

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

Fiscal Year	2019
NHTSA Grant Application	AMERICAN SAMOA - Highway Safety Plan - FY 2019
State Office	American Samoa Department of Public Safety
Application Status	Submitted

Highway Safety Plan**1 Summary information****APPLICATION INFORMATION**

Highway Safety Plan Name:	AMERICAN SAMOA - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

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

STATUS INFORMATION

Submitted By:	Moliga Sinatoga
Submission On:	7/9/2018 3:59 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The territory of American Samoa has various data sources that contribute to forming problem identification and project and/or program evaluation. ASDPS-OHS uses these data sources to identify problem areas:

OSCAR (Online System for Crash Analysis and Reporting) – This system contains information inputted into E-Crash and E-Citation by Traffic Officers which can be utilized to identify problem areas as well as to pinpoint the high risk crash areas on the island.

DPS-Records Office – This Office collects, records and maintains all records pertaining to citations issued by the Traffic and Patrol Divisions of the DPS. It provides data pertaining to the territory's roadways, and also includes detailed data on the location of crashes or collisions. The data is classified under, What type of accident; Primary Cause of Accident; Age of Driver; Nationality of Driver; Type of Vehicle; Time and Day of the Accident; Citation Issued; and DUI arrest.

DPS Traffic Monthly Activity Reports-Data of daily activities throughout each month by the Traffic and Patrol Divisions. Issuing of different citations is categorized (Speed, Seatbelt, DUI, etc...) during regular traffic enforcement on the roadways.

Office Of Motor Vehicles (OMV) – This Office maintains records on all registered vehicles and all 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 Department of Public Safety Office of Highway Safety (ASDPSOHS) conducted a safety stakeholders meeting annually to brief partners on the agency's safety initiatives and to gather input on safety problems on the island. Opportunities to enhance and improve partnerships and collaboration are also identified. The OHS analyzes the data sources to determine its priority highway safety problems and select evidence-based countermeasures. Projects are selected to help the territory to achieve its performance target.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Participants in the process include the following:

Department of Public Safety

CID 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

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Territory is not included in FARS and is using state data. To identify the issues to be addressed in the FFY 2019 highway safety program, OHS relied primarily on 2013 to 2017 trend data and 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. 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:

Occupant Protection - For the past four years American Samoa has been using the sampling procedures which were put into effect by the National Highway Traffic Safety Administration (NHTSA) for seat belt survey. There has been a slow, but steady increase in overall usage rates from 75% in 2013, 76% in 2014, 77% in 2015, 83% in 2016 to 84% in 2017.

A significant increase of 9% on seat belt usage in 2017 from the previous years' average. Although improving, American Samoa's usage still remains below the national level for restraint and seatbelt use. Data shows a significant difference between urban occupants were more likely to be restrained (78.6%) than rural occupants (74.8%) in 2016. This is an area OHS in collaboration with our law enforcement officers continues and will continue with high visibility enforcement programs include communications and outreach strategies through media and paid advertising.

Citations issued during grant funded "Click It or Ticket" (CIOT) campaign five-year trend (2011-2015) shows an average of 1264 to (2013-2017) average of 1047, a reduction of 17%. According to seat belt usage analysis, enforcement promotes higher user rates and law enforcement officers vigorously enforcing the safety belt law.

Impaired Driving - Alcohol impaired driving has been significantly decreased 80% from 66 crashes in 2013 to 13 crashes in 2017 on the Island as alcohol related. Data shows a steady decline in alcohol related crashes and DUI arrests 2013 to 2017 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.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

The Office of Highway Safety (OHS) conducted a safety stakeholders 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. The first option is to 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.

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. Once review is completed and selection has been made, they will be contacted and informed of their approval. A Project Agreement is then prepared to include the following:

- Federal Award Information
- Authorization to Proceed
- Agency Information Sheet: Application, Project Information
- Budget
- Acceptance of Condition
- Agreement of Understanding and Compliance

Enter list of information and data sources consulted.

OSCAR (Online System for Crash Analysis and Reporting – This system contains information inputted into E-Crash and E-Citation by Traffic Officers which can be utilized to identify problem areas as well as to pinpoint the high risk crash areas on the island.

DPS-Records Office – This Office collects, records and maintains all records pertaining to citations issued by the Traffic and Patrol Divisions of the DPS. It provides data pertaining to the territory's roadways, and also includes detailed data on the location of crashes or collisions. The data is classified under, What type of accident; Primary Cause of Accident; Age of Driver; Nationality of Driver; Type of Vehicle; Time and Day of the Accident; Citation Issued; and DUI arrest.

DPS Traffic Monthly Activity Reports-Data of daily activities throughout each month by the Traffic and Patrol Divisions. Issuing of different citations is categorized (Speed, Seatbelt, DUI, etc...) during regular traffic enforcement on the roadways.

Office Of Motor Vehicles (OMV) – This Office maintains records on all registered vehicles and all 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 - ASPS-OHS conducted two annual seat belt surveys, before and after the "Click It or Ticket" campaign in mid-May and mid-June.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

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

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress

C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
C-6) Number of speeding-related fatalities (FARS)	Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This Core Outcome Measure (C-1) was not met in FFY 2017 of zero fatalities. Our state data recorded two traffic fatalities in FFY 2017.

Our goal is to reduce traffic fatalities by 50% of two(2) an average of a five-year trend to one by the end of FFY 2018.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This Core Outcome Measures (C-2) is still in progress. American Samoa's State data shows that there were sixteen(16) serious injuries in traffic crashes in calendar year 2017.

Our goal is to reduce the 5-year average(2011-2015) by 66% from 3 to 1 in 2018.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Not Applicable

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

According to data collected and recorded using a five-year trend (2013-2017), American Samoa met its target of reducing unrestrained passenger vehicle occupant fatalities of 1(100%) to "0" in 2017.

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

American Samoa for four consecutive years (2013-2017) maintains "0" fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State data sources).

C-6) Number of speeding-related fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

American Samoa Department of Public Safety high visible and sustained enforcement has proven effective deterring drivers from speeding therefore preventing crashes. Met its target of "0" speeding-related fatalities in 2017.

C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Data collected and recorded a 100% reduction in motorcyclist fatalities from "1" the previous years (2013-2016) to "0" in 2017.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

American Samoa is not included in FARS reporting system; however, State data is utilized.

American Samoa's goal to reduce Unhelmeted Motorcyclist Fatalities 100% from 1(2011-2015 average) to 0 by 2018.

C-8: Unhelmeted Motorcyclist Fatalities: 2011-2015

YearL	2011	2012	2013	2014	2015
Actual numbers	0	0	0	0	1

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

American Samoa is not included in FARS reporting system; however, State data is utilized.

American Samoa's goal is to reduce Drivers Age 20 or Younger Involved in fatal crashes by 100% from 1 (2011-2015 average) to 0 by 2018.

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

Year:	2011	2012	2013	2014	2015
Actual numbers:	0	0	0	0	1

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

American Samoa is not included in FARS reporting system; however, State data is utilized.

American Samoa's goal was to maintain 0 Pedestrian Fatalities (2011-2015). to 0 by the end of FFY 2018.

Year:	2011	2012	2013	2014	2015
Actual numbers:	0	0	0	0	0

C-11) Number of bicyclists fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

American Samoa consistently throughout the years to 2017 recorded "0" Bicyclist fatalities.

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

American Samoa 2017 Seatbelt Survey recorded 84% usage, a 7% increase from previous years of 77%. Grant funded "Click It or Ticket" enforcement, public awareness campaign and educating the public as to the benefits of seatbelt usage have contributed greatly to the success of this survey.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)

C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	0.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	5.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.000
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	0.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	0.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	0.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	0.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	0.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	0.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	1.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	0.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	3 Year	2017	2019	90.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

In this plan, data are generally presented for a five-year period to show current trends. When assessing safety needs and programming potential, it is important to understand American Samoa percentages differ from national percentages. The island population (55,682 as of 2018) and annual number of fatalities in American Samoa are significantly low compared to a state. As such, one fatality significantly impacts a percentage. According to state data collected and recorded, a five-year trend (2013-2017) finds American Samoa with an average of 2 traffic fatalities. Hoping to reduce by 100% average of 2 fatalities (2013-2017) to an average of "0" by 2019 of a five-year trend (2015-2019).

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

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 5.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Serious Traffic Injuries (Incapacitating) an average of 3 in (2011-2015) recorded and increase averaging 9 serious traffic injuries in 2013-2017. Reduce serious traffic injuries by 45% average of 9 (2013-2017) to 5 by 2019.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 0.000

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Not Applicable

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

American Samoa 5-year trend (2011-2015) state data recorded 1 unrestrained passenger vehicle occupant fatalities, all seating positions in 2015. Safety belts remain the single most effective mean of preventing death or injury in the result of a crash and American Samoa vehicle drivers and passenger's belt use has improved significantly in the last two years. Our target is to reduce unrestrained passenger vehicle occupant fatalities, all seating positions 100% of 1 in 2015 to "0" by 2019.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**Is this a traffic records system performance measure?**

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To identify issues to be addressed in 2019 HSP, OHS analyzed a five-year period of data to assess safety needs and programming potential. It is important to understand how American Samoa differs from the nation and other territories. As such, one fatality is significant and can impact the analysis results. There was never a record of a fatality in crashes involving driver or motorcycle operator with a BAC of .08 and above. American Samoa hopes to maintain "0" fatality by 2019.

