

Highway Safety Plan



Honorable Togiola T. A. Tulafono
Governor

PC Sotoa M. S. Savali
DPS Commissioner
Governor's Representative



DEPARTMENT OF PUBLIC SAFETY
AMERICAN SAMOA GOVERNMENT
 P.O. Box 1086, Pago Pago, American Samoa 96799
 Telephone: (684) 633-1111 * Fax No.: (684) 633-7296



HON. TOGIOLA T.A. TULAFONO,
 Governor

Office of the Commissioner

Paramount Chief Sotoa M. S. Savali
 Commissioner

HON. AITOFELE T.F. SUNIA,
 Lt. Governor

Filifa'atali M. U. Fuiava
 Deputy Commissioner

Serial: 191-07

August 31, 2007

Dr. David Manning Ph.D.
 Regional Administrator
 Department of Transportation
 National Highway Traffic Safety Administration
 Western Region
 201 Mission Street, Suite 1600
 San Francisco, CA. 94105

Dear Dr. Manning:

Talofa lava, and warm greetings from American Samoa. Attached for your perusal review is American Samoa's Fiscal Year 2008 Highway Safety Plan (HSP).

The contents of this report includes American Samoa's Form 217, DPS Organizational Chart, Certification and Assurances, Performance Report, Performance Plan and the FY 2008 Budget. American Samoa plans to continue its campaign against impaired driving, youth alcohol, and pedestrian safety. The Office of Highway Safety will especially concentrate its resources on seatbelt and CPS usage, and the upgrading of American Samoa's traffic records system.

I hope that your review finds American Samoa's FY 2008 Highway Safety Plan satisfactory and meeting all DOT/NHTSA requirements and guidelines. Thank you, for your continued support of our highway safety programs.

Sincerely,

PC SOTOA M.S. SAVALI
 Commissioner of Public Safety
 Governor's Representative



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

HIGHWAY SAFETY PROGRAM COST SUMMARY

State American Samoa Number HSP 08-01 Date August 31, 2007

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
PA 08-01	76,333.00							
AL 08-02	79,443.00							
EM 08-03	58,800.00							
OP 08-04	80,581.00							
PS 08-05	29,652.00							
PT 08-06	98,676.00							
RS 08-07	50,000.00							
SA 08-08	74,244.00							
TR 08-09	94,999.00							
YA 08-10	72,384.00							
J3 08-11	31,600.00							
K4 08-12	501,122.00							
K9 08-13	595,000.00							
Total NHTSA	\$1,842,833.00							
Total FHWA								
Total NHTSA & FHWA	\$1,842,833.00							

State Official Authorized Signature:

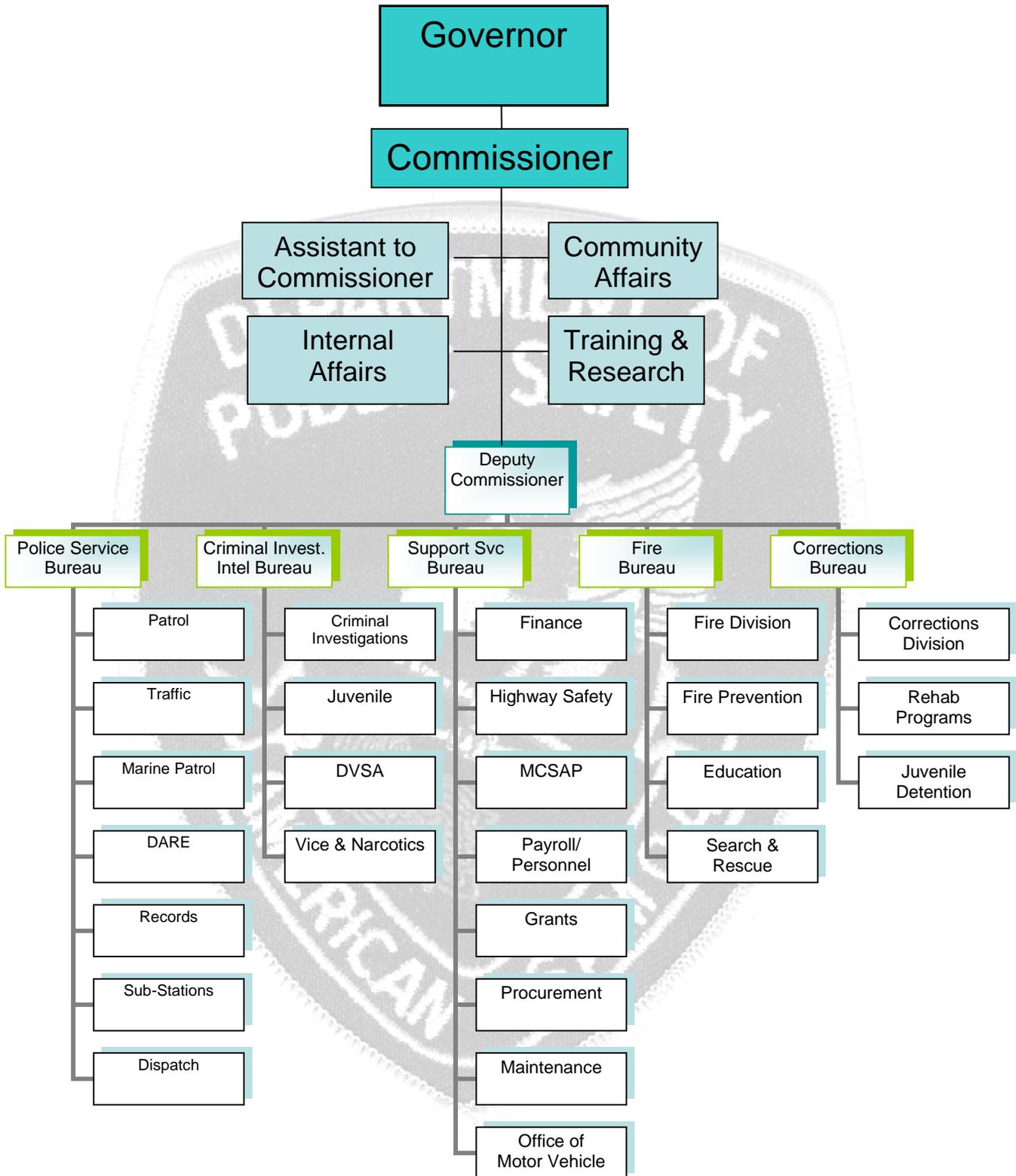
NAME: PC SOTOA MS SAVALI
TITLE: Commissioner/GR
DATE: 8/31/07

Federal Official(s) Authorized Signature:

NHTSA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

FHWA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

DEPARTMENT OF PUBLIC SAFETY



Highway Safety Contacts

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LBJ Tropical Medical Center
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Mrs. Marie Ripley
Office of Motor Vehicle Manager
Department of Public Safety
(684)699-9199

Traffic Records Coordinating Committee

Traffic Records Executive Committee

PC Sotoa M.S. Savali
Honorable John L. Ward II
Mr. Taeaotui P. Tilei
EMS Chief Fuapopo Avegalio
Cmdr, Terry S. Letuli

GR/Commissioner; Dept. of Public Safety
Judge; American Samoa District Court
Director; Department Public Work
TRCC Chairman/EMS
OHS Coordinator

TRCC Committee Members

EMS Chief Fuapopo Avegalio
Cmdr. Terry S. Letuli
Mr. Fred Scanlan
Police Chief Vaetoelau Laumoli
Capt. Vaimaga Maiava
Mrs. Faleosina Voight
Mr. Ardie Roque
Mrs. Marie Ripley
Mrs. Sharmain Edwards

TRCC/Chairman
OHS/Program Sponsor
Traffic Records Coordinator
DPS/Records Division
DPS/Motor Carrier Safety
DPW/Highway Division
Court
DPS/Office of Motor Vehicle
Department of Health

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.

- 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
 - e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
 - f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective

primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition

and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



PC Sotoa M.S. Savali

Governor's Representative for Highway Safety

Date

PERFORMANCE REPORT

Background Information

The Territory of American Samoa is a group of seven islands that came under the United States control in 1900, with the signing of the Treaty of Cession. The largest inhabited island is Tutuila, where the capital city of Pago Pago is situated. The population of the islands is estimated at 66,900 with 97.6% residing on the island of Tutuila.

The Traffic Laws of American Samoa are enforced by the Department of Public Safety (DPS), under the direction of the Commissioner of Public Safety, who is appointed by the Governor and approved by both houses of the Legislature (Fono). The Commissioner of Public Safety is the designated Governor's Highway Safety Representative. The Office of Highway Safety, (OHS) is under the direction of the Highway Safety Coordinator.

The OHS Coordinator is under the direction of the DPS Commander of the Support Services Bureau, who incurs reports to the DPS Commissioner/Governor's Highway Safety Representative. All highway safety programs are coordinated and monitored by the Office of Highway Safety. The Office of Highway Safety in FY 2008 will be coordinating and monitoring activities and projects funded under the NHTSA Section 402 Grant, TEA-21 Section 2003(B) Child Passenger Safety Grant, and SAFETEA-LU Section 406 and Section 408 Grants.

The Office of Highway Safety is presently implementing ten (10) highway safety programs and will continue the same programs in FY 2008 to address problems relating to American Samoa's Traffic Safety or Highways.

