

September 2019

# **Highway Safety Plan FY 2020 American Samoa**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

S. 405(b) Occupant Protection: **No**

S. 405(e) Distracted Driving: **No**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **No**

S. 405(d) Impaired Driving Countermeasures: **No**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

## Highway safety planning process

### Data Sources and Processes

The territory of American Samoa consisting of the eastern part of the Samoan archipelago, located in the south-central Pacific Ocean. American Samoa has a population of 60,000 people. It lies about 1,600 miles northeast of New Zealand and 2,200 miles southwest of the state of Hawaii.

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) – The majority of the data originates from this reporting system which includes information inputted into E-Crash and E-Citation by Traffic Officers.

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

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

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

American Samoa 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.

In determining prioritizing highway safety problems, we analyzed data from different data sources to help identify where the most incidents happened and what caused them. In doing so, we identified, Speeding and Aggressive driving as the main contributors to crashes, 80% in 2017, and 80% in 2018 on our highways. Alcohol related crashes was 8% in 2017 and 11% in 2018 while other causes (drowsy & distracted) contributed to 12% in 2017 and 9% in 2018.

### Processes Participants

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

## Description of Highway Safety Problems

Territory is not included in FARS and is using state data. To identify the issues to be addressed in the FFY 2020 highway safety program, OHS relied primarily on 2014 to 2018 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 five 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. Seat belt use has been dramatically increased from 77% in 2015 to 93% in 2018, an increase of 9% which put American Samoa at a national level of seat belt use.

Data has shown that urban occupants were more likely to be restrained (78.6%) than rural occupants (74.8%) as surveyed in 2016. This is an area OHS in collaboration with our law enforcement officers continues and will continue to put emphasis on. Despite the increasing use of seat belt as surveyed, aggressively enforcing the seat belt laws at rural areas is a must. Drivers tend to ignore traffic laws when utilizing village roadways, because of their geographical location. Prevention of crashes and injuries sustained from crashes is our top priority, and measures are taken to combat these issues. Traffic & Patrol officers are patrolling these vicinities every other day and it is proven very effective. High visibility enforcement programs include communications and outreach strategies through media and paid advertising, are found very effective when these concepts are implemented together.

Citations issued during grant funded "Click It or Ticket" (CIOT) campaign five-year trend (2014-2018) average of 872, a reduction of 2% from the previous years (2013-2017) of 1047. Enforcement promotes higher user rates, according to seat belt usage analysis. Department of Public Safety law enforcement officers have vigorously enforcing the safety belt law on our roads.

**Impaired Driving** – Alcohol impaired driving in American Samoa showed an increase of 10% in alcohol related crashes from 50 in 2017 to 63 crashes in 2018, despite high visibility enforcement carried out by the Department of Public Safety and the OHS, outreach educational programs utilizing the media and paid advertising. The Governor's Representative, Commissioner Le'i Thompson implemented strategies to aggressively combat alcohol impaired driving on our roads. Saturated enforcement at areas considered high risk location (entertainment facilities, etc...) from late night (10:00pm) to 2:00am. Drivers are well aware of law enforcement officers patrolling these areas and consequences of impaired driving.

Funding is targeted to areas of the highest incidence of traffic and/or alcohol related problems.

**Speed** – American Samoa recorded two speed related traffic fatalities in 2017 and 1 in 2018. Speed and aggressive driving are major contributing factors to vehicular crashes on our roadways. OHS and the Department of Public Safety as directed by Commissioner utilized the outcome of data collected and analyzed to implement a strategic plan to combat the speeding problem on our roadways. Emphasis was focus on the main highway that is heavily traveled during morning and after work commute, 7:00am-8:00am and 4:00pm-5:00pm. Police officers are stationed at the side of our roads throughout a 10-mile (mostly coastal areas) to deter drivers from breaking the highway safety laws (speeding and unrestrained).

Since 2018, traffic and patrol officers reduce traffic fatalities and injuries sustained from speed related crashes. This is an area OHS and DPS officers will continue to monitor and emphasize through enforcement and media campaign.