C-6) Number of speeding-related fatalities (FARS)**Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Speed continues to comprise a large share of the territory's crash fatalities and injuries. A five-year trend (2013-2017) state data recorded an average of 2 speeding-related fatalities. Increase the number of speeding citations issued during grant funded enforcement activities. Increase the number of speeding citations issued during regular speed patrols. Reduce speed-related fatalities to "0" by 2019.

C-7) Number of motorcyclist fatalities (FARS)**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Number of motorcyclist fatalities in a five-year trend (2013-2017 state data) recorded 1 fatality in 2015. American Samoa met its' target of "0" motorcyclist fatality in 2017 and would like to maintain the goal of "0" fatality in 2019.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

American Samoa for the past ten (10) years recorded zero(0) unhelmeted motorcyclist fatality. Maintain zero(0) fatality by 2019.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Uniformity
Core traffic records data system to be impacted:	

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maintain zero fatalities involving young drivers 20 years old or younger. Data monitoring the number of charges filed for drivers under 18 years of age for Impaired Driving (alcohol). Emphasis is focus on these areas to combat the rise in young drivers involvement in traffic crashes. Reduce drivers age 20 or younger involved in fatal crashes by 100 percent from 1 (2011-2015 average) to 0 by 2019.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

According to state data, American Samoa for the past 10 years recorded three(3) pedestrian fatalities, one(1) in 2016 and two(2) in 2017. Two unfortunate accidents by moving vehicles took the lives of two young children by family members at their driveways. One other pedestrian was hit while crossing the crosswalk by a moving vehicle speeding on the road. Speeding is considered a leading cause of fatal crashes. This is a problem area OHS work closely with community based organizations to promote safety on our roads at villages. OHS plans to reduce the number of pedestrian fatalities to zero(0) by 2019.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For the past decade according to state data, American Samoa maintained zero (0) bicyclists fatalities and plans to maintain zero(0) fatality by 2019.

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 90.0

Target Period: 3 Year

Target Start Year: 2017

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

American Samoa Seat Belt Usage Survey for five years (2013-2017) using the new sampling procedures put into effect by NHTSA. American Samoa achieved a major increase in the percentage of observed seat belt use from 77% in 2013 to 84.9% in 2017, a 7% increase in usage. Even though American Samoa remains below the national level of usage, this is a significant accomplishment compared to previous years. OHS provided law

enforcement with new strategies to plan and execute monthly enforcement and public awareness on the island through paid media. Increase seat belt use rate from 84.9% in 2017 to 89% in 2019.

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.

Check the box if the statement is correct.

No

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	912

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	36

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	285

5 Program areas

Program Area Hierarchy

1. Occupant Protection (Adult)
 - Safety Belt Survey
 - Program Development and Management
 - Program Development and Management
 - FAST Act NHTSA 402
 - OP Community Educational Initiatives
 - Occupant Protection Community Educational Initiatives
 - FAST Act NHTSA 402
 - Occupant Protection Paid and Earned Media
 - OP Paid and Earned Media
 - FAST Act NHTSA 402
 - CIOT High Visibility Enforcement
2. Occupant Protection (Child Passenger Safety)
 - Short High-Visibility Child Restraint Law Enforcement
 - Short High-Visibility Child Restraint Law Enforcement
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - Child Restraint System Inspection Station(s)
 - FAST Act NHTSA 402
3. Impaired Driving (Drug and Alcohol)

- Highway Safety Office Program Management
 - Highway Safety Office Program Management
 - FAST Act NHTSA 402
 - Highway Safety Program Management
 - FAST Act NHTSA 402
 - High Visibility Enforcement
 - High Visibility Enforcement
 - FAST Act NHTSA 402
 - Communication Campaign
 - Communication Campaign
 - FAST Act NHTSA 402
4. Police Traffic Services
- Highway Safety Office Program Management
 - PTS Highway Safety Office Program Management
 - FAST Act NHTSA 402
 - Enforcement
 - Enforcement
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
5. Traffic Records
- Traffic Records Improvement
 - Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support
 - FAST Act 405c Data Program
 - Roadway Information Management System Update
 - FAST Act 405c Data Program
 - ECitation JustWare API Maintenance & Support
 - FAST Act 405c Data Program
 - MCSAP ECitation Module & JustWare API Interface
 - DPS Traffic Records System Deployment Support (Traffic Division)
 - FAST Act 405c Data Program
 - Highway Safety Office Program Management
 - Highway Safety Office Program Management
 - FAST Act NHTSA 402
6. Speed Management
- Sustained Enforcement
 - Sustained Enforcement
 - FAST Act NHTSA 402
7. Planning & Administration
- (none)
 - Highway Safety Program Management
 - FAST Act NHTSA 402

5.1 Program Area: Occupant Protection (Adult)

Program area type Occupant Protection (Adult)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

American Samoa Office of Highway Safety (ASOHS) Seat belt survey conducted in 2016 and 2017 recorded a 7% increase from previous three-year trend an average of 77% to 84.9%. Safety belts remain the single most effective means of preventing death or injury in the result of a crash. Even though observation of American Samoa's use of seat belt remains below national average, improvement has been very significant. Data collected and analyzed in the five-year trend (2013-2017) found no non-restrained driver or passenger vehicle occupant fatalities in all seating positions. Number of seat belt citations issued during grant funded enforcement activities decreased from previous, 5-year trend (2011-2015) average of 1246 to 1047 (16%) average of (2013-2017). We plan to have police patrol the Tafuna area (most non-restrained drivers cited) by the Veterans Stadium heading towards the airport during peak hours of 5pm to 10pm seven days a week and during CIOT campaign.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	3 Year	2019	90.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Safety Belt Survey
2019	Program Development and Management
2019	OP Community Educational Initiatives
2019	Occupant Protection Paid and Earned Media
2019	CIOT High Visibility Enforcement

5.1.1 Countermeasure Strategy: Safety Belt Survey

Program area	Occupant Protection (Adult)
Countermeasure strategy	Safety Belt Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 efforts 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. 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 (2015-2017) showed an increase of 6% usage. Our goal is to increase the seat belt usage by an additional 6% from 84.9% (2017) to 90% by 2019.

OHS hasn't been recording unrestrained vehicle occupant injuries, but will include in next year's data collection.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

ASOHS will continue to fund these proven effective strategies to increase to 6% seat belt usage rate by 2019.

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 not 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-01	Safety Belt Survey	Safety Belt Survey

5.1.2 Countermeasure Strategy: Program Development and Management

Program area	Occupant Protection (Adult)
Countermeasure strategy	Program Development and Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 2019 Highway Safety Plan. Provide funding to cover training, travel, conference fee, office supplies and other miscellaneous expenses.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-02	Program Development and Management	Program Development and Management

5.1.2.1 Planned Activity: Program Development and Management

Planned activity name	Program Development and Management
Planned activity number	OP-19-02
Primary countermeasure strategy	Program Development and Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under §

1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. Funding also under this task to provide assistance to individuals to attend and participate in training sessions, educational meetings or conferences and workshops.

Enter intended subrecipients.

American Samoa Office of Highway Safety(ASOHS) staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Program Development and Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$58,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.3 Countermeasure Strategy: OP Community Educational Initiatives

Program area	Occupant Protection (Adult)
Countermeasure strategy	OP Community Educational Initiatives

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Provides 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 84.9% is still lower than the national average of 90%, ranking 41 out of 55 States and Territories.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-04	Occupant Protection Community Educational Initiatives	OP Community Educational Initiatives

5.1.3.1 Planned Activity: Occupant Protection Community Educational Initiatives

Planned activity name	Occupant Protection Community Educational Initiatives
Planned activity number	OP-19-04
Primary countermeasure strategy	OP Community Educational Initiatives

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for the development of a community-based network to promote safety community programs that address the Island Occupant Protection problems. It also funds the purchase and distribution of educational materials for the OP annual campaign in English and Samoan. Will purchase 2 "Click It Or Ticket" billboards to be installed at high risk location areas, Tafuna and Nuuli.

Enter intended subrecipients.

American Samoa Office of Highway Safety

All Star Designs Co., American Samoa

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Community Educational Initiatives

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$15,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4 Countermeasure Strategy: Occupant Protection Paid and Earned Media

Program area	Occupant Protection (Adult)
Countermeasure strategy	Occupant Protection Paid and Earned Media

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Although significant gains have been made over the past few years, the use rate in American Samoa of 84.9%, is still lower than the national average of 90% , ranking 41 out of 55 States and Territories. Paid Media Campaigns targeting low-belt-use groups are an effective countermeasure to increase seat belt use, especially when combined with enforcement.

The Paid Media will address the Click it or Ticket, the Child Safety Seats, Booster seats, Child safety seat use, and OP law. These advertisement will utilize television network, newspapers, radio stations, church & village youth groups.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Provides funding for the development of a media campaign for the CIOT Mobilization in October, November 2018 and May-June, September 2019. Media effort will educate the public about the benefits of safety belt, child safety seat, as well as the Territory's occupant protection laws. The primary target audience are males and females ages 17 to 49, found to be the age group issued with the most unrestrained violations..