Highway Safety Program Areas:

PA	Planning and Administration
AL	Alcohol Enforcement
EM	Emergency Medical Services (EMS)
OP	Occupant Protection
PS	Pedestrian Safety
PT	Police Traffic Services
RS	Roadway Safety
SA	Safe Communities
TR	Traffic Records
YA	Youth Alcohol

Traffic Crash Data

Since the Traffic Crash Data for FY 2007 will not be available for the Office of Highway Safety (OHS) until December 2007, OHS has to rely on American Samoa's Traffic Crash Data from fiscal year 2006 and previous fiscal years to evaluate American Samoa's Highway Safety Programs. The American Samoa Office of Highway Safety does have other data such as surveys and completed activities conducted in FY 2006, which will be used to plan activities and projects required by the Office of Highway Safety for the FY 2008 Highway Safety Plan to resolve Traffic Safety problems confronting American Samoa. The Office of Highway Safety selected FY 1996, as its base year to monitor the progression of American Samoa's Highway Safety Programs.

Graph -1

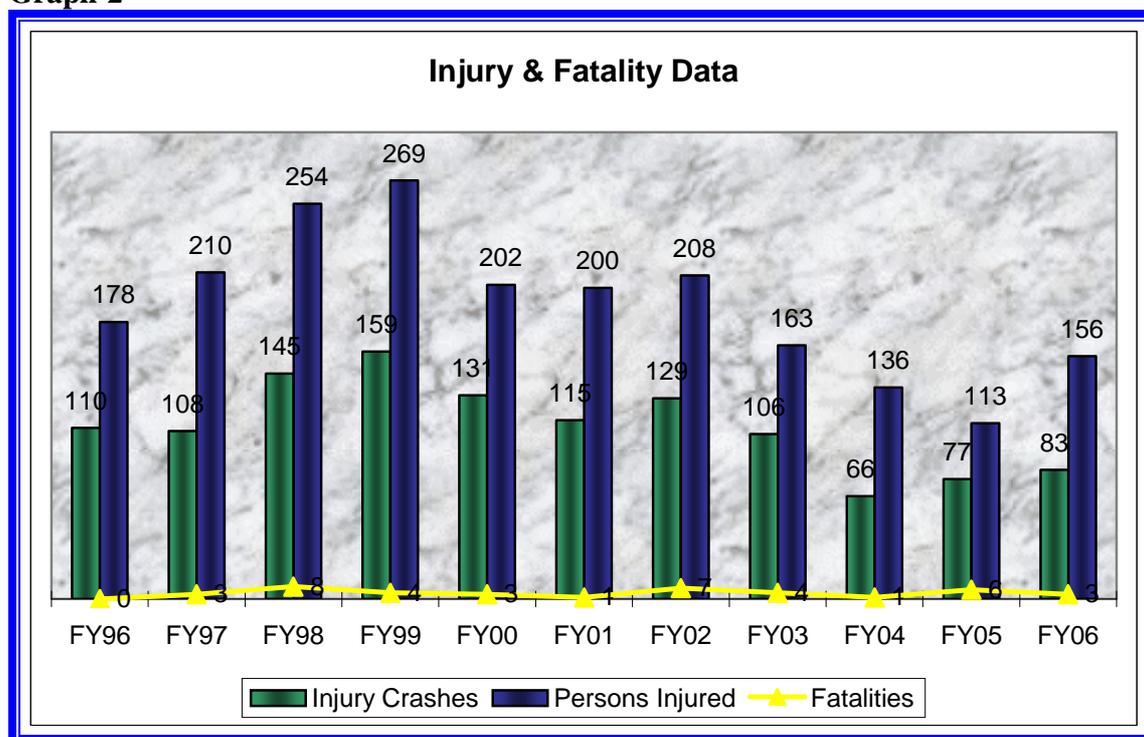


The goal of the American Samoa Office of Highway Safety is to decrease American Samoa's traffic crashes by 5% annually using FY 1996 as its base year. As depicted in **Graph-1**, traffic crashes in American Samoa gradually increased from FY 1997 through FY 2000. Traffic crashes has decreased in the past three years. In FY 2004 crashes declined by 14.8% as compared to FY 2003. Crashes continued to drop in FY 2005, a reduction of 10.5% from FY 2004. In FY 2006 traffic crashes continued to decline by 15% from the previous fiscal year.

Crash Injury & Fatality Data

Since FY 1996, fiscal year 1999, showed the highest occurrences of injury crashes and persons injured from vehicle crashes. Injury crashes and persons injured declined again after FY 1999. In FY 2002, there was a slight increase in vehicle crashes involving injuries and the number of persons injured in motor vehicle crashes. Injury crashes and persons injured continued to decrease after FY 2002. Although injury crashes again increased in FY 2005 by 14% as compared to FY 2004 the total number of persons injured in FY 2005 was 20.5% less than persons injured in FY 2004. Traffic fatalities increased in FY 2005, six people lost their lives in traffic crashes in FY 2005, there was only one traffic fatality in FY 2004. Although, FY 2006 showed a continuous decrease in traffic crashes for the third straight year injury crashes increased by 7.8% and the number of persons injured in traffic crashes increased by 28.9%. The number of traffic fatalities fell by 50% in FY 2006 as compared to traffic fatalities in FY 2005.

Graph-2

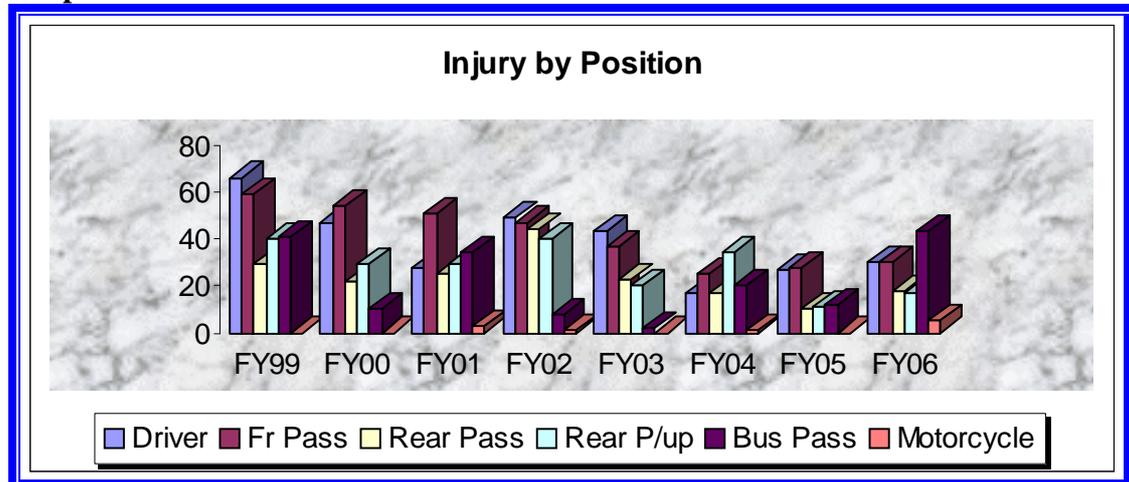


Injury by Position

Based in American Samoa's Traffic Crash Data collected from FY 1999 to FY 2003, the driver and front seat passenger dominates the category of vehicle position where most injuries occur. Least injured were operators and passengers of motorcycles. In FY 2004, most injuries were found to be passengers riding in the beds of pick up trucks and front passengers. In FY 2005, the driver and front seat passenger again was found to be the positions that most commonly were involved in traffic crash injuries. Drivers and front

passengers continued to be high in the category of persons injured in traffic crashes in FY 2006, but the highest number of persons injured in traffic crashes were found to be passengers on buses.

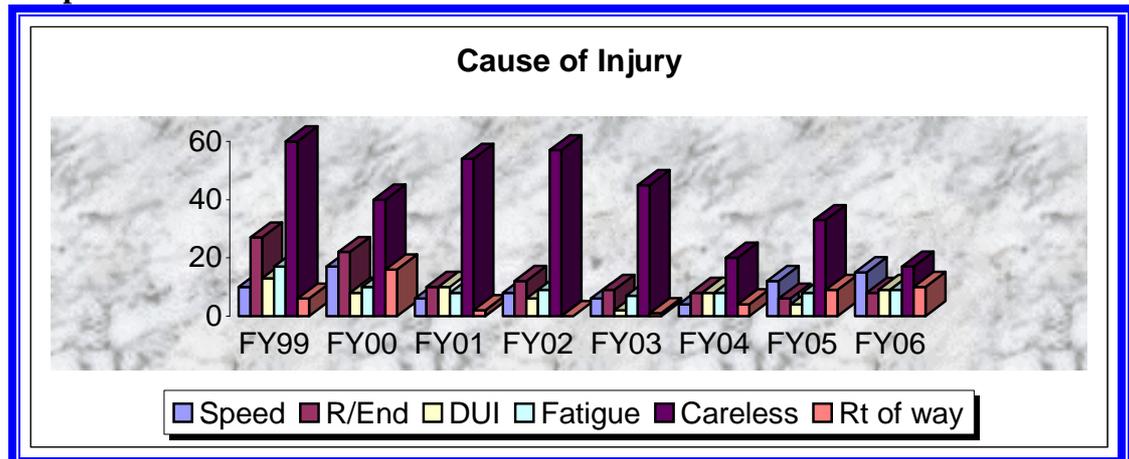
Graph-3



Cause of Injuries

The five leading causes of traffic crash injuries were from rear collisions (rear ends), driver fatigue, careless driving, DUI, and speeding. By far careless driving was discovered to be the leading cause of injury related crashes. In FY 2005, careless driving remained the highest cause for traffic crash injuries. Speeding, right of way, and driver fatigue were the other major causes for traffic crash injuries. Speeding and careless driving were the leading causes of crashes involving injuries in FY 2006.

