavior can make a significant reduction in keeping American Samoa roadways at zero fatality.

Linkage between Program Area

This strategy helps to strengthen the quality of evidence available for a driving while intoxicated arrest and remove the driver from operating the vehicle.

Rationale

Countermeasures That Work lists Preliminary Breath Test Devices as a four-star countermeasure. The activities in this strategy will assist with training, equipment, and use of the devices.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-22-02	Territory Breath Alcohol Testing

Planned Activity: Law Enforcement Traffic Division Community BAT (Breath Alcohol Testing/Toxicology) Support

Planned activity number: **AL-22-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will procure B.A.T equipment for DPS Traffic Division. This project supports the purchase of (2) Alco-Sensors IV Breathalyzers. To also fund the purchase supplies and materials for calibrate the Alco Sensor IV, Breathalyzers as well as to maintain and upkeep the supplies. There is no equipment over \$5,000.00 to be acquired as part of this project.

BAT Mobilization Calendar

American Samoa Liberation Day

Halloween

Thanksgiving Eve

New Year's Eve

Superbowl Sunday

Intended Sub recipients

DPS Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Breath Test Devices

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Alcohol (FAST)	\$10,000	N/A	N/A

Countermeasure Strategy: Communication Campaign

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

Project Safety Impacts

With more than one-quarter to half of fatalities in American Samoa associated with impaired driver, addressing this unsafe driving behavior can make a significant reduction in keeping American Samoa roadways at zero fatality. ASOHS will continue to aggressively address impaired driving through grant funded projects.

Provide funding for community outreach and national campaigns in supporting impaired driving goals. Two weeks of advertisement with Samoa News, radio spots with KHJ and 92.1FM, and with KVZK-TV. Educating the public about the Territory's impaired driving laws and the consequences of impaired driving. OHS will support the Department of Human and Social Services during the month of December for their 3-D, Don't Drink and Drive, national prevention campaign, by providing campaign materials and advertising.

Linkage between Program Area

This strategy helps to promote safe driving with the public and to target communities that are overrepresented in impaired driving crashes.

Rationale

While mass-media campaigns are a three-star countermeasure, other communication techniques are included as the effectiveness of this program area will rely on coordination with enforcement techniques.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-22-03	Paid Media (AL)
AL-22-04	DUI Patrol Vehicle

Planned Activity: Paid Media (AL)

Planned activity number: **AL-22-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Description –Provide funding for community outreach, and national campaigns in supporting impaired driving goals. This effort will educate the public about the risks and cost of impaired driving as well as the Territory’s impaired driving laws. Primary audience will be males ages 16 to 39 with a secondary audience of diverse populations. OHS will support Department of Human and social services during the month of December in support of the 3-D, Don’t Drink and Drive, national prevention campaign. Provide funding for Paid Media.

10 Community Outreaches / 3-D Prevention (island / statewide)

ASOHS outreach is done through earned and paid media sources such as television, radio stations, and newspapers. This practice enables the ASOHS to reach out to the various population and demographics. Public education combined with enforcement activities such as checkpoints, HVEs, saturation patrols, speed laser, and check-up events aids in our efforts to reduce traffic crash injuries and fatalities.

This approach is found very effective. You're actually speaking directly to the community, and hearing their concerns about impaired driving, be it drug or alcohol. Educate the traveling community of the consequences of not obeying the laws and the use of alcohol and drugs.

Intended Sub recipients

ASG Approved Media Vendor

1. KVZK TV - television station
2. FM-92 - Radio Station (AS)
3. South Seas Broadcasting – Radio Stations (V103, 93.1KHJ, 104.7FM)
4. Samoa News – Newspaper
5. Whitcombe Media – Commercials
6. CLY Productions – Translation Services, Commercial Ads, Logos

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Alcohol (FAST)	\$10,000	N/A	N/A

Planned Activity: DUI Patrol Vehicle

Planned activity number: AL-22-04

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Project Description - OHS will fund the purchase of one (1), Buy American Act Compliant, Police Utility vehicle, as a strategy to increase enforcement, awareness, and

education regarding driving while under the influence of alcohol. DPS Traffic Division will be granted vehicle based upon the showing of need through data to include alcohol impaired crashes and arrests. This vehicle will be authorized for use in alcohol impaired driving under the influence patrols and will also support PT. This vehicle will ensure that officers always have a vehicle available to them to be used for DUI patrols and traffic enforcement. Aside from having a dedicated alcohol impaired driving enforcement vehicle available for use to officers, this vehicle will be used for education. The vehicle will be designed to graphically with “DUI Task Force” prominently displayed on the vehicles as well as NHTSA’s “Drive Sober or Get Pulled Over” message. This will create increased general deterrence and education for the public.

DPS will sign into a Memorandum of Understanding regarding the usage of these vehicles and will guarantee mandatory patrols associated with NHTSA’s impaired driving calendar and also engage in sustained enforcement. The Office on Highway Safety will closely monitor their usage.

Intended Sub recipients

DPS - Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Alcohol (FAST)	\$50,000	N/A	N/A

Countermeasure Strategy: High Visibility Enforcement

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

Project Safety Impacts

Linkage between Program Area

American Samoa (ASOHS) provides resources for overtime enforcement, equipment, and training (SFST/ ARIDE) to law enforcement officers (DPS). ASOHS utilizes enforcement, education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol related collisions.

ASOHS will continue to fund these proven effective strategies to reduce the number of alcohol related fatalities and injuries by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, informing the public about the dangers associated with impaired driving and the threat of arrest.