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-05	OP Paid and Earned Media	Occupant Protection Paid and Earned Media

5.1.4.1 Planned Activity: OP Paid and Earned Media

Planned activity name	OP Paid and Earned Media
Planned activity number	OP-19-05
Primary countermeasure strategy	Occupant Protection Paid and Earned Media

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and implement Island wide Public Information and Education paid and earned media plan for the CIOT Mobilization in October, November 2018 and May-June, September 2019. Media effort will educate the public about the benefits of using a safety belt, and child safety seat, as well as the Territory's occupant protection laws. The primary target are males and females ages 17 to 49, found to be the age group issued the most unrestrained violations. Four media OP campaigns will be conducted during FFY2019.

Enter intended subrecipients.

Media: KVZK-TV Network

Samoa News - Newspaper

FM 92.1 & KHJ 93.1 - Radio stations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Paid and Earned Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$10,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5 Countermeasure Strategy: CIOT High Visibility Enforcement

Program area	Occupant Protection (Adult)
Countermeasure strategy	CIOT High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic

areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b) (2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

OHS in collaboration with ASDPS will participate in CIOT Mobilization in May-June in 2019. Enforcement efforts will focus on increasing compliance with occupant protection laws on our roadways and at high risk location such as the Tafuna area where most non-restrained drivers are cited. OHS will implement ten(10) community outreach and enforcement measures Island wide to increase seat belt usage. The project's goal is to reduce the number of fatalities and injuries in collisions in which victims were not using safety equipment.

OHS will continue the "Click it or Ticket" (CIOT) campaign throughout 2019, and increase public education by partnering with the village police, church youth groups, and community organizations. Develop occupant protection educational programs among schools on the island.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To increase seat belt usage on the island and comply with mobilization participation requirement of NHTSA.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-03	CIOT High Visibility Enforcement	CIOT High Visibility Enforcement

5.2 Program Area: Occupant Protection (Child Passenger Safety)

Program area type Occupant Protection (Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Data collected, recorded and analyzed identified the area of need in this program area. In previous years we found American Samoa's use of child restraint very low as compared to other territories. Although the CPS Restraint law passed in 1988, vehicle operators/parents were not aware of the consequences of 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities,	5 Year	2019	0.0

all seat positions (FARS)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short High-Visibility Child Restraint Law Enforcement
2019	Child Restraint System Inspection Station(s)

5.2.1 Countermeasure Strategy: Short High-Visibility Child Restraint Law Enforcement

Program area	Occupant Protection (Child Passenger Safety)
Countermeasure strategy	Short High-Visibility Child Restraint Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural

roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 children non-restrained citations for a three-year trend (2014-2016) average of 165 has significantly reduced to 23 in 2017. This shows the effectiveness of these enforcement activities as carried out by DPS.

Children non-restrained citations:

2014 - 193

2015 - 167

2016 - 135

2017 - 23

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CPS-19-02	Short High-Visibility Child Restraint Law Enforcement	Short High-Visibility Child Restraint Law Enforcement

5.2.1.1 Planned Activity: Short High-Visibility Child Restraint Law Enforcement

Planned activity name	Short High-Visibility Child Restraint Law Enforcement
Planned activity number	OP-CPS-19-02
Primary countermeasure strategy	Short High-Visibility Child Restraint Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating

that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

American Samoa Office of Highway Safety (ASOHS)

American Samoa Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short High-Visibility Child Restraint Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$9,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.2.2 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 check ups, 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 it's goal through performance measures.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CPS-19-01	Child Restraint System Inspection Station(s)	Child Restraint System Inspection Station(s)

5.2.2.1 Planned Activity: Child Restraint System Inspection Station(s)

Planned activity name Child Restraint System Inspection Station(s)
Planned activity number OP-CPS-19-01
Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. 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.

Enter intended subrecipients.

Office of Highway Safety staff
 Department of Human and Social Services
 KVZK-TV
 FM92.1 - radio station
 Samoa News

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$50,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Impaired driving continues to be an area of great concern in the territory. American Samoa Office of Highway Safety (ASOHS) recognizes the magnitude of the impact that alcohol has on roadway safety and also introducing a strong indication of drug use has continued to aggressively address

impaired driving through grant funded projects which use proven countermeasures to reduce impaired driving. Data collected shows a slight increase from 10 alcohol related crashes to 14 in 2017. Drug data has not been collected through any new developed system. We plan to send 2 to 3 law enforcement officers who went through SFST/ARIDE trainings to DRE Training in the mainland in 2019. The goal of American Samoa is to maintain zero DUI related fatalities and reduce alcohol related crashes of 14 in 2017 by 50% in 2019.

According to data collected, the areas where the most alcohol-impaired crashes occurred are the adjacent villages of Tafuna and Nu'uuli, during peak hours of 5:00pm to 10:00pm. Geographically, this area consists of flat land and is the most populated area on the island. Entertainment establishments (nightclubs/bars, restaurants, hotels, etc...) and the airport are all located in this area. Law enforcement officers (DPS) sustained enforcement efforts focus on apprehending impaired drivers. The visibility of law enforcement officers on our roads has deterred drivers from driving under the influence of alcohol and drugs.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	0.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	High Visibility Enforcement
2019	Communication Campaign

5.3.1 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Impaired Driving (Alcohol)
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 2020 Highway Safety Plan. Provide funding to cover training, travel, conference fees, office supplies and other miscellaneous expenses. This includes AL program vehicle mileage.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

OHS Program Management is necessary to ensure that proper countermeasures and activities are implemented to reduce impaired driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

OHS Program Management is necessary to ensure that proper countermeasures and activities are implemented to reduce impaired driving.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-01	Highway Safety Office Program Management	Highway Safety Office Program Management

5.3.1.1 Planned Activity: Highway Safety Office Program Management

Planned activity name	Highway Safety Office Program Management
Planned activity number	AL-19-01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide for staff time an expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring and evaluation of grants within this program area. Funding is also provided under this task to provide assistance to individuals to attend and participate in training sessions, educational meetings or conferences and workshops.

Enter intended subrecipients.

American Samoa Office of Highway Safety.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Alcohol (FAST)	\$60,600.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.3.1.2 Planned Activity: Highway Safety Program Management

Planned activity name	Highway Safety Program Management
Planned activity number	PA-19-01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program planned activities include the salaries of the OHS Program Coordinator (50%) and Fiscal Manager, (20%), 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).

Enter intended subrecipients.

Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$97,400.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.2 Countermeasure Strategy: High Visibility Enforcement

Program area Impaired Driving (Alcohol)

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Data analysis during the Holidays High Visibility Enforcements (Drive Sober or Get Pulled Over (DSGPO) campaign of previous years compared to the last three years recorded a significant decrease in Alcohol related crashes and a reduction in citations issued for impaired driving. The programs under this task are comprised of multiple components including increased enforcement focus on sobriety checkpoints, enhanced alcohol public information and education programs.

In January 12-22, 2018, ASDPS law enforcement officers (30 +) went through SFST and ARIDE trainings conducted by Eric Riley, State AZ DECP & Impaired Driving Programs Coordinator, and three other instructors from Arizona.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

American Samoa (ASOHS) provides resources to overtime enforcement, equipment and training (SFST/Arise) 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 2018 -January 2019 - two weeks)

30 officers @ 80hrs 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-03	High Visibility Enforcement	High Visibility Enforcement

5.3.2.1 Planned Activity: High Visibility Enforcement

Planned activity name High Visibility Enforcement
Planned activity number AL-19-03
Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

High Visibility Enforcement during the holidays (December 2018 -January 2019 - two weeks)

30 officers @ 80hrs 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.

Enter intended subrecipients.

ASOHS

DPS-Law Enforcement Officers

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Alcohol (FAST)	\$42,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.3 Countermeasure Strategy: Communication Campaign

Program area Impaired Driving (Alcohol)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

ASOHS recognizes the impact alcohol has on roadway safety and continue to aggressively address impaired driving through grant funded projects which use proven countermeasures to reduce impaired driving.

Provide funding for community outreach, Paid Media, and national campaigns in supporting impaired driving goals. This effort will educate the public about the danger and cost of impaired driving, as well as the Territory's impaired driving laws. 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

ASHS provides funding for community outreach and national campaigns in supporting impaired driving goals. This effort will educate the public about the danger and a cost of impaired driving as well as the Territory's impaired driving laws. 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. Provide funding for Paid Media.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy required by NHTSA that American Samoa found very effective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-02	Communication Campaign	

5.3.3.1 Planned Activity: Communication Campaign

Planned activity name	Communication Campaign
Planned activity number	AL-19-02
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training

and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

ASOHS is devoted to enhancing alcohol public information and education programs. A weekly televised program hosted by the Commissioner of Public Safety (GR) continues to aggressively address impaired driving enforcement and the danger of alcohol use.

Will utilizes the media: radio, newspaper, television, etc. and other means of public awareness program to educate the public. Efforts will be strategically targeted at the local community college and within surrounding villages. Multiple agencies, village groups, and churches will be asked to participate to provide a comprehensive approach to reducing the increasing alcohol-related traffic crashes on our roadways.

Enter intended subrecipients.

American Samoa Office of Highway Safety(ASOHS)

1. KVZK TV - television station
2. FM-92 - Radio Station (AS)
3. KHJ 93.1 -Radio Station
4. Samoa News - Newspaper

These vendors run ads for OHS programs.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Alcohol (FAST)	\$10,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Police Traffic Services (PTS) is an essential part of any traffic safety program. ASOHS depends on the participation and cooperation of the Department of Public Safety (DPS) strictly data driven. This program gives DPS the ability to execute effective selective traffic enforcement programs, provides training and appropriate enforcement of impaired drivers, driver license, occupant restraint laws and speed. Commissioner Thompson who is also the Governor's Representation (GR) had made changes to the DPS manpower which deemed necessary to effectively enhancing the performance of their duties and be mindful when utilizing the department's assets. These assets include: vehicles, motorcycles, equipment, and supplies procured by grant funds to be used primarily for enforcement activities or related projects. Traffic division's manpower has since increased to adequately accommodate patrolling high risk areas where crashes occurred. To keep our roadways safe, traffic officers must be visible at all times at these areas, thereby minimizing the occurrence of crashes.