## Methods for Project Selection

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 steps 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 step 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 the application is completed and reviewed by OHS, they will be contacted if selected. The second step is to prepare a Project Agreement to include the following:

1. Federal Award Information
2. Authorization to Proceed
3. Agency Information Sheet: Application, Project Information
4. Budget
5. Acceptance of Condition
6. Agreement of Understanding and Compliance

## List of Information and Data Sources

[Click or tap here to enter text.](#) Description of Outcomes

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.

## Performance report

### Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	Not Met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
6	C-6) Number of speeding-related fatalities (FARS)	Not Met
7	C-7) Number of motorcyclist fatalities (FARS)	Met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
10	C-10) Number of pedestrian fatalities (FARS)	Met
11	C-11) Number of bicyclists fatalities (FARS)	Met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met

### Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **Not Met**

#### Program-Area-Level Report

##### Performance Report

American Samoa was unsuccessful in meeting its target of “0” traffic fatalities by 2018. According to state data collected and recorded, a five-year trend (2014-2018) finds American Samoa with an average of 2 traffic fatalities. In 2017, there were two traffic fatalities and one in 2018.

Data recorded the cause of these 3 traffic fatalities crashes in 2017 and in 2018 which took 3 lives was "drowsy driving" or "fallen asleep" while driving.

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. American Samoa population of 60,000, and an annual number of fatalities are significantly low compared to a state. As such, one fatality significantly impacts a percentage.

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

Progress: **In Progress**

**Program-Area-Level Report**

C-2 is still in progress.

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

Progress: **In Progress**

**Program-Area-Level Report**

Not Applicable

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

Progress: **Met**

**Program-Area-Level Report**

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

Progress: **Met**

**Program-Area-Level Report**

American Samoa maintained "0" fatalities in crashes involving a driver of a motorcycle operator with a BAC of .08 and above. (state data sources)

Historical data to date found no record of a fatality in crashes involving driver or motorcycle operator with a BAC of .08 and above.

American Samoa's target is to maintain "0" fatality by 2020.

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

Progress: **Not Met**

**Program-Area-Level Report**

Performance Report



American Samoa achieved its target of maintaining "0" speeding related fatality in 2018.

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

Progress: **Met**

**Program-Area-Level Report**

**Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: **Met**

**Program-Area-Level Report**

American Samoa maintained "0" unhelmeted motorcyclist fatality for over a decade.

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

Progress: **Met**

**Program-Area-Level Report**

**Performance Report**

American Samoa for three years maintained "0" fatality involving young drivers 20 years old or younger. (state data)

**Performance Measure: C-10) Number of pedestrian fatalities (FARS)**

Progress: **Met**

**Program-Area-Level Report**

**Performance Report**

State data recorded "0" pedestrian fatality in 2018.

The last recorded pedestrian fatality was in 2016 when a pedestrian was hit while crossing the crosswalk by a moving vehicle at night. This is a problem area OHS work closely with community based organizations to promote safety on our highways and also village roads.

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

Progress: **Met**

**Program-Area-Level Report**

American Samoa maintained "0" bicyclists fatality in 2018. According to state data collected and analyzed, recorded American Samoa with "0" bicyclists fatality for over a decade.

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

Progress: **Met**

#### Program-Area-Level Report

American Samoa Seat Belt Usage Survey for five years (2014-2018) 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 76% in 2014 to 93% in 2018, 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.

## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	0.00
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	0
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.000
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	0.00
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	0.00
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	0.00
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	0.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	0.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	0.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	0.00
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	0.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	3 Year	2018	2020	96.00

### Performance Measure: C-1) Number of traffic fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

#### Performance Target Justification

The Office of Highway Safety's goal is to ensure that through its public awareness campaign, high visibility enforcement and compliance efforts reduced the number of fatalities to "0" by 2020. It is anticipated that American Samoa will have 0 fatality by the end of December 2019, then maintain it throughout 2020. During stakeholders meetings we discussed data from different sources, analyzed and prioritized problems according to their critical conditions. Also during outreach program activities, we gathered inputs and opinions of different groups and organizations, from their perspective of critical issues on our highways. Taking all these into account, we were able to pinpoint areas with the highest incidents occurrences, and where most citations issued (impaired, speeding, unrestrained). With these known concepts, we formulated a plan utilizing strategies to combat these issues accordingly. OHS and Department of Public Safety's priority is to keep our roads safe. OHS in collaboration with DPS officers is aggressively enforcing the highway safety laws such as: use of seat belts, speed limits, impaired and related legal titles. High visibility enforcements and public awareness programs and sustained traffic enforcement are countermeasures proven very effective in combating these safety problems on our roadways.