Graph-4

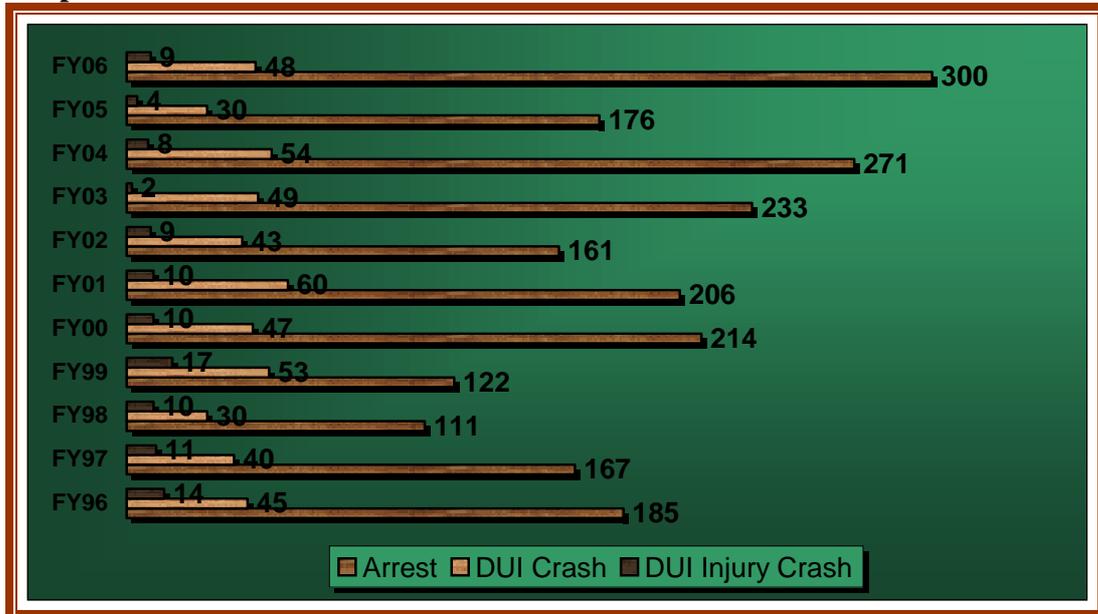


DUI Data

In FY 2001 and FY 2002 DUI arrest had declined as compared to FY 2000. In FY 2003, DUI arrest increased by 30.9%. DUI arrest continued to increase in FY 2004 by 14%. There was dramatic drop of 53% in DUI arrest in FY 2005 as compared to FY 2004. Although, there was an enormous reduction in DUI arrest in FY 2005, DUI crashes dropped by 80% and persons injured in DUI related crashes were reduced by 50% In FY 2005.

American Samoa's FY 2006 DUI data revealed an increase of 70.4% in DUI arrest as compared to FY 2005. Although, there was a dramatic increase in DUI arrest in FY 2006, the number of DUI crashes and persons injured in DUI related crashes also increased. American Samoa had no DUI related traffic fatality in FY 2006.

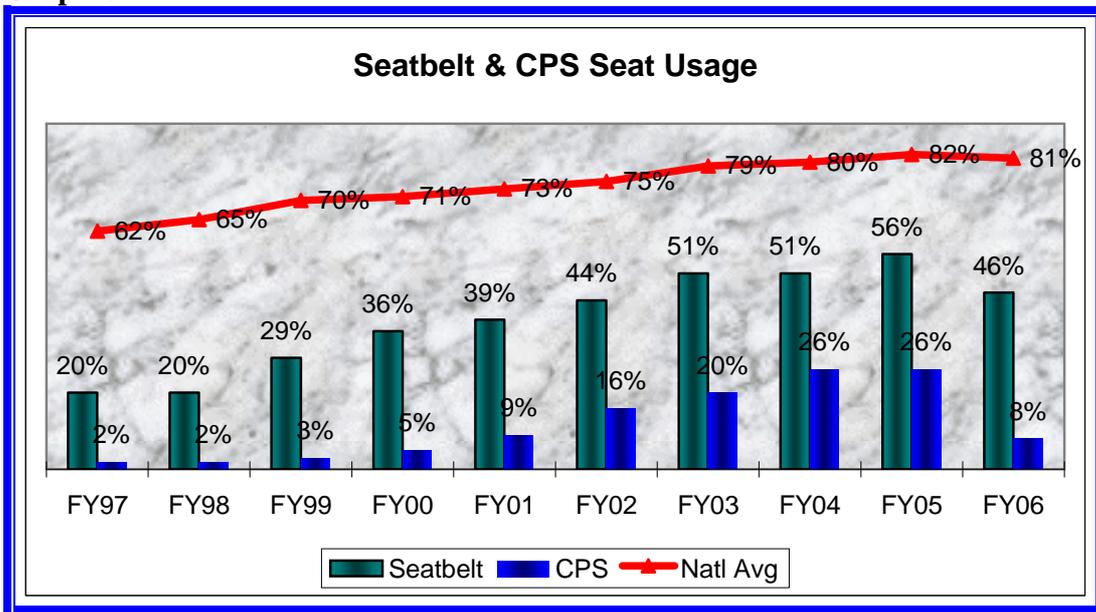
Graph-5



Seat Belt and CPS Seat Usage

From FY 1996 to FY 1998, American Samoa's seat belt usage was under 20% and child safety seat usage was below 5%. The problem listed by the Office of Highway Safety (OHS) was the lack of DPS manpower and the lack of availability of child safety seats on island. The Office of Highway Safety and the Department of Public Safety took measures in addressing the seatbelt and the child passenger safety seat usage by coordinating enforcement, education and providing public awareness.

Graph-6

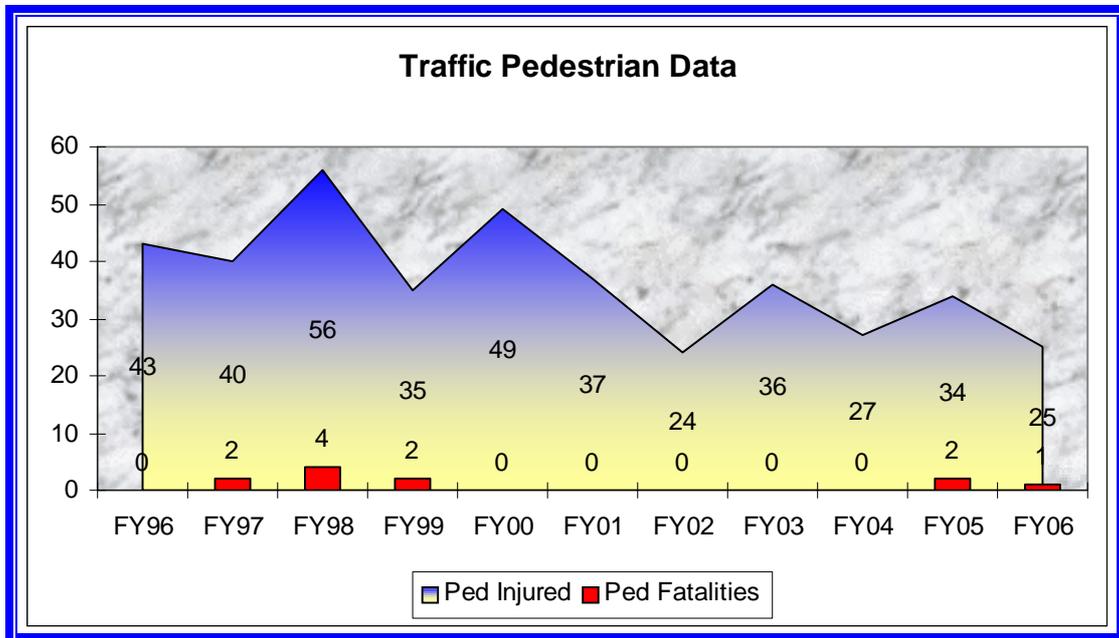


American Samoa's seat belt usage increased steadily through the years. In December 2006, the American Samoa Office of Highway Safety finally conducted a seat belt and child passenger safety seat survey meeting NHTSA guidelines and discovered its usage percentage to be much lower than earlier projected by OHS. The problem was again due to the lack of police enforcement and poor planning for enforcements.

Pedestrian Safety

In previous years pedestrian injuries were the cause for most of the traffic fatalities in American Samoa. Fiscal year 1998 was the peak for pedestrian injuries and fatalities. Between FY 2001 and FY 2002 pedestrian injuries declined it again rose in FY 2003 and then decreased in FY 2004. There was a 20% rise in pedestrian injuries in FY 2005 as compared to pedestrian injuries in FY 2004. There were no pedestrian fatalities from FY 2000 to 2004. In FY 2005, there were two pedestrian traffic fatalities. American Samoa FY 2006 Pedestrian Safety data shows a 36% drop in pedestrians injured in traffic collisions, and a 50% decrease in pedestrian traffic fatalities.