Data collected recorded an average of 12 crashes in a three-year trend (2015-2017), 10 crashes in 2015, 13 in 2016 and 14 in 2017, shows an increase of crashes by impaired driving (alcohol). Although American Samoa maintained "0" alcohol related fatalities, it is still an area of great concern. During the 2017 HVE - DSOGPO in December through January 2018, alcohol related violations and arrests made at checkpoints found age group 21-39 to be the most DUI offenders on island. Impaired driving (alcohol) crashes according to data happened at night time.

Speed also identified as a major contributor to crashes during daytime at the Nuuuli main road and the Tafuna area which are areas considered high risk crash locations.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	0.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	5.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	Enforcement

5.4.1 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Police Traffic Services
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b) (2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 include assistance to staff to attend and participate in workshops, training, sessions, educational meetings and conferences.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Department of Public Safety

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-19-01	PTS Highway Safety Office Program Management	Highway Safety Office Program Management

5.4.1.1 Planned Activity: PTS Highway Safety Office Program Management

Planned activity name	PTS Highway Safety Office Program Management
Planned activity number	PTS-19-01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to conduct police traffic services related-programming described in this plan as well as cover training, travel, conference fees, and miscellaneous expenses.

- PTS Coordinator 100% salary
- Fiscal Manager 20% salary
- Partnership Meeting & Lifesaver Conference
- Program Management Training
- Office equipment and supplies

Enter intended subrecipients.

Office of Highway Safety staff.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$61,500.00		

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2 Countermeasure Strategy: Enforcement

Program area Police Traffic Services

Countermeasure strategy Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as

enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding in this task is to provide personnel, equipment and operating costs to conduct traffic safety enforcement. The primary goal includes reduction of the number of persons killed and severely injured in alcohol impaired, speed related and night time collisions. A successful PTS program must also have a community based effort. The purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations and community based organization.

Funding will provide officers' overtime, vehicles and resources necessary to carry out enforcement activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-19-02	Enforcement	Enforcement

5.4.2.1 Planned Activity: Enforcement

Planned activity name	Enforcement
Planned activity number	PTS-19-02
Primary countermeasure strategy	Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide officers' overtime, equipment and supplies under \$5,000.00 for selective traffic enforcement operations. The operations will primarily be saturation patrols, during high crash incident times, which are morning and afternoon commute times, for specific traffic violations.

Per our 2019 Pre-HSP meeting on May 23, 2018 in Sacramento, 2 vehicles were approved for American Samoa by Region 9 DRA Karen Coyle to be purchased through GSA.

(\$49,000.00 X 2)

Enter intended subrecipients.

American Samoa Office of Highway Safety
American Samoa Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$48,880.00		
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$98,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
1	2	\$49,000.00	\$98,000.00	\$49,000.00	\$98,000.00

5.5 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 plus adjudication, and injury surveillance (such as EMS).

American Samoa continues to improve its traffic records data quality, including, timeliness, accuracy completeness, uniformity, integration, and accessibility. American Samoa uses OSCAR traffic records system 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 and an electronic citation system. These systems are in use Island wide by all the law enforcement agencies. American Samoa conducted it's latest traffic records assessment in 2016. The plan activity and project in the traffic records program area will address the recommendation identified in the traffic records systems.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	5.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Improvement
2019	Highway Safety Office Program Management

5.5.1 Countermeasure Strategy: Traffic Records Improvement

Program area	Traffic Records
Countermeasure strategy	Traffic Records Improvement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b) (2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy improves American Samoa traffic records system by supporting the recommendation taking from the NHTSA traffic records assessment in 2016. These recommendations are listed below.

Crash Reporting System

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the crash data system to reflect past practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As previously stated, this countermeasure addresses the recommendation from the NHTSA traffic records assessment in 2016. These recommendations are listed in the previous text box labeled countermeasure strategy 01.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy addresses the recommendation from NHTSA's traffic records assessment

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AS_07_CR_01	Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support	Traffic Records Improvement
AS_RW_001	Roadway Information Management System Update	Traffic Records Improvement
AS_EC_001, AS_CR_002	ECitation JustWare API Maintenance & Support	Traffic Records Improvement
AS_EC_001_D	MCSAP ECitation Module & JustWare API Interface	Traffic Records Improvement
AS_17_RMS_001	DPS Traffic Records System Deployment Support (Traffic Division)	Traffic Records Improvement

5.5.1.1 Planned Activity: Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support

Planned activity name	Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support
Planned activity number	AS_07_CR_01
Primary countermeasure strategy	Traffic Records Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity improves the Crash system, the E-Citation system, and the OSCAR system (Online System for Crash and Recording). This planned activity will implement the following: Improve the wireless data connectivity for electronic crash and citation reporting, implement new validation check to increase data accuracy, enhance the OSCAR interface to make it more user friendly, and implement electronic crash and citation reporting at the DPS East and West substations.

Enter intended subrecipients.

Contractor - Ledge Light Technology Inc.
Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Improvement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.2 Planned Activity: Roadway Information Management System Update

Planned activity name Roadway Information Management System Update

Planned activity number AS_RW_001

Primary countermeasure strategy Traffic Records Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Update the Roadway Inventory and Information Management System to improve accuracy and completeness. New roadway constructions need to be added to the network to update existing map and therefore improve location accuracy. Integrate the Roadway Inventory and Information Management System into the full use by the Department of Public Works. Update the GIF information for the base map for American Samoa.

Enter intended subrecipients.

Contractor - Ledge Light Technology Inc.
Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Improvement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$60,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.5.1.3 Planned Activity: ECitation JustWare API Maintenance & Support

Planned activity name ECitation JustWare API Maintenance & Support

Planned activity number AS_EC_001, AS_CR_002

Primary countermeasure strategy Traffic Records Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity make the following improvements to American Samoa E-Citation system:

1. Maintain and support the JustWare API (Application Programming Interface) in order for the E-Citation to continue transmitting electronically to the Court system.
2. Improve the accuracy of E-Citation records by reducing the percentage of errors found during data audits of critical elements.
3. Increase the timeliness of adjudication of E-Citation cases.

Enter intended subrecipients.

Contractor - Ledge Light Technologies, Inc.
American Samoa Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Improvement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$10,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.5.1.4 Planned Activity: MCSAP ECitation Module & JustWare API Interface

Planned activity name MCSAP ECitation Module & JustWare API Interface

Planned activity number AS_EC_001_D

Primary countermeasure strategy Traffic Records Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The cost for this planned activity is \$30,000.00.

This planned activity will be funded by FMCSA.

No NHTSA funds will be used.

Enter intended subrecipients.

Contractor - Ledge Light Technologies, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Improvement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.5 Planned Activity: DPS Traffic Records System Deployment Support (Traffic Division)

Planned activity name DPS Traffic Records System Deployment Support (Traffic Division)

Planned activity number AS_17_RMS_001

Primary countermeasure strategy Traffic Records Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Increase law enforcement mobile capability from 5 officers to 30 Police Officers with hardware equipment for the use of electronic crash reporting software and E-Citation. This will increase the E-Crash and E-Citation coverage on island to include the substations, East and West.

Improve connectivity with the Office of Motor Vehicle to extract Driver's License or Vehicle Registration information to improve timeliness, accuracy and completeness of traffic data.

Improve connectivity between the law enforcement vehicles, equipped with E-Citation and Crash Reporting System to the main server of the data when out on patrol.

Enter intended subrecipients.

Contractor - Ledge Light Technologies, Inc.
Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Improvement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$60,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.5.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Traffic Records

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is necessary to manage the traffic records program and address the recommendation made during the NHTSA traffic records assessment in 2016.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-01	Highway Safety Office Program Management	Highway Safety Office Program Management

5.5.2.1 Planned Activity: Highway Safety Office Program Management

Planned activity name	Highway Safety Office Program Management
Planned activity number	TR-19-01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding for staff time and expenses incurred by OHS that are related to the planning, development, coordination, monitoring, and evaluation of traffic records grants. Funding is also provided for training, traffic records meetings, traffic records forum, conferences and workshops.

Funding includes the following:

- Traffic Records Manager
- Meeting & Conferences
- TSI Program Management training for traffic records program manager
- TSI Data Analysis & Evaluation Course
- Traffic Records Forum
- Split funding for OHS Program Coordinator salary for traffic records activities
- Split funding for Fiscal Manager (20%)

Enter intended subrecipients.

Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$127,600.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speed continues to be a problem in American Samoa. The two fatalities recorded in 2017 were speed related. ASOHS will focus on the villages of Tafuna and Nu'uuli in FY 2019 as areas of most concern targeting age group 25-35. Data analysis of a five-year(2013-2017) trend of citations (1770-2013 to 285-2017) issued during grant funded enforcement reduced significantly. 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 2019.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	5.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	0.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
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2019	Sustained Enforcement
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5.6.1 Countermeasure Strategy: Sustained Enforcement

Program area Speed Management

Countermeasure strategy Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic

areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 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. One of the high incidence locations is Tafuna, which consists of flat land and is the most populated area on the island. Entertainment establishments/nightclubs/bars, hotel, etc...) and the airport are all located in this area.