High Visibility Enforcement during the holidays (December 2020 -January 2021 - two weeks) for the Winter DSOGPO and the Summer DSOGPO Mobilization (August 2022 – September 2022)

30 officers @ 104 hrs. ea.

Note: All 30 officers will work a 12-hr shift.

8 hours will be funded by local; 4 hours overtime will be funded by NHTSA (OHS) during the 2-week enforcement.

This is a countermeasure from NHTSA's Countermeasures that Work document. A strategy required by NHTSA is used in American Samoa and is proven very effective.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-22-05	High Visibility Enforcement
AL-22-01	Highway Safety Office Program Management

Planned Activity: High Visibility Enforcement

Planned activity number: **AL-22-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Number - AL-22-05

Project Title - High Visibility Enforcement

Project Description - Provide funding for overtime enforcement during campaign period from December 2021 - January 2022 Winter DSOGPO Mobilization and August 2022 - September 2022 Summer DSOGPO. Enforcement efforts will focus on apprehending impaired drivers and will be conducted during high-risk time and various locations on the Island.

2-Major DUI Enforcement Events

Officers:	Estimated OT per 1.5	Total Enforcement Hrs.	Total Estimated Cost	Fringe Benefits FICA/WC	Estimated Cost + Fringe Benefits
30	16.00	3120	\$49,920.00	\$4,335.48	\$54,255.48
30	16.00	3120	\$49,920.00	\$4,335.48	\$54,255.48

American Samoa (ASOHS) provides resources to overtime enforcement, equipment, and training (SFST/ARIDE) to law enforcement officers (DPS). ASOHS utilizes enforcement, education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol related collisions.

ASOHS will continue to fund these proven effective strategies to reduce the number of alcohol related fatalities and injuries by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, informing the public about the dangers associated with impaired driving and the threat of arrest.

Intended Subrecipients

ASOHS

DPS-Law Enforcement Officers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Alcohol (FAST)	\$108,520	N/A	N/A

Countermeasure Strategy: Highway Safety Office Program Management

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

Project Safety Impacts

Provide for necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, and monitoring auditing, and evaluation of grants within this program area and the preparation of the 2021 Highway Safety Plan. Provide funding to cover training, travel, conference fees, office supplies and other miscellaneous expenses. This includes total miles of traffic units used during high visibility enforcements.

Linkage between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to address the higher proportion of alcohol-impaired crashes when compared to other Territories and States as a whole. These resources are coordinated with the increased emphasis placed by the OHS Coordinator on impaired driving crashes

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-22-01	Highway Safety Office Program Management (Impaired Driving)

Planned Activity: Highway Safety Office Program Management (Impaired Driving)

Planned activity number: **AL-22-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all approved Program Coordinator expenses.

Project Number – AL-22-01

Project Title – Highway Safety Office Program Management (Impaired Driving)

Program Description – Provide for necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area and the preparation of the 2023 Highway Safety Plan. Provide funding to cover training, travel, conference fees, office supplies and other miscellaneous expenses. This includes AL program vehicle mileage.

Program Manager salary, fringe, and indirect cost: \$26,400.00

Fiscal Manager: \$7,200 – 20%

Partnership Meeting & Lifesaver Conference - \$12,700

Program Management Training - \$10,500

Office cost: \$5,000.00

Project Cost: \$61,800

Provide for staff time an expense incurred by OHS that are directly related to the planning, development, coordination, monitoring and evaluation of grants within this program area. Funds will be allocated for OHS Fiscal Manager’s salary of 20 percent, AL Manager’s salary of 100 percent. Funding is also provided under this task to aid individuals to attend and participate in training sessions, educational meetings or conferences and workshops.

Intended Subrecipients

American Samoa Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Alcohol (FAST)	\$61,800.00	N/A	N/A

Countermeasure Strategy: SFST Law Enforcement Training

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

Project Safety Impacts

This strategy will help assess all aspects of the SFST program in the State and identify opportunities to improve policies and procedures. National research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit of .08.

Linkage between Program Area

Refresher training as a result of this strategy will improve SFST implementation and the quality of data collected.

Rationale

This activity is designed to provide training and refresher training to law enforcement in alcohol and drug enforcement.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-22-06	Law Enforcement Training

Planned Activity:

Planned activity number: **AL-22-06**

Primary Countermeasure Strategy ID: Law Enforcement Education

Planned Activity Description

This is a pending project, based upon potential NHTSA approval, of law enforcement training activities becoming an acceptable and allowable OHS expense. Funding shall be utilized to sponsor officers to attend SFST and in-service training events, and potentially cover the costs of backfilling for the officer's absence at his/her agency should NHTSA allow it.

It is recommended by NHTSA that all SFST practitioners complete a state-approved refresher/update training at a minimum of every three years from the date of their most recent state refresher/update training as an SFST practitioner. The average BAC of a DUI offender who submits to chemical testing is a .16 which shows that officers in RI could potentially be making face to face contact with impaired motorists and not recognize they are dealing with a possible DUI suspect.

The Office on Highway Safety shall facilitate, through the Police Academy, approximately six (6), four (4) hour, in-service training classes per year to ensure officers

have the ability to obtain refresher training and practice their skills. Class size would be limited to 20 officers per class.