Graph-7

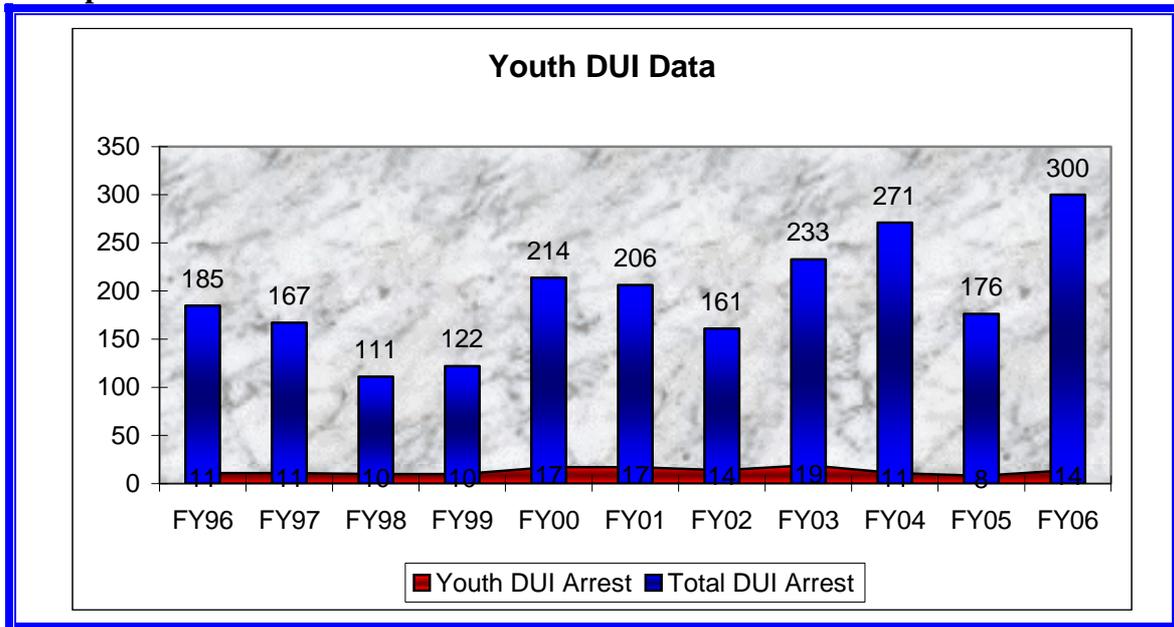


Youth Alcohol

The American Samoa Office of Highway Safety's goal is to have zero number of youths involved in alcohol related traffic crash fatalities. Data collected by OHS indicated that the number of youths (under age of 21) arrested for operating a motor vehicle on the highways under the influence of alcohol were 21% less in FY 2002 as compared to FY 2001. In FY 2003 there were 26.3% more youths arrested for DUI than in FY 2002. While there was an increase of youths arrested for DUI there were no youths involved in traffic fatal vehicle crashes in FY 2003. Fiscal year 2004 revealed a 72.7% drop in youths arrested for driving impaired. In FY 2005 youths arrested for DUI again fell by 37.5% as compared to the previous fiscal year.

As the Department of Public Safety increased its DUI arrest in FY 2006, so did the arrest for drivers under the age of 21. DUI arrest for drivers under the age of 21 increased by 42.8% in FY 2006. There were no traffic fatalities in FY 2006. There has been no traffic fatality caused from a vehicle driven by a youth (under age 21) for the past four consecutive years.

Graph-8



PERFORMANCE PLAN

The American Samoa Office of Highway Safety (OHS) is under the direction of the Governor's Highway Safety Representative (GR). The Commissioner for the Department of Public Safety is the Governor's appointed Highway Safety Representative. The Office of Highway Safety is housed at the Police Central Headquarters in Fagatogo, Pago Pago, American Samoa.

The coordination, monitoring and evaluation of all highway safety programs fall under the American Samoa Office of Highway Safety. The OHS is under the direction of the Highway Safety Coordinator. The Coordinator is appointed by the Governor's Highway Safety Representative and is under the supervision of the Commander for the DPS Support Services Bureau. The Coordinator is responsible for establishing the American Samoa Highway Safety Plan (HSP), The Highway Safety Annual Report, Grant Applications and reports. All Plans, Grant Applications, and Reports are approved by the Governor's Highway Safety Representative and submitted to the National Highway Traffic Safety Administration (NHTSA) Region IX for final approval.

The American Samoa Office of Highway Safety operates under the reimbursement system. All highway safety activities are initially funded by the American Samoa Government (ASG). The Office of Highway Safety then prepares a reimbursement voucher that is submitted to NHTSA Region IX for verification and approval. Upon approval of NHTSA Region IX, the voucher is inputted in the Grants Tracking System (GTS). Once the draw down is in GTS the U.S.D.O.T./NHTSA reimburses ASG funds that were utilized by the Office of Highway Safety to fund highway safety projects.

Problem Identification Process

The American Samoa Traffic Crash Data is collected from the Traffic Crash Reports that are turned in by Police Officers to the DPS Records Office. These Traffic Crash Data are collected and analyzed by OHS staff to identify American Samoa's Crash Data. Traffic Enforcement Data is obtained by the Office of Highway Safety from the Traffic Citation Data received from The American Samoa High Court. OHS can also obtain traffic enforcement data by reviewing the DPS Monthly Reports and Enforcement Summary Reports. Injury Data is obtained from the EMS Quarterly Reports and Traffic Crash Data from the DPS Records Division.

Each program manager is tasked with the responsibility of submitting timely progress reports during the fiscal year. In addition to this they are to provide the DPS/OHS with proposals identifying their needs and projects requiring continued funding by the end of the third quarter of the fiscal year. Budgets are also included with the proposals. The OHS Coordinator disseminates information with which to prepare the Highway Safety Plan for the following fiscal year.

Mission Statement:

The mission of the American Samoa Department of Public Safety and the Office Highway Safety is to reduce traffic crashes, traffic fatalities, injuries and property damage on the highways of American Samoa and create a safer environment for our motorist, passengers, and pedestrian alike.

Goal 1: Reduce the motor vehicle Fatal Crash Rate to 50% in Fiscal Year 2008 from the previous fiscal year.

Objectives:

- a) Reduce motor vehicle crashes by 5% in fiscal year 2008 as compare fiscal year 2007. A reduction in traffic crashes will lessen the possibility of crash fatalities.
- b) OHS will provide traffic equipment to assist DPS in its duties in enforcing American Samoa's Traffic laws.
- c) OHS will coordinate with DPS strategies to maintain or increase traffic enforcement primarily American Samoa's Primary Seatbelt and Child Restraint, and Driving under the Influence Laws.
- d) OHS will provide education and public awareness to promote highway issues such as seatbelt and CPS usage, dangers of drunk driving, pedestrian safety, speeding, fatigue drivers, road safety, youth alcohol, and aggressive driving.

PM: Quarterly reports reflect a reduction of 14.5 crashes during fiscal year 2008 from the previous fiscal year.

DPS Monthly Reports and Court Citation data shows DPS maintaining or increasing seatbelt, CPS seat, DUI, and speeding enforcements during FY 2008.

Seatbelt roadside survey shows an increase in seatbelt and child passenger safety seat usage.

Monthly reports show a decrease in traffic crashes involving pedestrian injuries.

Fatality crashes are reduced by 50% based on fiscal year 2008 traffic report data as compared to FY 2007.

Goal 2: Reduce the number of vehicle traffic crash injuries by 10% in Fiscal Year 2008 as compared to the previous fiscal year.

Objectives:

- a) Increase motor vehicle occupant seatbelt use to 60% and child passenger safety seat usage to 30% in FY 2008.
- b) OHS will fund for education and public awareness to promote seatbelt and CPS seat usage, pedestrian safety, dangers of drinking and driving, speeding, and aggressive driving.
- c) DPS will maintain or increase the enforcement of American Samoa's Primary Seatbelt and Child Restraint Laws in FY 2008.
- d) DPS will increase DUI enforcement by 10% in FY 2008 as compared to FY 2007.

PM: Seatbelt surveys indicate an increase in seatbelt and child passenger safety usage in FY 2008.

Department of Public Safety traffic Enforcement reveals an increase in DUI arrest, speed, and seatbelt citations issued.

Office of Highway Safety monthly data collected from the DPS Records Division motor vehicle traffic crash reports show a decline in injury caused from vehicle traffic crashes in FY 2008.

Goal 3: Reduce American Samoa's alcohol and drug related crashes by 10% in FY 2008.

Objectives:

- a) The Department of Public Safety will maintain or increase DUI Saturation Patrols and DUI Sobriety Check Points.
- b) The Office of Highway Safety will fund for equipments to assist DPS in DUI Enforcement.
- c) OHS will fund training for DPS police officers to be certified in DUI enforcement.
- d) OHS will continue to provide public awareness materials and utilize the media to educate the public on the dangers of impaired driving.

PM: DUI citations and arrest increase in monthly and quarterly reports in FY 2008.