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

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	0	5 Year	2016

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Crash**

#### Performance Target Justification

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

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.000	5 Year	2016

**Performance Target Justification**

This area is not applicable to American Samoa.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	0.00	5 Year	2016

**Performance Target Justification**

In 2020, American Samoa’s goal is to maintain 0 unrestrained passenger vehicle occupant fatalities in all seating positions.

This is an area which after analyzing the outcome of data collected and recorded found no problem with regards to highway safety issues. Nevertheless, we utilize countermeasures and activities as plan to educate drivers and motorists the use of safety belts to reduce fatalities when involved in a crash or crashes.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	0.00	5 Year	2016

Performance Target Justification

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

Performance Target Justification

OHS in collaboration with the Department of Public Safety will ensure that through its public awareness campaign, high visibility enforcement and compliance efforts will maintain 0 speeding fatalities in 2020. To identify safety issues to be addressed in the 2020 HSP, we analyzed a 5-year period of data to assess safety needs and programming potential. Collaboration between OHS-DPS and village councils in monitoring its roads will result in reduction of speeding related fatalities not limited to urban but rural areas as well. 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. American Samoa through data driven recorded 0 speeding related fatalities in 2017, 2018 and is anticipated 0 in 2019.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

Performance Target Justification

The Office of Highway Safety’s goal is to ensure that through its public awareness campaign, high visibility enforcement compliance efforts will maintain 0 motorcyclist fatalities in 2020.

OHS analyzes a 5-year period of data to assess safety needs and programming potential. In 2017 and 2018, data recorded 0 motorcyclist fatalities and anticipated 0 motorcyclist fatalities by December 31, 2019.

### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

#### Performance Target Justification

American Samoa for the past decade (10 years) recorded "0" unhelmeted motorcyclist fatalities. Our goal for 2020 is to maintain 0 unhelmeted motorcyclist fatalities. Through public awareness programs, high visibility enforcement and regular traffic enforcement reduced traffic causation on our highways. Unhelmeted motorcyclist fatalities is not a problem area in American Samoa, but nevertheless, countermeasures and activities utilized found very in combating this area.

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

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	0.00	5 Year	2016

Primary performance attribute: **Uniformity**

Core traffic records data system to be impacted:

#### Performance Target Justification

American Samoa's goal for 2020 is to maintain zero fatalities involving young drivers of 20 years or younger.

Through data monitoring, we witnessed an increase in the number drivers under the age of 18 years of age for Impaired Driving (alcohol). Emphasis is focused on these areas to combat the rise in young drivers involvement in traffic crashes. Outreach programs targeting young drivers, we were able to reach out to church youth groups and college students.

### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

#### Performance Target Justification

According to state data, 0 pedestrian fatalities was recorded in 2017, 2018 and anticipated 0 by December 31, 2019.

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

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	0.00	5 Year	2016

#### Performance Target Justification

For the past decade, according to state data, American Samoa recorded "0" bicyclist fatalities in 2017, 2018 and anticipated 0 by December 31, 2019.

OHS in collaboration the Department of Public Safety is aggressively enforcing the highway safety laws (seat belts, speed limits, impaired and other related titles). Outreach programs and traffic enforcement are countermeasures proven very effective in combating safety issues on our highways.

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

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	96.00	3 Year	2018



### Performance Target Justification

American Samoa achieved a major increase in the percentage of observed seat belt use from 77% in 2014 to 94% in 2018 increase of 17% in usage. Our efforts to increase the frequency of educational outreach and enforcement has a direct correlation in the increase in usage of seat belt among the traveling community. Our goal is to increase 2% of seat belt use by 2020.

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

I certify:           **No**

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

Seat belt citations:       **752**

Fiscal Year A-1:       **2018**

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

Impaired driving arrests:       **184**

Fiscal Year A-2:       **2018**

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

Speeding citations:       **322**

Fiscal Year A-3:       **2018**

## Program areas

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

#### Description of Highway Safety Problems

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.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	0.00

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement
Highway Safety Office Program Management

#### Countermeasure Strategy: Communication Campaign

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

### Project Safety Impacts

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.