Intended Sub recipients

DPS Officers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SFST Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Alcohol (FAST)	\$30,000	N/A	N/A

Cost Summary

Project Number	Project Title	Budget
AL-22-01	Program Development and Management	\$61,800
AL-22-02	Territory Breath Alcohol Testing	\$10,000
AL-22-03	Paid Media	\$10,000
AL-22-04	DUI Patrol Vehicle	\$50,000
AL-22-05	High Visibility Enforcement	\$108,520
AL-22-06	SFST Law Enforcement Training	\$30,000

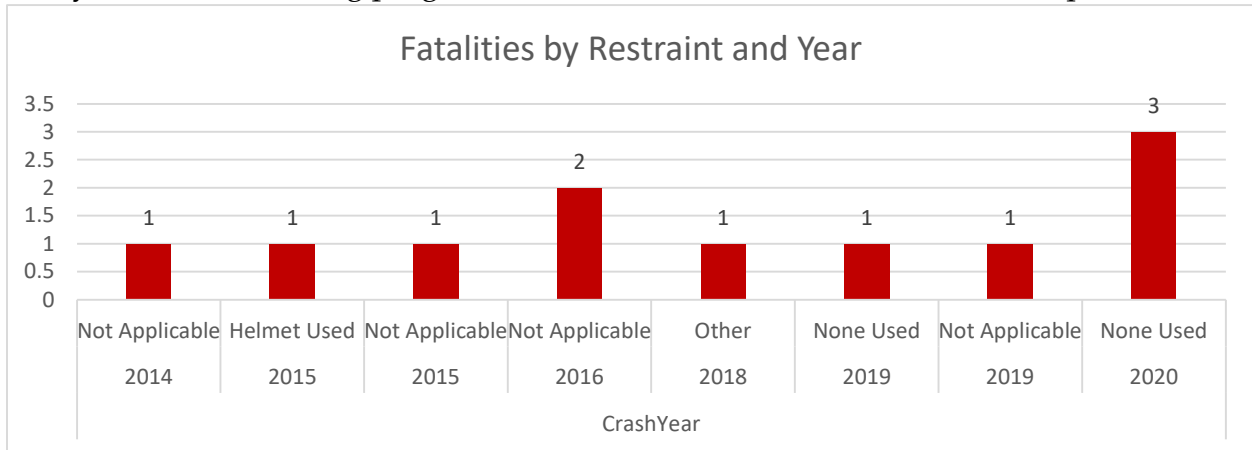
Program Area: Occupant Protection (Adult and Passenger Safety)

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 of seat belt use from 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 in the result of a

crash. Data collected and analyzed in the five-year trend (2016-2020) found three (3) non-restrained used by passenger and driver in vehicle involved in 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 4:00pm – 6:00pm.

OHS continues to staff a Program Coordinator for the Occupant Protection program, as well as other program areas. This has enabled OHS to enhance occupant protection programs and outreach. OHS is introducing an initiative to enhance child passenger safety technician training program for fire services, rescue, and ambulance personnel.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	1 Year	95.00
	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions 2022			
	Numeric	0.00	5 Year	2018

Countermeasure Strategies in Program Area

Countermeasure Strategy

Seat Belt and CPS Overtime Enforcement
OP Community Educational Initiatives
Program Development and Management
Safety Belt Survey
Child Restraint Program

Countermeasure Strategy: Seat Belt and CPS Overtime Enforcement

Program Area: **Occupant Protection (Adult)**

Project Safety Impacts

While there have been few deaths involving child restraints in Territory, national studies show there is a low awareness of child restraint laws and proper use of child restraints.

Our main objective is to provide funding for the development of a media campaign for the CIOT Mobilization in October, November 2021 and May-June, September 2022. Media effort will improve occupant protection educational outreach. OHS will fund DPS participation in the statewide and national “Click It or Ticket” campaign and CPS Awareness week. In addition, OHS will fund for 4 CPS instructors to come from off-island to provide recertification classes for our CPS technician.

Linkage between Program Area

Our goal is to increase to 95 percent by 2022 seat belt usage on the island and comply with mobilization participation requirement of NHTSA.

Rationale

This is the countermeasure from NHTSA Countermeasures that work document. It is a proven strategy that is very effective, and it’s approved by NHTSA.(Chapter 2, 2.1)

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-22-02	Seat Belt and CPS Overtime Enforcement

Planned Activity: CIOT High Visibility Enforcement

Planned activity number: **OP-22-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

To provide funds for overtime enforcement by DPS to participate in the CIOT Mobilization and enforcement campaign. Participate in CPS Week September 2022. Conduct three (3) enforcement activities (2 Major and 1 minor). Print materials in support of community outreaches, as well as support of the enforcement activities.

CIOT Manpower	Amt of hours per officer	Est. OT Cost Per Officer@ 1.5	Total Hours	Estimated OT Cost	Fringe Benefits (FICA/WC)	Estimated Cost + Fringe
30	144	\$16.00	4320	\$69,120.00	\$6,013.44	\$75,133.44
CPS Week Manpower	Amt of hours per officer	Est. OT Cost Per Officer@ 1.5	Total Hours	Estimated OT Cost	Fringe Benefits (FICA/WC)	Estimated Cost + Fringe
20	64	\$ 16.00	1280	\$19,200.00	\$1,670.40	\$20,870.40
Minor Manpower	Amt of hours per officer	Est. OT Cost Per Officer@ 1.5	Total Hours	Estimated OT Cost	Fringe Benefits (FICA/WC)	Estimated Cost + Fringe
20	64	\$ 16.00	1280	\$19,200.00	\$1,670.40	\$20,870.40
Total Estimated Enforcement Costs:						\$116,874.24

Intended Subrecipients

DPS - Traffic and Patrol Officers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Seat Belt and CPS Overtime Enforcement

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)	\$117,000	N/A	N/A

Countermeasure Strategy: OP Community Educational Initiatives

Program Area: **Occupant Protection (Adult)**

Project Safety Impacts

Intended purpose is to provide funding for the development of a community-based network to promote community programs that address the Island Occupant Protection problems. This will involve village councils, public agencies, church youth groups and community-based organizations to collectively address crash-related problems and to find effective solutions to remedy these concerns. American Samoa has a diverse population of different ethnic groups, so by having a representative from each ethnic group (especially the non-English speaking) and utilizing them as spoke persons to their respective community, would be a key to better understanding of OP Seat Belt Law, CPS, and consequences of non-compliant.