DUI related traffic crashes are reduced by 10% at the end of FY 2008, based on DPS Traffic Crash Records.

Goal 4: Reduce pedestrians injured in traffic crashes by 5% in FY 2008.

Objectives:

- a) The DPS Traffic Division and Pedestrian Safety Program will continue to maintain or increase enforcement near school areas and places exceedingly utilized by pedestrians.
- b) OHS will ensure that cross walks are painted and warning signs visible at schools, commercial and business areas heavily used by pedestrians.

PM: Office of Highway Safety data collected monthly from DPS Records Division show a reduction in pedestrians injured in vehicle crashes.

DPS traffic Records data indicate a 5% decrease in pedestrians injured in FY 2008 as compared to previous fiscal year.

Goal 5: Improve Highway Safety Traffic Record Data Management System.

Objectives:

- a) The Office of Highway Safety will purchase computers to increase Traffic Record capabilities.
- b) OHS will continue to upgrade the network connection between DPS Dispatch, OMV and the District Court utilizing Section 408 Funds.
- c) The Office of Highway Safety will utilize Section 408 funds to establish a data system for EMS to collect traffic crash injury data.
- d) Section 408 funds will be used to create a data system for the Department of Public Works (DPW) to assist them in road maintenance and assist them in collecting traffic data.
- e) OHS will upgrade the Department of Public Safety's present traffic reporting system to improve the gathering of traffic crash data.
- f) OHS will provide training for personnel in the collection of traffic data.
- g) The Courts through funds from Section 408 will establish an e-citation pilot program to improve the issuance of traffic citations and collection of traffic citation data.
- h) A pilot program will be established by DPS/OHS to install four laptop computers in police vehicles to determine its effectiveness in issuing traffic citations and obtaining traffic crash data.

PM: The Office of Highway Safety and other government agencies will access updated American Samoa traffic data.

OHS will provide an annual report to NHTSA Region IX reporting the accomplishments in the upgrade of American Samoa's Traffic Records system.

The Courts and Police dispatch are able to obtain updated driver license and vehicle registration data.

Police officers on the field are able to obtain updated driver and vehicle registration information.

The issuance of traffic citations and producing of traffic crash reports are improved using the e-citation and computer laptops installed in police vehicles.

**PLANNING AND ADMINISTRATION
PA 08-01**

Problem Statement

The American Samoa Office of Highway Safety has been identified as one of the territories and states that has a significant carry forward of funds at the end of the fiscal year. This problem has been addressed at the regional and national level, states and territories have to consider avenues to address the considerable carry forward amounts each fiscal year. These are some of the problems that facilitates the substantial carry forwards; 1) inexperience of the OHS staff in submitting of reimbursement vouchers in a timely manner, 2) lack of financial training for financial personnel, 3) the inability of ASG to submit certain documentations required to prepare payment vouchers, and 4) failure of OHS to follow timeline of planned program activities.

One problem plaguing the American Samoa OHS is its inability to monitor its documentation of purchases within the local level. In resolving this problem OHS needs proper training and an improved system to better monitor highway safety projects once submitted to American Samoa Government (ASG) for funding.

Problem identification Process

The OHS Coordinator and staff will continue to focus on conducting surveys to determine problems that need addressing. They will produce a timeline of activities for all programs funded in fiscal year 2008, and will continuously monitor the timeline to ascertain programs that are not accomplishing these activities and to consider solutions to correct and alleviate these problems.

Problem Solution:

Goal 1: The American Samoa Office of Highway Safety needs to properly train its staff and personnel assigned to manage individual highway safety programs.

Objectives:

- a) The Office of Highway Safety will send personnel managing highway safety programs to attend an approved NHTSA program management and financial course.

- b) The OHS coordinator, financial officer and ASG personnel involved in handling highway safety funding need to be trained to better understand NHTSA policies and procedures.

PM: Individual highway safety programs are better managed.

There is an improvement in the flow of highway safety financial documents through the ASG financial and procurement system.

There is an improvement in the monitoring of highway safety funds with in the local government.

Goal 2: Planning and Administration will ensure that the Highway Safety Programs are implemented, monitored, and analyzed.

Objectives:

- a) PA Program will prorate the salary for the OHS Coordinator and OHS Financial Officer.
- b) The OHS Coordinator will ensure that all American Samoa Highway Safety Programs are complying with DOT and NHTSA policies and regulations.
- c) The Financial Officer will be tasked with purchasing, procurement, inventory, draw downs, and the management of highway safety funds.

PM: NHTSA Region IX continues to receive reports concerning the implementation of American Samoa Highway Safety Programs.

NHTSA Region IX continues to receive financial status of American Samoa's Highway Safety Programs.

The American Samoa Office of Highway Safety continues to follow DOT/NHTSA guidelines and submits NHTSA Region IX American Samoa's Highway Safety Annual Report.

Goal 3: Produce a Time Line of Activities for the American Samoa Highway and Traffic Safety to reduce motor vehicle crashes, fatalities, and injury crash rates below the national average.

Objectives:

- a) The Office of Highway Safety will follow National Highway Traffic Safety Administration (NHTSA) policies and guidelines.
- b) OHS will follow recommended dates specified in the highway safety event calendar as a time frame for programs such as 3D Prevention Month, Click it or ticket Mobilization, July 4th DUI Enforcement, Labor Day DUI Enforcement and Lights on for Life.

PM: Highway safety projects are completed as prescribed by the established timeline.

The Office of Highway Safety will submit the American Samoa Highway Safety Annual Report and other reports identifying American Samoa's Highway Safety Program accomplishments.

Goal 4: The DPS/OHS will monitor all program activities and determine the degree that they are reducing motor vehicle crashes, fatalities, and injury related crashes throughout the Territory.

Objectives:

- a) OHS will obtain Traffic Crash Reports from the DPS Records Division.
- b) The Office of Highway Safety will collect DUI reports from the DPS Records Division.
- c) OHS will obtain Traffic Citation data from the American Samoa High Court.
- d) The OP Program will continue to conduct and compile a seatbelt and CPS Roadside Survey.
- e) OHS will obtain injury data from the Emergency Medical Services (EMS).

PM: The Office of Highway Safety will continue to collect reports and data, analyze the data and establish highway safety problem areas

OHS will report all highway safety program problems and productivity on the Highway Safety Annual Reports and Highway Safety Plans.

Goal 5: In improving American Samoa's Highway Safety Program, OHS will send staff members to attend NHTSA meetings and conferences to obtain up to date NHTSA issues pertaining to highway safety.

Objectives:

- a) The Governor's Highway Safety Representative and OHS Coordinator, and OHS Staff member will attend the Annual GHSA Conference.
- c) The GR, OHS Coordinator, and an OHS Staff member will attend the Annual NHTSA Region IX Partnership Meeting.

PM: The American Samoa OHS will submit for approval all travels for the American Samoa Office of Highway Safety.

OHS staff members attending meetings and conferences will implement experiences and information to American Samoa's highway safety programs.

OHS staff performance shows improvement as specified in the Highway Safety Annual Report.

The American Samoa OHS is able to submit its drawdown vouchers to NHTSA Region IX in a timely manner.

Goal 6: The Office of Highway Safety will continue to use highway safety funds to purchase office supplies, equipment, and services for the American Samoa OHS.

Objectives:

- a) OHS will continue to pay its share of the utility bill, electricity, phone, and janitorial services.
- b) The Office of Highway Safety will continue to update its computers to ensure that highway safety computers are compatible with computers used by the GTS system and NHTSA Region IX.
- c) OHS will continue to purchase office supplies and equipment that will allow the Office of Highway Safety to provide adequate services to the general public and NHTSA Region IX.

PM: The Office of Highway Safety will record all purchases made by OHS in an inventory list to be updated for audit purposes by NHTSA Region IX.

The American Samoa Annual Report and Highway Safety Plan will justify the reasons for purchasing equipment, supplies, and services for Planning and Administration.

ALCOHOL ENFORCEMENT AL-08-02

Problem Statement

In FY 2006, police recorded the highest number of DUI arrest in one year (300 DUI arrest in FY 2006) as compared to each year dating back to FY 1996. Although, there was an increase of 70.4% in DUI arrest as compared to the previous fiscal year and there were no DUI related traffic fatalities, there was an increase in alcohol related traffic crashes and the number of persons injured in DUI related traffic crashes.

In order to reduce the number of DUI crashes involving injuries, American Samoa needs to continue its strict DUI enforcement by continuing its visible DUI Sobriety Check Points and saturation patrols. OHS and DPS also need to continue its DUI PI&E programs by stressing the “Drive Drunk, Over the Limit, Under Arrest” Campaign.

It is difficult for the Department of Public Safety to sustain a high number of DUI enforcements because of their lack of police manpower. OHS will assist DPS by funding overtime for DPS DUI qualified officers to maintain high visibility enforcements in American Samoa. OHS will continue to fund for training to update officers on DUI field and chemical testing and ensure the maximum number of officers are certified for DUI enforcement.

Problem Identification Process

The DUI reports and DPS monthly reports are analyzed to obtain DUI data to monitor DUI enforcement. American Samoa District Court records are also analyzed to determine the American Samoa’s DUI conviction rate.

Problem Solution:

Goal 1: The Office of Highway Safety will be committed to working with the American Samoa Department of Public Safety in reducing the number of drunk drivers on American Samoa’s highways by increasing DUI arrest by 20% and reducing DUI related crashes by 10% from the previous fiscal year.