Fund the purchase and distribution of educational materials on the dangers and costs of speeding as well as the Territory's applicable laws.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SE-19-01	Sustained Enforcement	Sustained Enforcement

5.6.1.1 Planned Activity: Sustained Enforcement

Planned activity name	Sustained Enforcement
Planned activity number	SE-19-01
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for approximately 800 man/hours of overtime, and supplies necessary for Speed enforcement patrol by DPS Traffic, Sub Station East and Sub Station West.

Enter intended subrecipients.

American Samoa Office of Highway Safety (ASOHS)

American Samoa Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Speed Management (FAST)	\$20,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The ASOHS serves as the primary agency responsible for insuring 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.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-19-01	Highway Safety Program Management	Highway Safety Office Program Management

5.7.1 Planned Activity: Highway Safety Program Management

Planned activity name	Highway Safety Program Management
Planned activity number	PA-19-01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program planned activities include the salaries of the OHS Program Coordinator (50%) and Fiscal Manager, (20%), 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).

Enter intended subrecipients.

Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$97,400.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CPS-19-02	Short High-Visibility Child Restraint Law Enforcement	Short High-Visibility Child Restraint Law Enforcement
PTS-19-02	Enforcement	Enforcement
AS_07_CR_01	Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support	Traffic Records Improvement
TR-19-02	Community Outreach	
AL-19-02	Communication Campaign	
OP-19-05	OP Paid and Earned Media	Occupant Protection Paid and Earned Media
OP-19-01	Safety Belt Survey	Safety Belt Survey
OP-19-04	Occupant Protection Community Educational Initiatives	OP Community Educational Initiatives
OP-19-03	CIOT High Visibility Enforcement	CIOT High Visibility Enforcement
AL-19-03	High Visibility Enforcement	High Visibility Enforcement
SE-19-01	Sustained Enforcement	Sustained Enforcement

Analysis

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

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 high risk populations that may require additional or alternative response to address traffic safety concern. The areas of concentration are Nuuuli and Tafuna villages due to their higher population and 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 (2013-2017) found no restrained driver or passenger vehicle occupant fatalities in all seating positions.

Enter explanation of the deployment of resources based on the analysis performed.

American Samoa will ensure that Federal resources target the areas of greatest need. The Plan for FY 2019 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.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

American Samoa monitors the effectiveness of enforcement activities by after actions reports, quarterly reports, and performance measures statistics.

ASOHS conducted data analysis to monitor crash trends in the territory and to ensure that Federal resources target the areas of greatest need. The most critical problem areas identified where critical projects are to be focused on and increased in the enforcement and needs of the community. American Samoa uses NHTSA Countermeasures that Work, A Safety Countermeasure Guide for State Highway Safety Offices as a guide for developing evidenced-based enforcement strategies.

We will continue to monitor and make adjustments for current and future enforcement activities.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Traffic Records Improvement

Sustained Enforcement

Short High-Visibility Child Restraint Law Enforcement

Occupant Protection Paid and Earned Media

- Highway Safety Office Program Management
- Highway Safety Office Program Management
- High Visibility Enforcement
- Communication Campaign
- CIOT High Visibility Enforcement

HVE activities

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

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CPS-19-02	Short High-Visibility Child Restraint Law Enforcement	Short High-Visibility Child Restraint Law Enforcement
OP-19-03	CIOT High Visibility Enforcement	CIOT High Visibility Enforcement
AL-19-03	High Visibility Enforcement	High Visibility Enforcement
SE-19-01	Sustained Enforcement	Sustained Enforcement

8 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

- 10/12/2017
- 11/8/2017
- 5/30/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Faamoana Roe
 Title of State's Traffic Records Coordinator: Traffic Records Coordinator

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

The ASG Traffic Records Coordinating Committee (TRCC) members' roles with corresponding Traffic Records system are as follow:

ITSIS System	Role	NAME	AGENCY	Organization	Agency
Roadway System	User/Management	Laupule Tilei	Department of	Deputy	DPW

Public Works Director

EMS/Injury Surveillance User/Collector Jackie Tulafono Department of Health Public Health DOH

Crash/C/A Collector Chester Manaea Department of Port Administration Port Authority Police

Crash/C/A Collector Tolia T. Solaita Department of Public Safety Traffic Division DPS

Roadway Collector Estela Rubin Department of Public Works Highways DPW

EMS Collector Avegalio Fuapopo Emergency Medical Service EMS EMS

C/A Collector/Management/User Baccalaureate Mao High Court MIS Court

EMS/Injury Surveillance User/Management Lyndon B. Johnson Ray Tulafono Hospital MIS Hospital

Crash/C/A User Woodrow Pengelly Attorney General's Office Assistant Attorney General-Criminal Division AG

Crash/C/A/Roadway/EMS/Injury Surveillance/Driver/Vehicle User/Management/Support Femi Bajomo Ledge Light Technologies Consultant Consultant

Crash/C/A/Roadway/EMS/Injury Surveillance/Driver/Vehicle User/Management/Support Michael Carstensen Ledge Light Technologies Consultant Consultant

Crash/C/A User Management James Faumuina Motor Carrier Safety Assistance Program DPS MCSAP

Crash/C/A Collector Fautua Motor Carrier DPS MCSAP

		Maiava	Safety Assistance Program		
Crash/C/A/EMS/Injury Surveillance	User	Faamoana Roe	DPS/OHS	OHS/Traffic Records	DPS
Crash/C/A/EMS/Injury Surveillance	User	Sinatoga Moliga	DPS/OHS	OHS/Program Coordinator	DPS
Driver/Vehicle	Collector/User		DPS/Office of Motor Vehicle (OMV)	OMV	DPS

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

Plan Activity_FY2019.pdf

Traffic Records Strategic Plan_Update_June 2018.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

Strategic Planning and Traffic Record System Recommendations

Crash Recommendations

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the applicable guidelines for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

EMS/Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Project Title	Project Description	Funding Requirement
Islandwide Traffic Safety Information System	Crash/ECitation/OSCAR Systems Upgrade & Islandwide Traffic Safety Information System Maintenance & Support	\$75,000.00
Motor Carrier Safety Administration Program (MCSAP) ECitation Module	MCSAP ECitation Module & JustWare Interface	\$30,000.00
Roadway Information Management System Update	Update Roadway Inventory; Application Technology Upgrade, User re-training	\$60,000.00
JustWare API Maintenance & Support	Provide on-going Maintenance and Support for JustWare API	\$10,000.00
Hardware Replacement for DPS (Crash & ECitation Mobile Deployment)/Network	Hardware for Mobile Deployment of Crash & ECitation. Implement Program Network	\$60,000.00
Section 405 (c) & TRCC Support	Strategic Plan Update and Traffic Records Assessment	\$60,000.00
Total Estimated Budget		\$295,000.00

1. Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support

On-Going Project

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted By: Faamoana (Ina) Roe

Email: roelefefe@gmail.com

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) AS_07_CR_01; AS_07_CR-02; AS_07_CR_03; AS_07_CR_04

Deficiency Description: (This section contains a brief statement of the deficiency.)

Crash Reporting System

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration

- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

A Traffic Records Assessment was conducted for the Territory and completed on February 18, 2016 by the NTHSA Go Team.

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted By: Faamoana (Ina) Roe

Email: roelefefe@gmail.com

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces) AS_07_CR_01; AS_07_CR-02; AS_07_CR_03; AS_07_CR_04

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- Accuracy
- Completeness

Integration Timeliness Uniformity Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

 Increase Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

1. Time required for collecting, processing and generating traffic Safety reports.
2. Completeness and accuracy of traffic data reports.
3. Time required for disseminating traffic safety reports to qualified requestors.
4. Time required for generating quality crash analysis.
5. Completeness and accuracy of crash analysis and locations
6. Level of accessibility to traffic safety data and reports.

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

1. Time periods from crash date/time to completion of crash report will be compared to those on the current system. This can often be measured in days on the current system.
2. Completeness and accuracy of data collected on the replacement crash system will be compared to that on the current system, which does not capture many pertinent crash data items and misreports others.
3. Crash report preparation times on the replacement system will be compared to those on the current system, which can often be measured in days.
4. Completeness of crash reports generated on the replacement system will be compared to the current system, which does not collect many pertinent crash data items.
5. Accuracy of crash reports generated on the replacement system will be measured against those manually prepared from data on the current system. See item 3 above.
6. Accessibility to crash reports generated on the replacement crash system will be compared to that on the current system, which requires requested reports to be individually delivered physically or electronically to qualified requestors.
7. Timeliness of Citation to adjudication
8. Integration criminal data with traffic data for developing countermeasures
9. Interface to the Court System and AG's Office
10. Integration with Roadway Data
11. Interface to Driver and Vehicle Data

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:

Increase in Time Savings

June 2015

75%

June 2016	80%
June 2017	85%
June 2018	90%
June 2019	95%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL		(this year - prior year)	
Value as of	%	Change	%
June 2014	0%	Change from 2010	60%
June 2015	60%	Change from 2013	75%
June 2016	75%	Change from 2014	80%
June 2017	80%	Change from 2015	85%
June 2018	85%	Change from 2016	90%

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted By: *Faamoana (Ina) Roe*Email: *roelefefe@gmail.com*

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters - no spaces) *AS_07_CR_01; AS_07_CR-02; AS_07_CR_03; AS_07_CR_04*

Project Title: (This section contains a working title for the Project.)