Community Education targeting low-belt-use groups is an effective countermeasure to increase seat belt use, especially when combined with enforcement. Although significant gains have been made over the past few years, the use rate of 83.37% is still lower than the national average of 90%, ranking 41 out of 55 States and Territories.

Linkage between Program Area

This countermeasure is focused on educating the public as to the benefits of using seat belts. Our goal to is reduce the number of fatalities and injuries in collisions in which victims were not restrained.

Rationale

This Countermeasure is in the NHTSA Countermeasures That Work document, Chapter 2, section 3.2, with a “Demonstrated to be Effective” rating, especially when used in combination with enforcement.

Planned activities in countermeasure strategy

Countermeasure Strategy: Program Development and Management

Program Area:**Occupant Protection (Adult)**

Project Safety Impacts

Provide necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, and monitoring auditing, and evaluation of grants within this program area and the preparation of the 2023 Highway Safety Plan. Provide funding to cover training, travel, conference fee, office supplies and other miscellaneous expenses.

Linkage between Program Area

OHS Program Development and Management is necessary to ensure the proper countermeasures and activities are implemented to increase seat belt usage.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy that is very effective.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-22-01	Program Development and Management

Planned Activity: Program Development and Management

Planned activity number: **OP-22-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all approved Program Coordinator expenses

<p>Project Number – OP-22-01 Project Title – Highway Safety Office Program Management (Occupant Protection)</p> <p>Program Description – Provide sufficient staff to conduct Occupant protection-related programming described in this plan as well as to cover training, travel, conference fees, office space, storage lease and miscellaneous expenses. Provide funding for community incentive outreaches in support of OP goals.</p> <p>Program Manager salary, fringe, and indirect cost: \$26,400 Fiscal Manager: \$7,200 – 20% Partnership Meeting & Lifesaver Conference - \$12,000 Program Management Training - \$11,500 Office cost: \$8,000.00</p> <p>Project Cost: \$65,100</p>
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Funding under this task to provide for staff time and expenses incurred that are directly related to the planning, development, coordination, monitoring and evaluation of grants within this program area. OHS is to allocate funds for Fiscal Manager's salary of 20 percent and OP Program Manager's salary of 100 percent. Funding also under this task is to aid individuals to attend and participate in training sessions, educational meetings or conferences and workshops.

Intended Subrecipients

American Samoa Office of Highway Safety (ASOHS) staff

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Program Development and Management

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)	\$65,100	N/A	N/A

Countermeasure Strategy: Safety Belt Survey

Program Area:**Occupant Protection (Adult)**

Project Safety Impacts

American Samoa has several laws and policies that have a direct impact on specific highway safety initiatives. It does have a primary safety belt law for all occupants. Promoting and enforcing the seat belt law is a sustainable effort by the OHS and the Department of Public Safety to reduce the number of fatalities and injuries in collisions in which victims were not using safety belts. From 2016-2018, American Samoa maintained “0” unrestrained occupant fatalities in all seating positions. We have observed the impact these enforcement efforts can do focusing on increasing compliance with occupant laws on our roadways and at high-risk locations. Data collected assessed and analyzed to identify safety issues and to ensure that Federal resources target areas of greatest need.

American Samoa seat belt surveys from the last three years (2016-2018) showed an increase of 11 percent usage but there is a downward trend in 2019. Our goal is to refocus the efforts and the public awareness of the importance of seat belt use to move back to 90+ percent by December 31, 2021.

Linkage between Program Area

ASOHS will continue to fund these proven effective strategies to increase to 95 percent seat belt usage rate by 2022.

Enforcement efforts will focus on increasing compliance with occupant protection laws and will be implemented at high-risk locations. The project goals are to reduce the number of fatalities and injuries in collisions in which victims were unrestrained.

Provide funding for the development, purchase, and distribution of educational materials for Occupant Protection Annual Campaigns in English as well as Samoan. Provide funds for overtime enforcement by DPS to participate in the CIOT Mobilization and sustained enforcements.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy that American Samoa has observed its effectiveness in performance measures.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2022-03	Safety Belt Survey

Planned Activity: Safety Belt Survey

Planned activity number: **OP-22-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Number - OP-21-03

Project Title - Safety Belt Survey

Project Description - Before and after the May - June CIOT Mobilization, a contractor will conduct a post and pre to include Territory wide telephone survey to determine whether there has been an improvement in American Samoa's resident's knowledge and perception of occupant protection laws, enforcement of those laws, and awareness of the media campaign. To fund Paid Media for public education

1. 2-Surveys: \$18,250
2. Paid Media: \$5,000
3. Seat Belt Survey Re-selection Update: \$5,000

Project Cost: \$28,250.00



Intended Subrecipients

- 1. OHS staff
- 2. Contractor, Mr. Bommer
- 3. DPS Officers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Safety Belt Survey

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)	\$28,250.00	N/A	N/A

Program Area: Occupant Protection (Child Passenger Safety)

Project Safety Impact

Funding provided in support of educating and encouraging the proper use of child passenger safety restraint systems among children less than eight years of age. Purchase of car seats to assist those in need of car seats. To fund travel for CPS instructors to certify CPS Technicians.