Objectives:

- a) OHS will fund overtime for DPS off-duty police officers to conduct visible DUI enforcements.
- b) The Department of Public Safety will conduct monthly DUI Sobriety Check Points and DUI saturation patrols to deter impaired driving. DPS will conduct no less than two major enforcements monthly during FY 2008.

- c) DPS will conduct its Annual DUI Sobriety Check Points and DUI saturation patrols during the Holiday Season in December 2007.
 - d) The Office of Highway Safety will coordinate the “Over the Limit Under Arrest” Enforcement Campaigns with DPS during the July 4th and Labor Day weekend
- PM: DPS will conduct no less than 24 DUI Enforcements during FY 2008.

The Department of Public Safety conducts its Annual Holiday Season DUI Enforcement during December 2007.

The Office of Highway Safety and DPS conducts the Over the Limit Under Arrest Mobilization Campaign during the July 4th and Labor Day Holidays.

OHS will collect DUI data from the DPS Records Division to monitor monthly DUI Enforcements.

The DPS Traffic Division will submit a post summary report after every major DUI enforcement to the Office of Highway Safety.

DUI data shows a 20% increase in DUI arrest in FY 2008 as compared to the previous fiscal year.

American Samoa Traffic Crash Reports show a decrease of 10% in DUI related crashes in FY 2008 as compared to FY 2007.

Goal 2: The Office of Highway Safety will provide training for DPS personnel to better assist them in DUI enforcement.

Objectives:

- a) The Office of Highway Safety will purchase materials to provide local Standardized Field Sobriety Test (SFST) Training for the local officers.
- b) OHS send two police officers to be certified as Intoximeter RBT IV Instructors and Calibrators.
- c) Highway safety funding will be utilized to purchase materials and supplies to conduct a local certification Intoximeter RBT IV Operator’s Course.

PM: OHS will submit a report to NHTSA Region IX concerning the number of police officers trained locally on SFST by certified local SFST instructors.

Two police officers attend an Intoximeter RBT IV Breathalyzer Instructor Course.

OHS will submit a report to NHTSA Region IX on Intoximeter RBT IV certified police officers trained by local certified RBT IV Instructors.

There is an increase in the number of DUI arrests in FY 2008.

Goal 3: The OHS/AL Program will purchase equipments to assist DPS in DUI Enforcements.

Objectives:

- a) OHS will purchase RBT IV supplies and calibration cylinders to maintain the use and calibration of Intoximeter Breathalyzers.
- b) The Office of Highway Safety will purchase safety equipment to assist police officers to conduct DUI Enforcement during night enforcements and DUI Sobriety Check Points.
- c) OHS will purchase two Intoximeter RBT IV Breathlyzers to assist DPS in DUI enforcements.

PM: OHS will document and monitor all equipment purchased with highway safety funds and submit reports to NHTSA Region IX.

The Office of Highway Safety will ensure that all equipment purchased with highway safety funds are utilized by the DPS Traffic and Patrol Divisions for the sole purpose of traffic DUI Enforcements.

DPS Traffic and Patrol Monthly and the Traffic Annual data show an increase in DUI enforcement and arrests in FY 2008.

Goal 4: OHS needs to compliment its DUI enforcement with a solid PI&E Campaign.

Objectives:

- a) OHS will publicize its DUI Enforcements by coordinating it with a strong PI&E campaign.
- b) The Office of Highway Safety will run the new “Drive Drunk, Over the Limit, Under Arrest” Campaign island wide by utilizing local media.
- c) OHS will erect road side signs at heavily traveled highways to promote “Drive Drunk, Over the Limit, Under Arrest” Campaign.

PM: The “Drive Drunk, Over the Limit, Under Arrest “ Campaign is broadcasted by local media. PI&E Campaigns correspond with DUI Enforcements.

Progress report for DUI enforcements are submitted to OHS and NHTSA Region IX.

EMERGENCY MEDICAL SERVICES EM 08-03

Problem Statement

The LBJ Tropical Medical Center Emergency Medical Services (EMS) responded to over 300 vehicle crashes during fiscal year 2006. EMS needs to improve on their response time and improve services rendered at the scene of traffic crashes.

One contributing problem for the delay in EMS response is the 911 Emergency System. All 911 calls go through DPS Dispatch and then forwarded to EMS. In addressing this problem American Samoa needs to improve the 911 Emergency Communication System and train DPS and EMS Dispatchers to minimize time of initial call and notification of EMS.

Although, the Emergency Medical Services actions and response to traffic crash scenes are commendable their limited budget also restricts them from providing adequate services to victims at crash scenes. EMS needs training for their first responders to traffic crash scenes and safety equipments.

Problem Identification Process

The EMS program is efficiently managed. Problems are identified and passed on to the attention of officials by the EMS Chief. Solutions are immediately sought and problems resolved because of his persistent efforts.

Problem Solution:

Goal 1: OHS will fund to send Emergency Medical Services (EMS) EMT off-Island training.

Objectives:

- a) OHS will send two EMT off-island to attend the Pre-Hospital Emergency Care Course.
- b) The Office of Highway Safety will fund to send two EMT to attend Dispatcher Training off-island.
- c) OHS will fund to send two EMT to attend the EVOC re-certification Course.
- d) The Office of Highway Safety will fund for EMT's to attend EMS Expo Training Conference.

PM: DPS and EMS dispatchers are able to provide vital information to EMS personnel on the field and proper instruction to improve response time.

EMS is able to improve apply of treatment to victims of motor vehicle crashes at traffic crash scenes.

EMS will improve their response time to traffic crash scenes.

Goal 2: OHS will fund to purchase rescue equipment to be utilized by EMS personnel to treat victims at traffic crash scenes.

Objectives:

- a) The Office of Highway Safety will fund for traffic safety equipment to be used by EMT's while treating victims at traffic crash scenes.
- b) OHS will purchase rescue equipment to be utilized by EMS to aid traffic crash victims.

PM: EMTs are able to utilize needed equipment to treat trauma traffic crash Victims at scenes of traffic crashes involving injuries.

Improved rescue care and treatment of traffic crash victims at traffic crash sites.

Goal 3: OHS will fund for EMS to purchase equipment and materials to be utilized in providing local training conducted by EMS.

Objectives:

- a) EMS will provide supplies to provide local training for local Emergency Dispatchers.
- b) EMS will provide materials and supplies to conduct local EVOC Training for local EMT emergency vehicle operators.
- c) EMS will conduct CPR course for local police, fire, other government agencies, and the public.

PM: Improved utilization of emergency calls by local Emergency Dispatchers.

EMT will be skilled in the operation of Emergency Vehicles.

An increase in first responders certified in the use of CPR.

OCCUPANT PROTECTION OP 08-04

Problem Statement

Occupant protection and child passenger safety seat usage remains American Samoa's primary problem. On December 2006, American Samoa through the Office of Highway Safety, the American Samoa Community College, and the assistance of an off-island consultant performed American Samoa's Seat Belt Survey as required by NHTSA. Results had American Samoa's seat belt usage at 46%.

The primary problem for the low usage is the lack in continuous enforcement. Even though DPS conducts periodical visible major enforcements the lack of police manpower hinders their efforts in providing continuous enforcements. OHS will address this problem by paying overtime for officers to provide continuous seat belt and CPS enforcements.

The Office of Highway Safety in coordination with DPS will continue its PI&E campaign for seat belts and CPS programs. American Samoa will continue to push the "Click it or Ticket" Campaign. OHS will also continue its CPS Subsidy Program to educate and promote the use of CPS seats. OHS will also seek the assistance of an approved Assessment Team to analyze American Samoa's seat belt and CPS usage problem. Results from the assessment will be considered to improve American Samoa seat belt usage.

Problem Identification Process

The OHS/OP Program Roadside Seat Belt Survey's indicate the increase or decrease in the usage of seat belt and child passenger safety seat usage. A monthly and annual review of seat belt and child passenger safety seat traffic citations show an increase or decrease of occupant restraint enforcement.

Problem Solution:

Goal 1: The American Samoa Department of Public Safety to effectively enforce its seat belt and CPS laws they must conduct not only major visible enforcements but also continuous enforcement.

Objectives:

- a) The Office of Highway Safety will fund overtime for officers to conduct major visible seat belt and CPS enforcements.

- b) In providing maximum enforcement OHS will fund overtime for officers to conduct continuous seat belt and CPS enforcements. Four police officers will conduct 12 seat belt and CPS enforcements monthly.

c) OHS and DPS will conduct major visible seat belt and CPS enforcements during planned NHTSA mobilization enforcements.

PM: OHS pays for overtime for officers conducting seat belt and CPS enforcements.

DPS conducts seat belt enforcement during the National Click it or Ticket Mobilization Campaign.

Police conducts CPS enforcement during the National Child Passenger Safety Mobilization Week.

DPS performs 156 seat belt and CPS enforcements during FY 2008.

DPS Traffic Division will submit a summary report of all seat belt and CPS enforcements to OHS.

Roadside survey shows an increase in seat belt and CPS usage in American Samoa.

Goal 2: Increase the motor vehicle occupant seatbelt usage by 10% and have American Samoa's seatbelt usage in FY 2008 at 65% usage.