### Linkage Between Program Area

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.

### Rationale

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 in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-20-02	Communication Campaign

### Planned Activity: Communication Campaign

Planned activity number: **AL-20-02**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

### 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

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Communication Campaign

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)			
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$10,000.00		

### Countermeasure Strategy: High Visibility Enforcement

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

#### Project Safety Impacts

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.

#### Linkage Between Program Area

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.

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-20-03	High Visibility Enforcement

### Planned Activity: High Visibility Enforcement

Planned activity number: **AL-20-03**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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 2019 -January 2020 - 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.

## Intended Subrecipients

ASOHS

DPS-Law Enforcement Officers

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Alcohol (FAST)			
2020	FAST Act NHTSA 402	Alcohol (FAST)	\$42,000.00		

## Countermeasure Strategy: Highway Safety Office Program Management

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

### Project Safety Impacts

Provide for necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, and monitoring auditing, and evaluation of grants within this program area and the preparation of the 2020 Highway Safety Plan. Provide funding to cover training, travel, conference fees, office supplies and other miscellaneous expenses. This includes AL program vehicle mileage.

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
-------------------	-----------------------

AL-20-01	Highway Safety Office Program Management
----------	--

**Planned Activity: Highway Safety Office Program Management**

Planned activity number: **AL-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Provide for 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. OHS Coordinator, (10%), OHS Financial Manager (20%), AL Manager (100%). 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.

**Intended Subrecipients**

American Samoa Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Highway Safety Office Program Management

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
	FAST Act NHTSA 402	Alcohol (FAST)			
2020	FAST Act NHTSA 402	Alcohol (FAST)	\$54,000.00		

## Program Area: Occupant Protection (Adult)

### Description of Highway Safety Problems

American Samoa Office of Highway Safety (ASOHS) recorded a 17% increase of seat belt survey conducted from 2014 of average of 77% to 2018 of 94%. 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 (2014-2018) found no non-restrained driver or passenger vehicle occupant fatalities in all seating positions. 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.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	3 Year	96.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
CIOT High Visibility Enforcement
OP Community Educational Initiatives
Program Development and Management
Safety Belt Survey

### Countermeasure Strategy: CIOT High Visibility Enforcement

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

#### Project Safety Impacts

Provides funding for the development of a media campaign for the CIOT Mobilization in October, November 2019 and May-June, September 2020. 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.



### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-20-03	CIOT High Visibility Enforcement

### Planned Activity: CIOT High Visibility Enforcement

Planned activity number: **OP-20-03**

Primary Countermeasure Strategy ID:

### Planned Activity Description

OHS in collaboration with ASDPS will participate in CIOT Mobilization in May-June in 2020. Enforcement efforts will focus on increasing compliance with occupant protection laws on our roadways and at high risk locations. 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 not using seat belts. OHS will fund overtime enforcement by DPS to participate in the CIOT Mobilization and monthly enforcements.

The "Click It Or Ticket" Campaign; 20 officers will participate in this major enforcement for two weeks.

### Intended Subrecipients

DPS - Traffic and Patrol Officers

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CIOT High Visibility Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Occupant Protection (FAST)			
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$33,000.00		

## Countermeasure Strategy: OP Community Educational Initiatives

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

### Project Safety Impacts

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.

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

## Countermeasure Strategy: Program Development and Management

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

### Project Safety Impacts

Provide necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, and monitoring auditing, and evaluation of grants within this program area and the preparation of the 2019 Highway Safety Plan. Provide funding to cover training, travel, conference fee, office supplies and other miscellaneous expenses.

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-20-02	Program Development and Management

### Planned Activity: Program Development and Management

Planned activity number: **OP-20-02**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Funding under this task to provide for staff time and expenses incurred that are directly related to the planning, development, coordination, monitoring and evaluation of grants within this program area. OHS Program Coordinator (10%), OHS Financial Manager(20%), and OP Program Manager (100%). Funding also under this task to provide assistance to individuals to attend and participate in training sessions, educational meetings or conferences and workshops.