Data collected, recorded, and analyzed identified the need in this program area. Although the CPS Restraint law passed in 1988, vehicle operators/parents were unaware of the consequences of breaking the law.

In 2016, there were 167 citations issued, 163 in 2017, and 247 citations in 2018. Car seats are very expensive, or too many toddlers are excuses often told by parents when found breaking the law. OHS funding of car seats is a major contributing factor in the success of the CPS program. OHS's focus is to increase the child passenger safety compliance rate by hosting more child safety seat checkup events, providing more CPS trainings to increase the number of certified CPS technicians, and increase the number of inspection stations on the island.

Since CPS technicians are all expired, we had to temporarily suspend inspection stations, car seat checks and car seats give away. We had reach out to our neighboring islands in Guam and CNMI to send CPS instructors to recertify our CPS technicians here in American Samoa.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions.	2021	5 Year	0.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
High-Visibility Child Restraint Law Enforcement

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, child safety seat educational presentations, providing NHTSA Certified Child Passenger Safety Technician training, distributing 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, Social Services Child Care and Health. Currently, all CPS technicians for the last six years have expired. We had planned and propose for a recertification class in our 2020 HSP plan but did not come to fruition due to the COVID19 pandemic.

Linkage between Program Area

Provide funding for additional CPS training to establish certified CPS instructors and technicians on the island; to better provide assistance to low-income families; to increase

the number of inspection stations; and to 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

Unique Identifier	Planned Activity Name
OP-CPS-22-04	Child Restraint System Inspection Station(s)

Planned Activity: Child Restraint System Inspection Station(s)

Planned activity number: **OP-CPS-22-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Number - OP-CPS--22-04			
Project Title - Child Restraint Inspection Stations			
Project Description - In FY 2018, 247 Child Restraint citations issued and were slightly decreased to 188 in FY 2019. Funding will be utilized to purchase 200 car seats.			
1. 200 Car Seats: \$32,000			
Type:	Amt:	Cost:	Total Cost:
Infant Car Seats	40	139.99	\$5,599.60
Convertible Car Seats	80	169.99	\$13,599.20
Booster Car Seats	80	149.99	\$11,999.20
Total Estimated Cost of Car Seats			\$31,198.00
2. 4 CPS Instructors for recertification: Travel & per diem - \$20,000			
Project Cost; \$55,000.00			

Train CPS technicians, instructors, and conduct child passenger safety restraint checkup events. Provide educational presentations at schools, on television network, radio advertisement, and the newspaper. Train and educate parents and caregivers 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 distribution of child safety 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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$55,000	N/A	N/A

Countermeasure Strategy: Short High-Visibility Child Restraint Law Enforcement

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

Project Safety Impacts

Data collected, recorded, and analyzed identified a significant improvement in child restraint usage versus a decade ago. The increased child restraint enforcement activities raised public awareness of the consequences of not being restrained, increasing the proper use of child passenger restraint systems for children at or below the age of six. Due to the enactment of the primary Child Passenger Safety law in American Samoa, the Department of Public Safety has vigorously enforced the use of child safety seats as a sustained effort.

Data collected of Child non-restrained citations issued in 2016 were 164, 167 in 2017 and 247 in 2018.

Children non-restrained citations:

- 7. 2016 - 164
- 8. 2017 - 167
- 9. 2018 - 247

Linkage between Program Area

OHS continues to fund the purchase of Child Safety Seats and provide child safety seat checkup events to low-income families.

Funds are provided for law enforcement officers' overtime during high visibility operations to enforce the proper use of child safety seats.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work Document. It is a proven strategy that is very effective.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-CPS-22-05	High-Visibility Child Restraint Law Enforcement

Planned Activity: High-Visibility Child Restraint Law Enforcement

Planned activity number: **OP-CPS-22-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Department of Public Safety carries out child restraint enforcement activities. OHS conducts the community affairs project to include the correct way of safety seat usage, media advertisement educating the public about the benefits of child safety seat use, as well as the Territory's occupant protection laws.

OHS will fund DPS 3 officers per day (8 hours) on overtime, to conduct the enforcement activities during the two-week project. OHS will expend approximately \$9,000.00 to cover overtime, for DPS to conduct the occupant protection child restraint enforcement activities and saturation patrols.

Intended Subrecipients

American Samoa Office of Highway Safety (ASOHS)

American Samoa Department of Public Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High-Visibility Child Restraint Law Enforcement

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)	\$10,000.00	N/A	N/A

Cost Summary

Project Number	Project Title	Budget
OP-22-01	Program Development and Management	\$65,100
OP-22-02	CIOT High Visibility Enforcement	\$117,000
OP-22-03	Safety Belt Survey	\$28,250
OP-CPS-22-04	Child Restraint Inspection Stations	\$55,000

OP-CPS-22-05	High-Visibility Child Restraint Law Enforcement	\$10,000
Total Fund	All Funds	\$275,350

Program Area: Planning & Administration

Description of Highway Safety Problems

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. The PA program area includes those activities and costs necessary for the overall management and operations of the ASOHS. 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 application 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 on 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 campaign, e.g., Child Passenger Week, Drive Sober or Don't Get Pulled Over (DSOGPO), Click It or Ticket (CIOT), etc.