Objectives:

a) The Department of Public Safety will increase its seat belt enforcement in FY 2008.

b) OHS will continue its Click it or Ticket PI&E campaign utilizing local TV, radio stations and road signs.

PM: DPS Traffic Division summary seat belt enforcement reports and District Court citation data shows an increase in seat belt enforcement.

Roadside seat belt surveys reveal a 65% usage for motorist traveling on American Samoa's highways in FY 2008.

Goal 3: OHS will increase American Samoa's seat belt usage by 10% and child passenger safety seat usage to 40% in FY 2008.

Objectives:

a) The Department of Public Safety will step up enforcement for CPS usage in FY 2008.

b) OHS will continue its CPS Subsidy Program to further publicize the importance and proper way for using CPS seats.

c) The Office of Highway Safety will continue its PI&E campaign for CPS utilizing local television, radio stations, and road signs.

- d) OHS will continue to assist local residence by purchasing CPS seats to maintain the CPS Seat Subsidy Program and continue to urge local retail stores to sell and import child passenger safety seats.
- e) The Office of Highway Safety will rent a storage container to store CPS seats.

PM: DPS Traffic Division submits a summary report and District Court Traffic Citation data shows an increase in CPS enforcement.

CPS Program submits an activity report on the CPS subsidy program for FY 2008.

Local media broadcasts CPS PI&E campaign during FY 2008.

Roadside CPS surveys show a 40% usage for children riding in motor vehicles in American Samoa for FY 2008.

Goal 4: The Office of Highway Safety will provide a PI&E campaign to work collectively with enforcements to provide a bigger impact in deterring motorist to utilize their seat belts and CPS seats.

Objectives:

- a) Local television and radio stations to broadcast the Click it or Ticket Campaign.
- b) The OHS/OP personnel will appear on local television shows to campaign the usage of seat belt and child safety seats. The local television station will also periodically show seat belt campaign spots.
- c) The OHS/DPS personnel will distribute brochures, pamphlets, and other promotional materials through activities and government agencies.
- d) The Office of Highway Safety will put up Click it or Ticket signs on heavily traveled highways to promote usage.
- e) Local media will be used to promote and announce enforcements to make enforcement more visible.
- f) OHS will conduct a survey to reveal the effectiveness of its media campaign.

PM: Local television and radio stations broadcast seatbelt and child passenger safety public awareness messages periodically.

Local newspaper, radio, and television stations announces DPS intentions on seatbelt and child passenger safety seats campaign.

OHS media survey reveals the effectiveness of seat belt media campaign.

Goal 5: The OHS/OP Program to train OP personnel and local police officers on matters pertaining to Occupant Protection and child passenger safety program.

Objectives:

a) OHS and DPS personnel will attend the Annual Lifesavers Conference to obtain information, share program information and interact with other highway safety partners.

b) OHS and DPS personnel will attend the CPS Technician Certification Course.

PM: Local police officers will receive training from off-island and on-island on the importance of seat belt and child passenger safety seats.

OP Staff and Police Officers will attend community gathering, schools, and rallies to provide presentations on the importance of seat belt and child passenger safety seat usage.

Certified CPS Technicians conduct CPS projects to enhance the use of CPS seats.

Goal 6: In improving seat belt and CPS usage American Samoa needs an assessment and surveys to obtain pertinent information to help improve its OP Program.

Objectives:

a) OHS will obtain the services of an off-island Assessment Team to assess American Samoa's seat belt program.

b) The Office of Highway Safety will obtain the services of the American Samoa Community College (ASCC) to provide seat belt and CPS roadside survey.

c) The ASCC will conduct a survey to consider the effectiveness of the media campaign in reaching the public to utilize its seat belts.

PM: An off-island assessment team conducts an assessment of American Samoa OP Program and submits its recommendations.

ASCC provides roadside survey of American Samoa's seat belt and CPS seat usage and the effectiveness of the seat belt media campaign.

**PEDESTRIAN SAFETY
PS 08-05**

Problem Statement

Pedestrian injuries and fatalities were high from FY 1997 to FY 1999. Between FY 2001 and FY 2002 pedestrian injuries declined it again rose in FY 2003 and then decreased in FY 2004. There was a 20% rise in pedestrian injuries in FY 2005 as compared to pedestrian injuries in FY 2004. There were no pedestrian fatalities from FY 2000 to 2004. In FY 2005, there were two pedestrian traffic fatalities. American Samoa pedestrian safety data for FY 2006, shows a 36% drop in pedestrians injured in traffic collisions, and a 50% decrease in pedestrian traffic fatalities.

The Office of Highway Safety and DPS need to continue educating drivers and pedestrians on pedestrian safety. OHS will also work with the American Samoa Department of Public Work Highway Division to come up with innovative ways to protect pedestrians against vehicle collisions.

Problem Identification Process

The OHS staff will continue to ascertain American Samoa's Traffic Crash data from the DPS Records Division in order to monitor Pedestrian Safety and identify problems associated with pedestrian safety.

Problem Solution:

Goal 1: The goal of the Office of Highway Safety is to continue to reduce pedestrian injury from vehicle crashes by 5% in fiscal year 2008, and continue to maintain zero pedestrian fatalities. Maintain a 0% injury of school age pedestrians injured at school zones during school hours.

Objectives:

- a) The PS Program will prorate the salary for a Program Manager to manage the Pedestrian Safety and Youth Alcohol Program.
- b) OHS will continue the School Safety Program with schools located next to the public highway with heavy traffic flow.
- c) Police Officers will continue to supervise the School Safety Program at the Schools.
- d) The Office of Highway Safety will work with the Department of Public Work to identify areas needing safety devices and crosswalks.

PM: OHS will continue to obtain traffic crash data and monitor the number of Pedestrian injuries and fatalities caused from vehicle crashes.

The number of pedestrians injured in vehicle crashes is reduced by 5% in FY 2008, as compared to the previous year.

There are no pedestrian fatalities in FY 2008.

Goal 2: The Pedestrian Safety officer will train school guard personnel and lecture to schools requesting assistance.

Objectives:

- a) Police Officers will train school crossing guard personnel at 8 schools in American Samoa.
- b) The police officer will lecture and make presentations to schools requesting lectures and presentations on school crossing safety.

PM: All activities performed by police officers at the schools concerning school safety will be reported to NHTSA Region IX.

The number of students involved in presentations to schools and trained by police officers as crossing guards will be reported to NHTSA Region IX.

Goal 3: The OHS will purchase safety equipments for the Crossing Guard Programs and material for educational and promotional purposes.

Objectives:

- a) To ensure the safety of the crossing guard personnel, OHS will purchase safety equipments for the Crossing Guard Program.
- b) The OHS will purchase material to assist the police officers in promoting and the training of crossing guard.

PM: All equipments purchased for the school safety program will be documented and monitored by the PS Program.

Safety equipments and materials for pedestrian safety training and lectures will be reported to NHTSA Region IX.

Goal 4: OHS/PS Program will continue to provide promotional materials to educate and make the public aware of pedestrian safety.

Objectives:

- a) The local radio station will periodically broadcast pedestrian messages on their radio programs.
- b) The Office of Highway Safety will distribute public awareness materials and promotional materials at local government agency offices, businesses, and organizations.

PM: OHS will report the number of public broadcasting conducted by local television and radio to NHTSA Region IX.

OHS will report to NHTSA Region IX promotional materials distributed to government agencies, business, and other organizations.

POLICE TRAFFIC SERVICES PT-08-06

Problem Statement

In the past two years traffic crashes in American Samoa has gradually decreased. In FY 2004, crashes declined by 14.8% as compared to FY 2003. Crashes continued to drop in FY 2005, a reduction of 10.5% from FY 2004. Although injury crashes again increased in FY 2005 by 14% as compared to FY 2004 the total number of persons injured in FY 2005 was 20.5% less then persons injured in FY 2004. Traffic fatalities increased in FY 2005, six people lost their lives in traffic crashes in FY 2005.

In FY 2006 traffic injury crashes increased by 7.8% and the number of persons injured in traffic crashes increased by 28.9%. The number of traffic fatalities fell by 50% in FY 2006 as compared to traffic fatalities in FY 2005.

In continuing to reduce traffic crashes, injuries, and fatalities DPS needs to increase enforcement such as speeding, seat belts, CPS, and other traffic infractions. With more of the highways being re-constructed it is evident that more and more motor vehicles are speeding and driving carelessly. In addressing this problem DPS needs to be more visible and increase its enforcements.

The limited local funding does not allow DPS adequate equipment to conduct effective traffic enforcements. In order for officers to be more efficient while patrolling and conducting enforcements they would need to be trained. Officers should be trained in methods of enforcement and the use and certification of utilizing traffic enforcement equipment. To further increase the full extent of the criminal justice system in deterring traffic violators American Samoa needs to also train their prosecutors and judges in issues pertaining to highway safety.

Police Identification Process

The Office of Highway Safety Staff will collect Police Traffic Crash Reports from the DPS Records Division to provide data to monitor American Samoa's highway safety crashes and problems. Police monthly reports and Court citation data will be collected to monitor police traffic enforcement. Reports will be gathered from the American Samoa District Court to monitor the conviction rates of police traffic prosecutions.

Problem Solution:

Goal 1: The Department of Public Safety to reduce vehicle crashes will increase its enforcements of American Samoa's traffic laws.