Highway Safety Systems Upgrades/Integration/ Data Analysis Tools/ Ad Hoc and Map-Based Reports

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

Office of Highway Safety

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact

DPS/Office of Highway Safety

Name: Faamoana (Ina) Roe

Title: Coordinator

Agency: Office of Highway Safety

Email: roelefefe@gmail.com

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

Department of Public Safety; Highway Safety Office; Office of Motor Vehicle; Superior Court; Fire & EMS

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

The Island-wide Traffic Safety Information System (ITSIS) comprise of the following systems:

Electronic Citation System
 Electronic Crash Reporting System,
 Online System for Crash Analysis & Reporting (OSCAR),

The project is to continue the system maintenance, upgrades/enhancements and technical support of the ITSIS. This work is necessary to keep the ITSIS current, to provide improvements and repairs as needed, and to supply technical support to the Highway Safety Office and law enforcement personnel.

The technical support task is to ensure that the ITSIS is functioning properly and data is successfully transmitted and integrated properly into the ITSIS databases.

The Help Desk/System Maintenance tasks involves periodic updates to all the installed programs, the upgrading of applications, and responding to requests for assistance with ITSIS database queries. Also includes general assistance with the OSCAR module.

Included under in this project as well is answering of system user's emails, monitoring the systems support website, and providing additional on-site training as necessary.

Upgrade the ITSIS to new technology and the enhancements and modifications of all currently deployed applications to function with the new technology.

The project continues the enhancements for improving the wireless data connectivity strength to increase the speed, distance, and range for the mobile client connection to the crash database. New audit rules and validation routines will be implemented to improve accuracy of the data as determined from system use to-date.

OSCAR will be further enhanced to provide a new User friendly interface for developing custom reports by the system users.

Complete the implementation of both the Crash Reporting System and ECitation at the DPS Sub Stations (East and West).

Basis for Project: *(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)*

Data Integration, Sharing, and Usage

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Improve data sharing and usage

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Expected Impact: *(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)*

Increase in the use of traffic safety data and accessibility to the system. Increase the timeliness, accuracy, and completeness of the crash database by bringing the DPS Sub Stations East and West, Commercial Enforcement Unit,

and the Airport and Port Police online.

Project Priority: (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High Priority

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019
Section 405 (c)	\$0.00	\$60,000.00	\$75,000.00

Project Milestones: (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
System Enhancements/Modifications/Upgrades	On-going	06/30/2019
System Support	On-going	09/30/2019
OSCAR Upgrade	On-Hold	06/30/2019

Project Status: (This section provides a basic category for the status of the project as of the submission date.)

- Unknown (Status not currently assigned)
- Proposed (Project is proposed but has not been funded and / or approved)
- Planned (Project is approved, but has not yet started)
- Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- x. Active (Project is under way)

- Completed (Project has been completed)
- Cancelled (Project was cancelled)
- On Hold (Project is temporarily on hold)
- Postponed (Project has been postponed, or tabled at this time)

2. Roadway Information Management System Update

State: ASG Plan Year: 2019 Revision Date: 06/15/18

Submitted By: Laupule Tilei Email: laupule.tilei@dpw.as.gov

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces)

AS_RW_001

Deficiency Description: (This section contains a brief statement of the deficiency.)

Update the Roadway Inventory and Information Management System; new roadway constructions need to be added to the network to update existing map and therefore improve location accuracy.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

Deficiency identified by end user. Major updates and access issues need to be addressed to further improve RIMS and our capability of utilizing the end product. These last items should complete RIMS to be finally integrate into the Department of Public Works Roadways management, maintenance and design plans.

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted By: Laupule Tilei

Email: laupule.tilei@dpw.as.gov

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)

AS_RW_001

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication

Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

Accuracy

Completeness

Integration

Timeliness

Uniformity

Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

Increase

Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

DPW will measure the performance of the system on its use for identifying and analyzing high crash location and roadway hazards. The system will support a data driven roadway problem identification and the development of countermeasures.

Number of roadway mile inventoried and mapped on the Island base map to improve crash location accuracy.

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined?)**

Number of locatable crashes and high crash location identification.

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2016	0%
June 2017	5%
June 2018	5%
June 2019	5%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year - prior year)

Value as of	%	Change	%
June 2016	75%	Change from 2015	0%
June 2017	80%	Change from 2016	5%
June 2018	85%	Change from 2017	5%
June 2019	90%	Change from 2018	5%

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted By: Laupule Tilei

Email: laupule.tilei@dpw.as.gov

Article III. Projects:

State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces)

AS_08_RW_001_P

Project Title: (This section contains a working title for the Project.)

Roadway Information Management System (RIMS)

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

Department of Public Works

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Laupule Tilei
Title: Deputy Director of Finance and Administration
Agency: Department of Public Works
Address: DPW Industrial Park Compound
Phone: 684-699-9921
Email: laupule.tilei@dpw.as.gov

Partner Agencies: **(Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)** *Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Department of Public Works

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

Project Description: *(This section provides a brief overview of what the project will entail.)*

Phase 1 of this project is completed. This is an upgrade and enhancements to the Roadway Information Management System and training.

This project supports traffic records by making the improvements and enhancements necessary to upgrade the roadway network GIS-based map for the Islands of ASG.

This project will update the roadway inventory to include all new roads and

This project also includes the upgrade of the RIMS to support DPW in the management, maintenance, and monitoring of roadway improvements.

This project will be the final step into integrating the Roadway Management System into full use by the Department of Public Works. With the final items to be addressed we would be able to launch and use the product as intended. Necessary for managing, maintaining and designing a much safer roadway for the public.

Basis for Project: ***(Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)***

Accuracy, for both crash systems as well as road features and asset locations. Completeness, for finalizing RIMS its necessary updates to asset and user management to integrating it within the Department of Public Works. Integration, for training of end users of RIMS for a more effective use of RIMS for all related Public Works Divisions. Expected Impact: ***(Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)***

Updated roadway map for crash location accuracy with a reliable and efficiency method for identifying crash location on the commonwealth roadway. Safety analyses on an Island-wide basis will be facilitated with the added GIS capabilities.

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)

Funding Source	2018	2019	Total
Section 405 (c)	\$0.00	\$60,000.00	\$60,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
User Management Interface	1Q - FY 2019	
Assets Management Interface	2Q - FY 2109	
Training	3Q - FY 2019	
Implementation	4Q - FY 2019	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- Active** (Project is under way)

- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

3. ECitation JustWare API Maintenance & Support

State: ASG

Plan Year:
2019

Revision Date: 06/15/18

Submitted: Bacalaureate Ma'o nololima@gmail.com

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters - no spaces) **AS_EC_001/AS_CR_002**

Deficiency Description: (This section contains a brief statement of the deficiency.)

1. The JustWare API needs maintenance and support in order for ECitation to continue transmitting electronically to the Court system.
2. Reduce % of errors found during data audits of critical elements: 5%.
3. Inability to adjudicate or dispose of cases in a timely manner.
4. Lack of proper and appropriate means of sharing information between traffic records systems.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: **(What performance area is referred to by this deficiency? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

Traffic Records Assessment documented in the Traffic Records System Strategic Plan plus recommendations and input provided by members of the TRCC.

State: ASG

Plan Year: 2019

Revision Date:
06/15/18

Submitted: Baccalaureate Ma'oa

nololimao@gmail.com

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces)

AS_EC_001_P

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

- Increase
- Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

Timeliness, Accuracy, and Completeness of Traffic Violations

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined?)**

Timelines - Days between ticket issuance and adjudicated.

Data integrity and accuracy will be measured against the current paper driven system.

Citations will be issued electronically and court date will be automatically calculated minimizing illegible or erroneous entries.

Citation information will be entered to the court the Court System through the JustWare Application Programming Interface (API) as opposed to officers physically delivering citation tickets to the court.

Citation will be made available through the JustWare Application Programming Interface (API) for AGO use

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2016	0%
June 2017	60%
June 2018	80%
June 2019	100%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June 2016	0 %	Change from 2015	0%
June 2017	60%	Change from 2016	60%
June 2018	80%	Change from 2017	20%
June 2019	100%	Change from 2018	20%

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted: Baccalaureate Ma'o

nololimao@gmal.com

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces)

AS_EC_001/AS_CR_002

Project Title: (This section contains a working title for the Project.)

JustWare API Maintenance and Support

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

High Court

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact

Name: Baccalaureate Ma'o

Title: High Court IT Manager

Agency: High Court

Phone: 684-733-7199

Email: nololimao@gmail.com

Partner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

High Court and Highway Safety Office

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

The ASG cases as they go through the judicial process. Under the ASG Criminal Justice Information Systems (CJIS) an application programming interface (API) for JustWare was also purchased and installed as a tool to allow controlled transmittal of data between external, criminal justice oriented, systems and JustWare.

The E-Citation Project is utilizing the JustWare API in both agencies to automate transmittal of traffic citations between the Department of Public Safety's traffic system and the ASG Judiciary system.

The API programming to transfer data from DPS to Judiciary is completed, tested and deployed.

This project is for the procurement of the services needed to continue the maintenance and support of the program to ensure continued transmission of ECitation Data from DPS to the Court.