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 concerns 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.

Associated Performance Measures

[Planned Activities](#)

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-22-01	Highway Safety Program Management Office Equipment Office Supplies Preparation of Highway Safety Performance Plan and Annual Evaluation Report Travel and Training	Highway Safety Office Program Management

[Planned Activity: Highway Safety Program Management](#)

Planned activity number: **PA-22-01**

Primary Countermeasure Strategy ID:

[Planned Activity Description](#)

<p>Project Number - PA-22-01</p> <p>Project Title - Administration of the Territory Traffic Safety Program</p> <p>Project Description - This program area cost includes salary of the Program Coordinator, the salaries of the management staff, the salaries of the fiscal and clerical support personnel, consultant service, and most operating costs. The portion of all other OHS personnel salaries, as well as certain operating expenses directly related to program development, coordination, monitoring, and evaluation are charged to the appropriate program area. Funds will be used to</p>
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fund the assistance of the preparation of the Highway Safety Plan by contractor. Funds will also be used for travel to meetings and conferences for both staff and Governor’s Representative (GR).

Fiscal Manager salary: \$7,200 (20%)
 FM Travel: \$10,000
 Program Coordinator salary: \$22,940 – 50%
 PC Travel: \$20,000
 GR Travel: \$12,000
 Other Direct Cost: \$22,000
 Contractor Cost: \$15,000

Project Budget - \$109,140

This program planned activities include the salaries of the OHS Program Coordinator (60 percent) and Fiscal Manager, (20 percent), office equipment and operating costs. OHS personnel salaries, as well as certain operating expenses directly related to program development, coordination, monitoring, and evaluation are charged to the appropriate program area. Funds will also be used for travel to meetings and conferences for both staff and Governor's Representative (GR).

Intended Subrecipients

Office of Highway Safety staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Planning and Administration (FAST)	\$109,140	N/A	N/A

Cost Summary

Project Number	Project Title	Budget
PA-22-01	Program Management	\$109,140

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 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 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 at these areas, thereby minimizing the occurrence of crashes.

Based on known contributing factors, speed, alcohol-involved and 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 from 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 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 follow 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
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	0.00
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	0
2022	C-6) Number of speeding-related fatalities	2022	5 Year	0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Enforcement Equipment

Countermeasure Strategy: Enforcement Equipment

Program Area:**Police Traffic Services**

Project Safety Impacts

This project will provide needed equipment to DPS Traffic Enforcement Unit for the enforcement of the island speed, alcohol, and occupant protection laws as well as the prosecution of the offenses.

Linkage between Program Area

ASOHS conducts data analysis to monitor crash trends in the territory and to ensure that Federal resources target the areas of greatest need. ASOHS utilizes enforcement, training, public awareness, and education to reduce the number of fatalities and injuries resulting from alcohol and speed related collisions.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. ASOHS will continue to fund these proven effective strategies.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-22-02	Enforcement Equipment

Planned Activity: Enforcement Equipment

Planned activity number: **PTS-22-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

<p>Project Number - PTS-22-02</p> <p>Program Title - Traffic Enforcement Equipment</p> <p>Project Description - This project will provide needed equipment to DPS Traffic Enforcement Unit for the enforcement of the island speed, alcohol, and occupant protection laws as well as the prosecution of the offenses. The following equipment will be procured:</p> <ol style="list-style-type: none">1. 8 Complete packages of 8-Police LED Road Flares for Check Points: \$109.95 per package of 8 \$491.84 Expedited shipping Total Estimated Cost: \$1,400.002. 3 - 6kw Light Tower Systems Sobriety check points lighting system is needed to support the roadblocks that will be performed during the enforcements. \$8,790.00 per tower Total Estimated cost + Shipping: \$30,370.003. 22 - Traffic High Visibility Vests (4) x \$59.99 - Medium = \$239.96 (5) x \$59.99 - XL = \$299.95

(9) x \$65.99 - 2XL=\$593.91

(4) x \$65.99 - 3LX=\$263.96

Shipping = \$29.95

Estimated Cost + Shipping: \$1,397.78

Project Cost: \$33,167.78

Total Equipment request: \$33,200

Intended Subrecipients

American Samoa Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement Equipment

Funding sources

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
6kw Light Towers	3	\$8,790.00	\$30,370.00	\$30,370.00	\$30,370.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Police Traffic Services**

Project Safety Impacts

This task provides 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. This task also includes assistance to staff to attend and participate in workshops, training, sessions, educational meetings, and conferences.

Linkage between Program Area

Department of Public Safety

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy that is very effective.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-22-01	PTS Highway Safety Office Program Management

Planned Activity: PTS Highway Safety Office Program Management

Planned activity number: **PTS-22-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Number - PTS-22-01

Project Title - Highway Safety Office Program Management (Police Traffic Services)

Project Description - Provide sufficient staff to conduct police traffic services related programs described in this plan as well as cover travel, conferences fees, and include assistance to staff to attend and participate in technology transfer workshops, training sessions, educational meetings, and seminars. Track and electronically inventory equipment procure under the program. Provide funding for NHTSA approved traffic law enforcement training and prosecutors both technical and tactical.