### Intended Subrecipients

American Samoa Office of Highway Safety(ASOHS) staff

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Program Development and Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Occupant Protection (FAST)			

## Countermeasure Strategy: Safety Belt Survey

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

### Project Safety Impacts

American Samoa has several laws and policies that have a direct impact on specific highway safety initiatives. It does have a primary safety belt law for all occupants. Promoting and Enforcing the seat belt law is a sustainable 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.

### Linkage Between Program Area

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.

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-20-01	Safety Belt Survey

### Planned Activity: Safety Belt Survey

Planned activity number: **OP-20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Before and after the May through June CIOT Mobilization, a contractor will conduct an Island wide observation of drivers and front-seat outboard passengers at twenty-five(25) sites both at urban (downtown/surrounding areas) and rural (country-farther from downtown) areas.

### Intended Subrecipients

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

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Safety Belt Survey

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Occupant Protection (FAST)			
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$15,000.00		

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

### Description of Highway Safety Problems

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.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	0.00

### Countermeasure Strategies in Program Area

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

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

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

#### Project Safety Impacts

The CPS program is managed and coordinated by the Office of Highway Safety (OHS), Department of Public Safety (DPS). American Samoa has two child restraint inspection stations. One is located on the west side of the island by the Office of Motor Vehicles (OMV), Tafuna, and another at the DPS Central Station, downtown in Fagatogo. The inspection stations are a multi-disciplinary effort where parents and caregivers can learn the correct use of child restraints. OHS conducts media events, public information campaigns, child safety 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.

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-CPS-20-01	Child Restraint System Inspection Station(s)

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

Planned activity number: **OP-CPS-20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

### Intended Subrecipients

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

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

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

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

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

**Project Safety Impacts**

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

Data collected of 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:

- 12. 2014 - 193
- 13. 2015 - 167
- 14. 2016 - 135
- 15. 2017 - 23

**Linkage Between Program Area**

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

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

**Rationale**

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

**Planned activities in countermeasure strategy**



Unique Identifier	Planned Activity Name
OP-CPS-20-02	Short High-Visibility Child Restraint Law Enforcement

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

Planned activity number: **OP-CPS-20-02**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

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

#### Intended Subrecipients

American Samoa Office of Highway Safety (ASOHS)

American Samoa Department of Public Safety

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short High-Visibility Child Restraint Law Enforcement

#### Funding sources

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

## Program Area: Planning & Administration

### Description of Highway Safety Problems

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:

16. Identifying the Island's traffic safety problems
17. Use traffic safety data (crash, citation, roadway, injury, alcohol, etc.)for the problem identification.
18. Work with Highways Safety Strategic Partners to develop countermeasures
19. Develop the annual Highway Safety Plan (HSP)
20. Develop annual Highway Safety Report
21. Solicit and review grant application submitted by potential sub grantees for funding
22. Monitor all grants
23. Prepare program performance measures
24. Use performance measures to evaluate accomplishments
25. Conduct Grantee performance reviews
26. Propose traffic safety legislation
27. Increase public awareness of traffic safety laws and programs
28. Participate on various traffic safety and community programs
29. Promote and coordinate traffic safety in American Samoa
30. 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.

### Associated Performance Measures

#### Planned Activities

#### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-20-01	Highway Safety Program Management	

## Planned Activity: Highway Safety Program Management

Planned activity number: **PA-20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

This program planned activities include the salaries of the OHS Program Coordinator (60%) 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).

### Intended Subrecipients

Office of Highway Safety staff

### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Planning and Administration (FAST)			
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$97,000.00		

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

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 Nuuli main road and the Tafuna area which are areas considered high risk crash locations.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	0.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	0

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement
Highway Safety Office Program Management

## Countermeasure Strategy: Enforcement

Program Area: **Police Traffic Services**

### Project Safety Impacts

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.

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-20-02	Enforcement

### Planned Activity: Enforcement

Planned activity number: **PTS-20-02**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

As part of our enforcement campaign, we will propose the acquisition of a trailer (\$50,000) to store and use as a promotional tool for educational outreach programs.

### Intended Subrecipients

31. American Samoa Office of Highway Safety

32. American Samoa Department of Public Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	402 PTS-Police Traffic Services	PTS High Visibility Enforcement	\$50,000.00		
	FAST Act NHTSA 402	Police Traffic Services (FAST)			
	FAST Act NHTSA 402	Police Traffic Services (FAST)			

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Trailer	1	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Police Traffic Services**

Project Safety Impacts

This task provides for the necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring and evaluation of grants within this program area. This task also include assistance to staff to attend and participate in workshops, training, sessions, educational meetings and conferences.