The project also includes the support of all the necessary network connectivity for the application interface.

Basis for Project: (Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)

Increase

- Accuracy of data
- Completeness of reports
- Integration between traffic records system

Decrease

Number of days from citation issuance to adjudication and disposition

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)

Funding Source	2017	2018	2019	Total
Section 405 (c)	\$0.00	\$40,000.00	\$10,000.00	\$50,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
------------	---------------------------	------------------------

API Maintenance & Support **FY 2019**

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)

- Start-Up** (Project is in organizational or administrative start-up
- e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

4. MCSAP ECitation Module & JustWare API Interface

State: ASG

Plan Year: 2019

Revision Date: 06/15/18

Submitted: Fautua Maiava

fjmaiava@yahoo.com

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces)
[\(AS_EC_001_D\)](#)

Deficiency Description: (This section contains a brief statement of the deficiency.)

Develop ECitation Mobile for use by Motor Carrier Safety Administration Program (FMCSA). Update the JustWare API to allow for issued citations to be transmitted to JustWare.

Upgrade the Motor Carrier ECitation Program to separate violation table for the Carrier and the Driver

Core System: (What core system is referred to by this deficiency? Check One)

Crash

Driver License / History

Injury Surveillance / EMS

Roadway

x. Citation / Adjudication

Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- x. Accuracy
- x. Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source if Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input): FMCSA

State: ASG

Plan Year: 2019

Revision Date: 06/15/18

Submitted: Fautua Maiava

fjmaiava@yahoo.com

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces) AS_08_EC_002

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- x. Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- x. Accuracy
- x. Completeness
- x. Integration
- x. Timeliness
- x. Uniformity

x. Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

x. Increase

Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

% of MCSAP citation that is transmitted to JustWare

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

Total number of motor carrier related citations

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2017	75%
June 2018	90%
June 2019	95%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL	(this year - prior year)		
Value as of	%	Change	%
June 2017	75%	Change from 2016	15%
June 2018	90%	Change from 2017	15%
June 2019	95%	Change from 2018	5%

State: ASG

Plan Year: 2019

Revision Date: 06/15/18

Submitted: Fautua Maiava

fjmaiava@yahoo.com

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces)

(AS_EC_004_D)

Project Title: (This section contains a working title for the Project.)

Motor Carrier ECitation Module and JustWare Interface

Lead Agency: (Name of the Agency that is primarily responsible for the Project.)

MCSAP

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

TRCC/MCSAP/Court

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

Develop ECitation Module for citation issuance specific to Motor Carrier violations. Develop and deploy the application (the Service) to transmit electronic citations created by the MCSAP to the Court JustWare system.

Update the JustWare's Application Program Interface (API), using the access information provided by the Court to transmit printed MCSAP citations from the Central Citation Repository to the JustWare system daily. The Service will provide email notifications containing the results of each transmission.

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)

Increase % of Motor Carrier Citations transmitted to the Court

Reduction in the time it takes to prosecute and fine motor carrier violators

Project Priority: (This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019
Section 405 (c)	\$0.00	\$0.00	\$30,000.00

Project Milestones: (This section lists the Milestones that will be used to show that the effort is on schedule.)

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
FMCSA ECitation Program	10/01/2018	
Update JustWare Service	03/01/2019	
Test & Deploy	05/01/2019	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: (This section provides a basic category for the status of the project as of the submission date.)

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was canceled)
- On Hold** (Project is temporarily on hold)

- Postponed** (Project has been postponed, or tabled at this time)

5. DPS Traffic Records System Deployment Support (Traffic Division)

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted: Lt. Tolia Solaita

t.solaita171@gmail.com

Article 1. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces) **AS_17_RMS_001**

Deficiency Description: (This section contains a brief statement of the deficiency.)

DPS lacks the necessary hardware to deploy and use the current software as designed to full capacity.

There are approximately 30 Police Officers who enforce traffic laws in the territory with only 5 available hardware equipment for the use of electronic crash reporting software and ECitation

Our currently system lacks connectivity with the Office of Motor Vehicle to extract Driver's License or Vehicle Registration information which is time consuming which is currently impacting timeliness, accuracy and completeness of traffic data.

Lack of system connectivity between the law enforcement vehicles, equipped with e-citation and Crash Reporting System to the main server of the data when out on patrol.

Core System: (What core system is referred to by this deficiency? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Check one)

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Source of Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

State: ASG

Plan Year: 2019

Revision Date:
06/15/18

Submitted: Lt. Tolia Solaita

t.solaita171@gmail.com

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters - no spaces) AS_CR_001_P; 002; 003; 004; 005; 006

Core System: (What core system will be affected by this measure? Check One)

- Crash
- Driver License / History
- Injury Surveillance / EMS
- Roadway
- Citation / Adjudication
- Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check one)

- Accuracy

- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check one)

- Increase
- Decrease

What Will Be Measured: (This section contains a brief statement of what will be measured.)

Time required for collecting, processing and generating traffic Safety reports.

Completeness and accuracy of traffic data reports.

Time required for disseminating traffic safety reports to qualified requestors.

Time required for generating quality crash analysis.

Completeness and accuracy of crash analysis and locations

Level of accessibility to traffic safety data and reports.

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

% of crash offender that can located in the Records Management System for criminal related activities

Completeness and level of integration between traffic records systems

Timeliness of Citation to adjudication

Integration criminal data with traffic data for developing countermeasure

Interface to Driver and Vehicle Data

Goals by Year: (Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

GOAL: Value as of:	<i>Increase in Time Savings</i>
June 2015	0%
June 2016	0%
June 2017	60%
June 2018	80%

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL

(this year - prior year)

Value as of	%	Change	%
June 2015	0%	Change from 2014	0%
June 2016	0%	Change from 2015	0%
June 2017	60%	Change from 2016	60%
June 2018	80%	Change from 2017	20%

State: ASG

Plan Year: 2019

Revision Date:

06/15/18

Submitted: Lt. Tolia Solaita

t.solaita171@gmail.com

Article III. Projects:

State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces) AS_17_RMS_001

Project Title: Traffic Record Systems Deployment Support

Lead Agency: Department of Public Safety

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)

While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Lt. Tolia Solaita

Title: Lt. Traffic Division

Agency: Department of Public Safety

Phone: 684-272-0347

Email: t.solaita171@gmail.com

Prtner Agencies: (Name of the Agencies that are partners with the Lead Agency in the implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

High Court, Attorney General Office and Highway Safety Office

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project?

Check All that Apply

Project Description: (This section provides a brief overview of what the project will entail.)

This project will enhance the data collection, storage, and accessibility of traffic data by DPS Traffic and Patrol Divisions and all participating agencies.

The project also includes providing all the necessary hardware and network connectivity for the application interface.

Electronic Citation Software is completed, tested and awaiting deployment department wide. However, Department of Public Safety does not have proper funding to equip all first responders with all necessary hardware and software required to implement electronic citation system.

Basis for Project: (Provide the deficiencies that will be addressed by this project. If you like, you can list the Deficiency ID's that are being addressed.)

Decrease time required to generate crash reports and the issuance of Citations

Increase completeness of crash reports and violations.

Increase accuracy of crash data and other traffic safety required through integration

Decrease time required to make traffic safety reports available to qualified users.

Decrease time required to produce quality crash analysis and traffic safety study.

Increase completeness of generated traffic safety reports.

Increase accuracy of generated traffic safety reports.

Increase accessibility to traffic safety data.

Expected Impact: (Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)

Increase

Accuracy, completeness and accessibility of crash reports.

Accuracy, completeness and accessibility of crash data analysis.

Decrease

Crash report generation times.

Crash analysis generation times.

Project Priority: *(This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)*

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)

Funding Source	2018	2019	2020	Total
Section 405 (c)	\$0.00	\$60,000.00	\$40,000.00	\$100,000.00

Project Milestones: *(This section lists the Milestones that will be used to show that the effort is on schedule.)*

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Hardware Procurement	10/2018	
Hardware Configuration & Testing	12/2018	
Field Testing	01/2019	
Deployment	01/2019	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- Unknown** (Status not currently assigned)
- Proposed** (Project is proposed but has not been funded and / or approved)
- Planned** (Project is approved, but has not yet started)
- Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- Active** (Project is under way)
- Completed** (Project has been completed)
- Cancelled** (Project was cancelled)
- On Hold** (Project is temporarily on hold)
- Postponed** (Project has been postponed, or tabled at this time)

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
AS_07_CR_01	Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support	Traffic Records Improvement
AS_RW_001	Roadway Information Management System Update	Traffic Records Improvement
AS_EC_001, AS_CR_002	ECitation JustWare API Maintenance & Support	Traffic Records Improvement
AS_EC_001_D	MCSAP ECitation Module & JustWare API Interface	Traffic Records Improvement
AS_17_RMS_001	DPS Traffic Records System Deployment Support (Traffic Division)	Traffic Records Improvement
TR-19-01	Highway Safety Office Program Management	Highway Safety Office Program Management

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Core System: Vehicle

Vehicle information consists of all the data related to vehicle registration, licensing, inspection, titling, and permitting. The Department of Public Safety, Office of Motor Vehicles maintains the Motor Vehicle Registration/Titles system. The file consists of vehicle information (i.e., license number, tag number, year, make, model, and body style, vehicle identification number (VIN), capacity, weight, and color). The Motor Vehicle Registration/Titles system is used primarily to record and verify ownership of vehicles in the territory. The Driver License and the Vehicle Registration files cannot be easily or accurately linked for highway safety analyses.