Program Manager salary, including, fringe and indirect cost: **\$26,400**

Fiscal Manager: **\$7,200. - 20%**

Partnership Meeting & Lifesaver Conference: **\$10,300.00**

Program Management Training: **\$10,500.00**

Project Cost: \$69,400 - Program Management

Intended Subrecipients

Office of Highway Safety/Traffic Unit

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	\$69,400.00	N/A	N/A

Cost Summary

Project Number	Project Title	Budget
PTS-22-01	Program Management	\$69,400
PTS-22-02	Traffic Enforcement Equipment	\$33,200
TOTAL		\$102,600

Program Area: Speed Management

Description of Highway Safety Problems

Speed continues to be a problem in American Samoa. The two fatalities recorded in 2017 were speed related. ASOHS will continued to focus on the villages of Tafuna and Nuuli in FY 2022 as areas of most concern targeting age group 25-35. In 2016, 326 speed citations 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.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-2) Number of serious injuries in traffic crashes	2022	5 Year	0
2022	C-6) Number of speeding-related fatalities	2022	5 Year	0.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Speed Enforcement Campaign

Countermeasure Strategy: Speed Enforcement Campaign

Program Area: **Speed Management**

Project Safety Impacts

Provide funds for overtime for speed enforcement patrol by DPS Traffic, Sub Station East and Sub Station West. Patrol will be conducted during daylight hours from 11:00am - 2:00pm, 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 island because of the flat land area with the highest population. A combination of entertainment (establishments/nightclubs/bars, hotel, etc...) and the airport is all located in this area. Industrial area adjacent to the airport is also located in this area which makes it the busiest and most traveled roads on the island.

Fund the purchase and distribution of educational materials on the dangers and consequences of speeding.

Linkage between Program Area

OHS will continue to fund this effective strategy to reduce speed-related crashes at this high-risk location.

Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document (Chap. 3, 2.2).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SC-22-01	Speed Enforcement

Planned Activity: Speed Enforcement

Planned activity number: **SC-22-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Number - SC-22-01
Project Title - Speed Enforcement Campaign

Project Description - Provide funding for overtime enforcement of the Territory’s speed law. DPS Traffic Division will use crash, fatal and injury data to continue to focus their enforcement efforts in those areas that shows speeding and aggressive driving and will be done at high-risk locations and times on the Island.

Manpower	Amt of hours per officer	Est. OT Cost Per Officer@ 1.5	Total Hours	Estimated OT Cost	Fringe Benefits (FICA/WC)	Estimated Cost + Fringe
10	64	\$ 16.00	640	\$10,240.00	\$890.88	\$11,130.68
Manpower	Amt of hours per officer	Est. OT Cost Per Officer@ 1.5	Total Hours	Estimated OT Cost	Fringe Benefits (FICA/WC)	Estimated Cost + Fringe
10	64	\$16.00	640	\$10,240.00	\$890.88	\$11,130.68
Manpower	Amt of hours per officer	Est. OT Cost Per Officer@ 1.5	Total Hours	Estimated OT Cost	Fringe Benefits (FICA/WC)	Estimated Cost + Fringe
10	64	\$ 16.00	640	\$10,240.00	\$890.88	\$11,130.68
Total Estimated Enforcement Cost						\$33,392.04
Total Request						\$33,395.00

Intended Subrecipients

American Samoa Office of Highway Safety (ASOHS) American Samoa Department of Public Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Speed Enforcement Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Speed Management (FAST)	\$33,395	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 records 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). These systems are in use Island wide by all the law enforcement agencies, Court and Department of Public Works. American Samoa conducted its latest traffic records assessment in 2021. The plan 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
2022	Percent of crash records successfully linked to a location within the roadway system	2022	5 Year	70

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Upgrade and Enhance the Roadway Information System

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Traffic Records**

Project Safety Impacts

Funding for staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, and evaluation of grants within the traffic records program area, including the 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.

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 activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-22-01	Highway Safety Office Program Management
TR-22-02	RIMS Upgrade and Enhancements

Planned Activity: Highway Safety Office Program Management

Planned activity number: **TR-22-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Number - TR-22-01

Project Title - Highway Safety Office Program Management (Traffic Records)

Project Description - This task provides 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 the section 405 c grant applications. Plan includes grants that will be continued from prior for 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.

Program Manager salary, including fringe and indirect cost: \$26,400.00

Program Coordinator salary: \$22,940 - 50%

Fiscal Manager: \$7,200. - 20%

Partnership Meeting & Lifesaver Conference: \$10,300

Program Management Training: \$10,500

Office cost: \$10,000.00

Total Project Cost: \$87,340

Intended Subrecipients

Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

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)	\$250,000	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-22-02	CIOT High Visibility Enforcement
PTS-22-02	Enforcement
AL-22-05	High Visibility Enforcement
OP-CPS-22-02	High-Visibility Child Restraint Law Enforcement
SC-22-01	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 Nuuli and Tafuna as high-risk populations that may require additional or alternative response to address traffic safety concern. The areas of concentration are Nuuli 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 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 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 demonstrates 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 use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
AL-22-05	High Visibility Enforcement
OP-22-02	CIOT High Visibility Enforcement
OP-CPS-22-05	High-Visibility Child Restraint Law Enforcement
SC-22-01	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 providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Document
2022 Certification - Assurances .pdf