Linkage Between Program Area

Department of Public Safety

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-20-01	PTS Highway Safety Office Program Management

### Planned Activity: PTS Highway Safety Office Program Management

Planned activity number: **PTS-20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

- 33. PTS Coordinator 100% salary
- 34. Fiscal Manager 20% salary
- 35. OHS Program Coordinator 10%
- 36. Partnership Meeting & Lifesaver Conference
- 37. Program Management Training
- 38. Office equipment and supplies

### Intended Subrecipients

Office of Highway Safety staff.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Police Traffic Services (FAST)			



## Program Area: Speed Management

### Description of Highway Safety Problems

Speed continues to be a problem in American Samoa. The two fatalities recorded in 2017 were speed related. ASOHS will 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.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	0
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	0.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Sustained Enforcement

### Countermeasure Strategy: Sustained Enforcement

Program Area: **Speed Management**

#### Project Safety Impacts

Provide funds for overtime for speed enforcement patrol by DPS Traffic, Sub Station East and Sub Station West. Patrol will be conducted during daylight hours 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.

**Linkage Between Program Area**

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

**Rationale**

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

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
SE-20-01	Sustained Enforcement

**Planned Activity: Sustained Enforcement**

Planned activity number: **SE-20-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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.

**Intended Subrecipients**

American Samoa Office of Highway Safety (ASOHS)

American Samoa Department of Public Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Speed Management (FAST)			

2019	FAST Act NHTSA 402	Speed Management (FAST)	\$20,000.00		
------	-----------------------	----------------------------	-------------	--	--

## Program Area: Traffic Records

### Description of Highway Safety Problems

Traffic Records include data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety. This program includes data related to all six traffic records systems: crash, driver, vehicle, roadway, citation 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.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	0

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Traffic Records Improvement

### Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Traffic Records**

#### Project Safety Impacts

Funding for staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, and evaluation of grants within the traffic records program area, including the section 405(c). Funding for individuals to attend and participate in

technology workshops, training sessions, educational meetings or conferences. For more details see the planned activity under this countermeasure strategy.

### Linkage Between Program Area

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

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-20-01	Highway Safety Office Program Management

### Planned Activity: Highway Safety Office Program Management

Planned activity number: **TR-20-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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:

39. Traffic Records Manager
40. Meeting & Conferences
41. TSI Program Management training for traffic records program manager
42. TSI Data Analysis & Evaluation Course
43. Traffic Records Forum
44. Split funding for OHS Program Coordinator salary for traffic records activities
45. Split funding for Fiscal Manager (20%)

### Intended Subrecipients

Office of Highway Safety

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
--------------------------------

Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Traffic Records (FAST)			
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$127,000.00		

Countermeasure Strategy: Traffic Records Improvement

Program Area: **Traffic Records**

Project Safety Impacts

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

46. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
47. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
48. 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

49. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory
50. Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
51. Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

### Linkage Between Program Area

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.

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AS_07_CR_01/AS_07_CR_02	Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support
AS_17_RMS_001	DPS Traffic Records System Deployment Support (Traffic Division)
AS_EC_001, AS_CR_002	ECitation JustWare API Maintenance & Support
AS_RW_001	Roadway Information Management System Update

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

Planned activity number: **AS\_07\_CR\_01/AS\_07\_CR\_02**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

### Intended Subrecipients

52. Contractor - Ledge Light Technology Inc.
53. Department of Public Safety

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Improvement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405c Data Program	405c Data Program (FAST)			

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

Planned activity number: **AS\_17\_RMS\_001**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

- 54. 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.
- 55. 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.
- 56. 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.