2.5.3.1 Traffic Records Assessment Plan of Action

Recommendation

Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Program Assessment Advisory

Plan of Action

Department of Public Safety, Office of Motor Vehicle is committed to updating the current system guidelines to reflect the best practices identified in the Traffic Records Assessment Advisory.

This will not be addressed during FY 2019 due to limited resources

Recommendation

Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action

Department of Public Safety, Office of Motor Vehicle is committed to improving the vehicle data system procedures/process flow to reflect the best practices identified in the Traffic Records Assessment Advisory

This will not be addressed during FY 2019 due to limited resources

Recommendation

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The new Vehicle system data quality management cover the entire process—the collection, submission, processing, posting, and maintenance of vehicle data. The system will have a built-in automated edit checks and validation rules that ensure entered data falls within the range of acceptable values and is logically consistent with other elements. Edit checks will be apply as the data is added to the record.

The Vehicle system will have a performance measure program that is tailored to the needs of data managers and address the concerns of all stakeholders.

The overall data quality control program for the Vehicle data system will reflect best practices identified in the Traffic Records Program Assessment Advisory

This will not be addressed during FY 2019 due to limited resources

Core System: Driver

The Department of Public Safety, Office of Motor Vehicle Division maintains driver information in the territory. The system contains the data necessary for the administration of the American Samoa's driver's license and control activities, including the license status and history of convictions.

There currently no Driver history file in the system. The Superior Court of American Samoa has the capability to post suspension in the driver record. But no records are created for new drivers that include information from their previous state of licensure. Previous driving history is verified by phone or via U.S mail as needed. Also absent from driver history are convictions from other jurisdictions (U.S. Mainland).

Recommendation

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The new Driver Licensing system will be well documented. Each data field will have an established definition and validated values—including appropriate null codes. All applicable edit checks and data collection guidelines will match the data definitions.

The data dictionary will be maintained and updated to keep pace with system, legislative, and other changes.

Driver data system will reflect best practices as identified in the Traffic Records Program Assessment Advisory

This will not be addressed during FY 2019 due to limited resources

Recommendation

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The system will have a formal data quality management program's review protocols that covers the entire process—the collection, submission, processing, posting, and maintenance of driver data.

An automated edit checks and validation rules will be implemented to ensure entered data falls within the range of acceptable values and is logically consistent between other fields. Edit checks will be applied when data is added to the record. The system will have a Performance measures program that will be tailored to the needs of data managers and address the concerns of all stakeholders.

The Driver system will reflect best practices identified in the Traffic Records Program Assessment Advisory

This will not be addressed during FY 2019 due to limited resources

Recommendation

Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The new Driver system is maintained by OMV and ensure accurate and up-to-date documentation. The new automated process flow will provide the policies and procedures to govern the collection, reporting, and posting of license, conviction, and sanction information. The new process will include: license, permit, and endorsement issuance; reporting and recording relevant citations and convictions; reporting and recording driver education and improvement courses; reporting and recording other information that may result in a change of license status; and maintaining appropriate system and information security.

The data process flow will include inputs from other components and the processes for error correction and error handling (returning reports to the original source for correction and resubmission).

The new system will be Real ID compliant after full implementation and will be able to detect fraud in the driver data. The system will participate in the Systematic Alien Verification for Entitlements (SAVE) program, fingerprint checking, and other biometric technologies to detect individuals attempting illegal re-licensure.

The OMV will adopt a formalized methods to identify and prevent fraud when issuing drivers' licenses, including commercial license and provide background checks before issuing hazardous materials endorsements. OMV will have security protocols governing access to and release of driver system data in compliance with all applicable ASG and Federal laws, including the Driver's Privacy Protection Act.

The new system will reflect best practices identified in the Traffic Records Program Assessment Advisory

This will not be addressed during FY 2019 due to limited resources

Core System: EMS

The Emergency Medical Services (EMS) in American Samoa is provided by the Emergency Medical Services within the Lyndon B Johnson Hospital (LBJ). LBJ is the only hospital on the Island. There are approximately more than five hundred (500) EMS runs per year. The EMS activity is currently paper driven. There have been many attempts to procure an EMS system in the past but all seems to fail. There is a standard EMS data form used to collect ambulance run information but not compliant with the NHTSA standard, nor with NEMESIS. A copy of the run report is provided to the emergency room at the LBJ Hospital, and then data is entered into a Microsoft Excel program at the station. There is currently no link with the other traffic records systems.

2.5.6.1 Traffic Records Assessment Plan of Action

Recommendation

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

There is currently no Injury Surveillance systems in American Samoa.

The Injury Surveillance System is one of the initiatives under the American Samoa Island wide Traffic Safety Information System program. The TRCC will ensure that the description and contents of the Injury Surveillance systems reflect best practices identified in the Traffic Records Program Assessment Advisory.

This will not be addressed during FY 2019 due to limited resources

Recommendation

Improve the applicable guidelines for Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

The TRCC will ensure that the Injury Surveillance systems that will be develop for American Samoa under the Traffic Records Program reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendation

Improve the data dictionary for Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The TRCC will ensure that the Injury Surveillance system's data dictionary reflects best practices identified in the Traffic Records Program Assessment Advisory when it is developed

This will not be addressed during FY 2019 due to limited resources

Recommendation

Improve the interface with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action

The TRCC will ensure that the new injury surveillance system's interface linkages focus on the relationships within the system that enhance the continuity of patient care, support system enhancements, and strengthen the system's critical business processes and reflect best practices identified in the Traffic Records Program Assessment Advisory

This will not be addressed during FY 2019 due to limited resources

Recommendation

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

Each component of the injury surveillance system will have a formal, comprehensive quality management process that includes quality control metrics and quality control reports tailored to their various users (data system managers, collectors, TRCC members, general users, etc.).

The program will ensure that data in the injury surveillance system is timely, accurate, uniform, complete, integrated, and accessible.

The TRCC will ensure that the new injury surveillance system has a data quality control program that reflects best practices identified in the Traffic Records Program Assessment Advisory

This will not be addressed during FY 2019 due to limited resources

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

FY 2018 Progress Report

Performance Measure

The ASG Traffic Records Coordinating Committee (TRCC), with the full support of the Traffic Records Executive Committee (TREC) continued to focus the limited amount of funding received on improving Crash Location by improving the use of geo-coded map for locating crashes through the assignment of Longitude and Latitude in the field data collection system. In addition, the effort to promote the use of ECitation by DPS Traffic Division continued and the transmission of ECitation to the Court for timely adjudication was completed.

Demonstrated Improvement

Crash System

AS-CR-002- Crash Completeness

Performance Measure Based on C-C-1- Model (Completeness)

Crash Location is one of the most important and critical data elements for determining cause and for developing appropriate Countermeasures.

American Samoa Crash Reporting System has a built-in Geo-Coded Map that was developed to cover the entire roadway network and use for crash locations. American Samoa's method for measuring this critical data element is to measure the percentage (%) of crashes with geo-coded location data that are posted in the crash database.

C-C-1 – Completeness

	Start Date	End Date
Baseline	4/1/16	3/31/17
Target	4/1/17	3/31/18

% of Crashes with Geo-Coded Data	04/01/2016 - 03/31/2017	04/01/2017 - 03/31/2018	Change
Total number of crashes	486	309	-36.42%
Total number of crashes with geo-coded data	77	76	-1.30%
Percent with geo-coded data	15.84%	24.60%	55.24%
Improvement		55.24%	

Crash Completeness Improved from 77 out of 486 crashes with geo-coded (15.84%) last year to 76 of 309 crashes with geo-coded data (24.60%). An improvement = 55.24%

The results of the geo-coded map improvement are 55.17% in completeness of crashes with geo-coded data.

Citation/Adjudication System

AS-C/A-001- Citation/Adjudication Timeliness

Performance Measure Based on C/A-T-1- Model (Citation/Adjudication Integration)

American Samoa electronic citation uses the court JustWare system API to transmit citation from ECitation Central to the court system. This process requires that the system automatically post citation data directly to the court system after validation the appropriate person's file, violation code, issuing officer and court case number. Not all ECitation pass validation and can be transmitted to the court system from ECitation central.

C/A-T-1- Timeliness: This measure is terms of the percentage of Citations transmitted to the court system for adjudication via JustWare interface in a timely manner within 2 days of issuance

C/A-T-1 Timeliness

	Start Date	End Date
Baseline	4/1/16	3/31/17
Target	4/1/17	3/31/18

This shows the percentage of number citations issued and transmitted to the Court Centralized database

	04/01/2016 - 03/31/2017	04/01/2017 - 03/31/2018	Change
Total number of citations	167	151	-9.58%
Total number of citations transmitted to the Court system for Adjudication	125	138	10.40%
Percent of citations transmitted in a timely manner for adjudication	74.85%	91.39%	22.10%

Improvement

22.10%

Number of Citation which were transferred to the Court via JustWare Interface Improved from 74.85% to 91.39% =22.10% increase in the total amount of citations transmitted to the court centralized database for adjudication.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

Plan Activity_FY2019.pdf

Traffic Records Strategic Plan_Update_June 2018.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 2/17/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

9 Certifications, Assurances, and Highway Safety Plan PDFs**Documents Uploaded**

AMERICAN SAMOA - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf

2019 Certification & Assurances.pdf