FY22 PROJECT LISTING					
AGENCY	PLANNED ACTIVITY	PROJECT NO	USE OF FUNDS	ESTIMATED FUNDING AMOUNT	FUNDING SOURCES
OHS	PROGRAM MANAGEMENT	PA 22-01	Program area cost includes salary costs for coordinator, finance manager and staff. Funding includes cost for office equipment and supplies. Staff travel and per diem, Governor's rep GHSA fees, travel and per diem.	\$109,140	FAST 402 PA
OHS	PROGRAM MANAGEMENT	AL 22-01	Program area cost includes 20% of the fiscal officer salaries, 100% AL Program manager salary. Funds will cover cost and training, travel, conference fees for the AL program manager. Funds will also include office supplies and other misc. expenses	\$61,800	FAST 402 AL
OHS	TERRITORY BREATH ALCOHOL TESTERS	AL 22-02	This program is to support the purchase of (2) Alco-sensor IV Breathalyzers. To also fund the purchase supplies and materials for calibration of the Alco sensor IV. There are no equipment over \$5,000 to be acquired as part of this project.	\$10,000	FAST 402 AL
OHS	PAID MEDIA	AL 22-03	Funding for community outreaches, and national campaigns in support of impaired driving goals. This effort will educate the public about the risks and cost of impaired driving.	\$10,000	FAST 402 AL
OHS	DUI PATROL VEHICLE	AL 22-04	Program area cost is to fund the purchase of one police utility vehicle as a strategy to increase enforcement awareness and education regarding driving while under the influence of alcohol. DPS Traffic Division will be granted vehicle based upon the showing of need through data to include alcohol impaired driving under the influence patrols and will also support Police Traffic Services	\$50,000	FAST 402 AL
OHS	HVE ENFORCEMENT	AL 22-05	Provide funding for overtime enforcements during campaign periods. Enforcement efforts will focus on apprehending impaired drivers and will be conducted during high-risk time and various locations on the Island.	\$108,250	FAST 402 AL
OHS	SFST LAW ENFORCEMENT TRAINING	AL 22-06	American Samoa (ASOHS) provides resources to overtime enforcement, equipment, and training (SFT/ARIDE) to law enforcement officers (DPS). To provide funding for off island instructors to provide hands on training for the SFST/ARIDE certifications.	\$30,000	FAST 402 AL
OHS	PROGRAM MANAGEMENT	OP 22-01	Program area cost is to include 20% of the Fiscal Officer salaries, 100% OP Program Manager salary. Funds will also include office supplies and other misc.	\$65,100	FAST 402 OP

OHS	CIOT HIGH VISIBILITY ENFORCEMENT	OP 22-02	To provide funds for overtime enforcement by DPS to participate in the CIOT Mobilization and enforcement campaign. Participate in CPS Week September 2022. Conduct three enforcement activities (2 Major and 1 minor.) Print materials in support of community outreaches as well as support of the enforcement activities.	\$117,000	FAST 402 OP
OHS	SAFETY BELT SURVEY	OP 22-03	Before and after the May - June CIOT Mobilization, a contractor will conduct a post and pre to include Territory wide telephone survey to determine whether there has been an improvement in American Samoa's resident's knowledge and perception of occupant protection laws, enforcement of those laws, and awareness of the media campaign.	\$28,250	FAST 402 OP
OHS	CHILD RESTRAINT SYSTEM INSPECTION STATIONS	OP 22-04	Funding provided to train CPS technicians, instructors, and conduct child passenger safety restraint checkup events. Provide educational presentations at schools, on television network, radio advertisement and the newspaper. Funding also to purchase 200 car seats (40 infants, 80 convertible, 80 boosters)	\$55,000	FAST 402 OP
OHS	HVE CHILD RESTRAINT LAW ENFORCEMENT	OP 22-05	Funding provided to conduct enforcement activities during the two-week project. OHS will expend approximately \$9,000 to cover overtime, for DPS to conduct the occupant protection child restraint enforcement activities and saturation patrol.	\$10,000	FAST 402 OP
OHS	PROGRAM MANAGEMENT	PTS 22-01	Program area cost is to include 20% of the Fiscal Officer salaries, 100% PT Program Manager salary. Funds will also include office supplies and other misc.	\$69,400	FAST 402 PT
OHS	TRAFFIC ENFORCEMENT EQUIPMENT	PTS 22-02	Funding to provide support equipment for Traffic Enforcements, campaigns. Equipment over \$5,000 include flood lightning systems to provide safe lightning during Impaired Driving Check Points	\$33,200	FAST 402 PT
OHS	SPEED ENFORCEMENT CAMPAIGN	SC 22-01	Provide funding for overtime enforcement of the Territory's speed law. DPS Traffic Division will use crash, fatal and injury data to continue to focus their enforcement efforts.	\$33,395	FAST 402 SPEED
OHS	PROGRAM MANAGEMENT	TR 22-01	This task provides 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 the section 405 c grant applications.	\$87,340	FAST 402 TR
OHS	DATA SYSTEMS IMPROVEMENT	TR 22-02	Provide funding for planning, development, coordination, monitoring and evaluation of grants within the program area, and the preparation of the section 405 c grant applications.	\$250,000	405 (c) M3DA
Total				\$1,127,875	

FY22 EQUIPMENT CHECKLIST						
PROJECT NUMBER	AGENCY	ITEM	UNIT	UNIT COST	TOTAL COST	FUNDING SOURCE
AL 22-04	OHS	DUI PATROL VEHICLE	1	\$50,000	\$50,000	FAST 402 AL
PTS 22-02	OHS	6KW LIGHT TOWER SYSTEMS	3	\$8,790	\$30,370	FAST 402 PT
			TOTAL:		\$80,370	