**Intended Subrecipients**

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

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Improvement

Funding sources



Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405c Data Program	405c Data Program (FAST)			

**Planned Activity: ECitation JustWare API Maintenance & Support**

Planned activity number: **AS\_EC\_001, AS\_CR\_002**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

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

**Intended Subrecipients**

- 1. Contractor - Ledge Light Technologies, Inc.
- 2. American Samoa Court

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Improvement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405c Data Program	405c Data Program (FAST)			

## Planned Activity: Roadway Information Management System Update

Planned activity number: **AS\_RW\_001**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

### Intended Subrecipients

3. Contractor - Ledge Light Technology Inc.
4. Department of Public Safety

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Improvement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405c Data Program	405c Data Program (FAST)			

## Evidence-based traffic safety enforcement program (TSEP)

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

Unique Identifier	Planned Activity Name
OP-20-03	CIOT High Visibility Enforcement
PTS-20-02	Enforcement
AL-20-03	High Visibility Enforcement
OP-CPS-20-02	Short High-Visibility Child Restraint Law Enforcement
SE-20-01	Sustained Enforcement

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

#### Crash Analysis

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

#### Deployment of Resources

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.

#### Effectiveness Monitoring

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.

## High-visibility enforcement (HVE) strategies

### Planned HVE strategies to support national mobilizations:

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

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

Unique Identifier	Planned Activity Name
AL-20-03	High Visibility Enforcement
OP-20-03	CIOT High Visibility Enforcement
OP-CPS-20-02	Short High-Visibility Child Restraint Law Enforcement
SE-20-01	Sustained Enforcement

## 405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

Meeting Date
4/4/2019
5/27/2019
6/6/2019

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: **Sinatoga Moliga**

Title of State's Traffic Records Coordinator: **Traffic Records Coordinator**

**TRCC members by name, title, home organization and the core safety database represented:**

[List of TRCC members](#)

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 Public Works	Deputy Director	DPW
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	Aveglio Fuapopo	Emergency Medical Service	EMS	EMS
C/A	Collector/Management/User	Baccalaureate Mao	High Court	MIS	Court
EMS/Injury Surveillance	User/Management	Ray Tulafono	Lyndon B. Johnson 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 Maiava	Motor Carrier Safety Assistance Program	DPS	MCSAP
Crash/C/A/EMS/Injury Surveillance	User	Faamoana Roe	DPS/OHS	OHS/Traffic Records	DPS

Crash/C/A/E MS/Injury Surveillance	User	Sinatoga Moliga	DPS/OHS	OHS/Program Coordinator	DPS
Driver/Vehicl e	Collector/Use r	Mary Putuga	DPS/Office of Motor Vehicle (OMV)	OMV	DPS

## Traffic Records System Assessment

### Strategic Planning and Traffic Record System Recommendations

#### Crash Recommendations

5. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
6. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. 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

8. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
9. Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory
10. 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

11. Improve the applicable guidelines for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
13. Improve the procedures/ process flows for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
14. 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



15. Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
16. Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
17. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
18. 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**

19. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory
20. Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
21. Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
22. 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**

23. Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
24. Improve the applicable guidelines for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
25. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
26. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
27. Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

#### [Traffic Records for Measurable Progress](#)

Click or tap here to enter text.

#### [Traffic Records Supporting Non-Implemented 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**

28. 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 2020 due to limited resources**

##### **Recommendation**

29. 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 2020 due to limited resources**

##### **Recommendation**

30. 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

**Ongoing – New System is scheduled for deployment in November 2019**

**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**

31. 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 reflects best practices as identified in the Traffic Records Program Assessment Advisor

**Project is ongoing - This will not be addressed during FY 2020 due to limited resources**

**Recommendation**

32. 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

**Project is ongoing - This will not be addressed during FY 2020 due to limited resources**

### **Recommendation**

33. 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 method 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 2020 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 NEMSIS. 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**

34. 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 2020 due to limited resources**

### **Recommendation**

35. 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**

36. 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 2020 due to limited resources**

### **Recommendation**

37. 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 2020 due to limited resources**

**Recommendation**

38. 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 2020 due to limited resources**

**Traffic Records for Model Performance Measures**

**FY 2019 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 the Crash, ECitation and Adjudication Systems by improving their timeliness and Accuracy. Through training and technology applications both DPS Traffic Division and the Traffic Court have seen significant improvement in accuracy and timeliness of crash data.

**Demonstrated Improvement**

**Crash System**

**AS-CR-002- Crash Accuracy**

**Performance Measure Based on CA-1- Model (Accuracy)**

**(%) of crashes which passed all audits and validation**

## C-A-1 – Accuracy

	Start Date	End Date
Baseline	4/1/2017	3/31/2018
Target	4/1/2018	3/31/2019


Crash Accuracy			
The percent of crashes which passed all validations.			
	04/01/2017 - 03/31/2018	04/01/2018 - 03/31/2019	Change
Total number of crashes	309	294	-4.85%
Total number of crashes which passed validation	242	235	-2.89%
Percent which passed validations	78.32%	79.93%	2.06%
<b>Improvement</b>		2.06%	

### Base Period Crash Audit Statistics Report

## Crash Reports Audit S

#### Select Action

- Run New Audit     View Existing Audit  
 Run Timeliness Report     View Timeliness Re

Start Date  

#### Audit Results


Total No. of Reports : 309  
 No. of Passed Reports : 242  
 No. of Failed Reports : 67  
 Audit Pass Percentage(%) : 78.32%  
 Avg. No. of Incomplete Fields : 6.36

## Target Period Crash Audit Statistics

### Crash Reports Audit Sta

#### Select Action

- Run New Audit     View Existing Audit R  
 Run Timeliness Report     View Timeliness Rep

Start Date  

Ge

#### Audit Results

Total No. of Reports : 294  
No. of Passed Reports : 235  
No. of Failed Reports : 59  
Audit Pass Percentage(%) : 79.93%  
Avg. No. of Incomplete Fields : 4.53

*Crash Accuracy Improved from 78.32% 79.93%. An improvement = 2.06%*

Crash System

AS-CR-002- Crash Timeliness

#### Performance Measure Based on CT-1- Model (Accuracy)

# of days between crash event and when the data is available for use in the centralized repository

#### C-A-1 – Timeliness

A new network was established and along with officer's training the collection and transmission of crash report from the Mobile units have improved which led to significant improvement in crash report timelines from 4:16:52:35 to 0:00:35:52 (Days:Hours:Minutes:Seconds). An **99.47%** improvement from last measured period.

**C-T-1- Timeliness: This measure is terms average number of days from the occurrence of a crash to the entry of the crash report into the centralized database**

**C-T-1 Timeliness**



<b>Crash Timeliness</b>			
Average number of days from the occurrence of a crash to the entry of the crash report into the centralized database.			
	04/01/2017 - 03/31/2018	04/01/2018 - 03/31/2019	Change
Total number of crashes	309	294	-4.85%
Summation of time required for all reports to reach the database (Seconds)	125563964	632745	-99.50%
Summation of time required for all reports to reach the database (Days:Hours:Minutes:Seconds)	1453:06:52:44	7:07:45:45	
Average time per report (Seconds)	406355.8706	2152.193878	-99.47%
Average time per report (Days:Hours:Minutes:Seconds)	4:16:52:35	0:00:35:52	
<b>Improvement (Reduction)</b>		99.47%	

Crash Timeliness improved from 4:16:52;35 to 0:00:35:52 ((Days:Hours:Minutes:Seconds) =99.47% Improvement from last period

#### State traffic records strategic plan

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

<b>Supporting Documents</b>
PM_Based Period.JPG
Traffic Records Strategic Plan_Update_June 2019.pdf
Performance M_1.JPG
PM Target Period.JPG
Crash Timeliness.JPG

**Planned activities that implement recommendations:**

Unique Identifier	Planned Activity Name
AS_07_CR_01/AS_07_CR_02	Crash/ECitation/OSCAR Systems Upgrade & Island Wide Traffic Safety Information System Maintenance & Support
AS_17_RMS_001	DPS Traffic Records System Deployment Support (Traffic Division)
AS_EC_001, AS_CR_002	ECitation JustWare API Maintenance & Support
TR-20-01	Highway Safety Office Program Management
AS_RW_001	Roadway Information Management System Update

**Quantitative and Measurable Improvement**

**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.**

Supporting Documents
PM_Based Period.JPG
Traffic Records Strategic Plan_Update_June 2019.pdf
Performance M_1.JPG
PM Target Period.JPG
Crash Timeliness.JPG

**State Highway Safety Data and Traffic Records System Assessment**

**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:**

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**

## Certifications, Assurances, and Highway Safety Plan PDFs

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

Supporting Document
2020 Certification - Assurances .pdf