Objectives:

- a) The Office of Highway Safety will purchase equipment to assist the American Samoa Department of Public Safety enforce the traffic laws of American Samoa.
- b) OHS will fund for off-island and local training to improve the knowledge of local police officers in the performance of their traffic enforcement duties.
- c) The Office of Highway Safety will fund overtime for off-duty police officers to conduct bi-monthly saturation speed enforcement.
- d) The PT Program will prorate the salary for the OHS financial officer who is to assist the OHS Coordinator in the procurement and monitoring of traffic equipment.
- e) OHS will fund for PI&E projects to educate the public in traffic safety.

PM: The Office of Highway Safety will collect data from the DPS Records Division to review traffic crash data.

OHS will collect traffic citation data from the American Samoa District Court to establish DPS traffic enforcement.

Traffic crashes in American Samoa are reduced by 5% in FY 2008.

Goal 2: The Office of Highway Safety will provide funds to allow personnel to obtain off-island and on-island training.

Objectives:

- a) The Office of Highway Safety will fund to send two police officers to be certified as Police Motorcycle Operator Instructors.
- b) The Office of Highway Safety will fund for instructors from the Institute of Police Technology and Management (IPTM) to certify local police officers as Certified Radar Instructors.
- c) The DPS Training Division will utilize local Police Motorcycle Instructors to certify local police officers as Certified Police Motorcycle Operators.
- d) The American Samoa DPS Training Division will conduct a Kustom Signals Radar Operator certification course for local law enforcement officers.
- e) A LTI Laser Instructor will certify local police officers as LTI Laser Instructors.

- f) The DPS Training Division will conduct a Laser training locally to certify local law enforcement officers as LTI Laser Operators.
- g) DPS will send four officers to attend an off-island Emergency Vehicle Operators Course (EVOC) Training Course. OHS will fund for two slots. Certified officers can train local officers in safe driving while responding to emergency calls.
- h) OHS will send two police dispatchers off-island for dispatcher training to allow them to obtain pertinent information and communicate them to officers and EMTs on the field
- i) Judges and prosecutors will be sent off-island to obtain training to the latest highway safety issues within the Judicial Branch.
- j) OHS will fund for materials, supplies, and equipment to assist in conducting traffic training locally.

PM: All off-island trainings are pre-approved by NHTSA Region IX.

The Office of Highway Safety will submit a report to NHTSA Region IX disclosing training attended by personnel off-island and instructors funded by NHTSA.

OHS will report to NHTSA Region IX the number of Training conducted locally and the number of attendees.

There is an increase in the number of police officers certified to conduct traffic duties and enforcement.

The Department of Public Safety is capable of training their own officers locally.

Goal 3: OHS/PT program to purchase equipment to assist the DPS Traffic and Patrol Divisions in traffic enforcement, conducting Safety Check Points and traffic crash scene investigation.

Objectives:

- a) The Office of Highway Safety will fund for the purchase of two police motorcycles to be utilized by DPS police officers in Traffic Enforcement.
- b) OHS will utilize SAFETEA-LU Section 406 Funds to purchase two police equipped vehicles to be used by DPS for traffic enforcement. *This is a FY 2007 project carried forward to FY 2008.*

- c) OHS will fund for the purchase of three Kustom Signals Talon II Radar to assist police officers in the enforcement of American Samoa speed laws.
- d) The Office of Highway Safety will purchase safety equipment to be utilized by police officers at checkpoints, traffic control, and traffic investigation scenes.
- e) OHS will provide funding to purchase communication and safety equipment to be used by police officers during traffic enforcement.

PM: More DPS Police Officers are able to enforce the traffic laws of American Samoa based on availability of traffic equipment purchased by the highway safety programs.

There is an increase in citations issued by police officers in fiscal year 2008 as compared to citations issued in the past fiscal year.

Speeding citations are increased by 25% in FY 2008, as compared to citations issued in FY 2007.

There is a decrease in traffic crashes that involve speeding in FY 2008.

ROAD SAFETY RS 08-07

Problem Statement

The Department of Public Safety and the Department of Public Works (DPW) need to work closely together in reducing traffic crashes because of roadway problems. They need to improve its coordination in providing much needed solutions in making American Samoa's highways safer. DPS and DPW need to coordinate their efforts to expedite the establishment of crosswalks and traffic control devices at areas requiring such measures.

Problem Identification Process

The OHS coordinator identifies problem areas based on traffic data or is contacted directly by the general public for complaints concerning areas needing traffic signs and crosswalks. The coordinator is responsible for forwarding these complaints to the Commissioner of Public Safety who notifies the Director for the Department of Public Work. The OHS coordinator and the DPW Highway Division work abreast to inspect projects completed by the Sub-contractors and identify areas needing crosswalks, lines painted and traffic signs installed.

Problem Solution

Goal 1: The Office of Highway Safety will work closely with the Highway Division of DPW to provide solutions in addressing ways to ensure safety on the highways of American Samoa.

Objectives:

- a) The Office of Highway Safety will consider complaints from the general public pertaining to roadway hazards.
- b) OHS and the DPW/Highway Division will formulate solutions to address identified highway hazards.
- c) OHS will use NHTSA Section 408 funds to develop a data base system for DPW road maintenance.

PM: Crosswalks, traffic control devices, and warning markings are placed at specified areas as needed to increase the safety of motorist and pedestrians on the highways.

Traffic crashes are reduced at problem areas in FY 2008.

SAFE COMMUNITIES SA 08-08

Problem Statement

Enforcement is an effective tool in motivating motorists to obey traffic laws. However, enforcement can be costly and is a strain to law enforcement. One way to ease the financial burden of continuous strict enforcement is coordinating an effective enforcement with education and public awareness.

In conducting a successful education and public awareness program it is best to involve the community. Community involvement in American Samoa is difficult because of a myth. People do not consider traffic safety as a problem in American Samoa because of its low speed limit. This myth is untrue, although traffic crashes and traffic fatalities are low, traffic crashes and traffic injuries still occur in American Samoa.

The Office of Highway Safety will take the lead in effecting traffic safety education and public awareness in American Samoa. In ensuring that resources are utilized efficiently OHS will coordinate efforts with other government agencies. The Office of Highway Safety will involve the community by utilizing the media and educating the public at schools, youth groups, and other community group functions.

Problem Identification Process

American Samoa's Highway Safety problems are identified from traffic data received from reports gathered by OHS personnel. To assist OHS and DPS in resolving these problems the Office of Highway Safety will create activities that will involve the community. Educating the community is a strong tool in resolving highway safety problems.

Goal 1: The Office of Highway Safety will take the lead and coordinate activities involving other government agencies and the community in addressing problems pertaining to traffic safety.

Objectives:

- a) The Office of Highway Safety will coordinate with the Department of Public Safety, Department of Human Social Service (DHSS), and EMS the 3D Drunk, Drugged, and Driving Prevention Month Campaign in December 2007.
- b) OHS will fund for materials to be distributed as public awareness at the Candle Light Vigil for the 3D Prevention Month.
- c) The Office of Highway Safety will coordinate with DPS, DHSS, and EMS activities for the Lights on for Life in December 2007.

- d) OHS will plan presentations for youth alcohol, seat belt and CPS, DUI, and traffic safety issues to be conducted at schools, local church groups, government functions, and youth activities.
- e) OHS will purchase a vehicle to be used to conduct education and public awareness programs at schools, government functions, and other community activities.

PM: The Office of Highway Safety, DPS, DHSS, and EMS institute the 3D Prevention Month Campaign in December 2007. An activity report will be forwarded to NHTSA Region IX.

DUI related crashes are reduced in the month of December 2007, as compared to DUI related crashes that occurred during December 2006. No injury or fatalities from DUI related crashes occur in the month of December 2007.

OHS coordinates with DPS, DHSS, and EMS the Lights on for Life campaign and 3D Activities conducted during the month of December 2007.

The Office of Highway Safety and DPS conducts traffic safety presentations at schools, youth groups, government rallies, and community functions during FY 2008.

Goal 2: **The OHS will fund for the salary of the OHS Coordinator.**
Objectives

- a) The SA Program will prorate the salary for the OHS Coordinator.

PM: SA reports are forwarded in a timely manner.

SA projects identified under the FY 2008 Highway Safety Plan are implemented and monitored.

Goal 3: **DPS/OHS will provide promotional materials to be distributed to other agencies and communities in increasing public awareness of traffic and highway safety programs.**

Objectives:

- a) OHS will purchase materials to promote highway safety in American Samoa.
- b) Public awareness materials will be distributed to further promote traffic safety at rallies, group meetings, and presentations

PM: OHS distributes safe community public awareness materials to promote highway safety programs.

A survey will measure the effectiveness of Safe Communities program.

Accomplishments are reported on the FY 2008 Annual Evaluation Report.

TRAFFIC RECORDS TR 08-09

Problem Statement

Presently, American Samoa's traffic records data are all conducted manually. DPS needs to upgrade its traffic records system in order to obtain the proper data to identify and address highway safety problems. Obtaining data manually creates problems for error. DPS and local government agencies need to upgrade their traffic records system to be automated to reduce erroneous data.

Police officers are still unable to receive updated information for drivers and vehicles during traffic stops. The NHTSA TEA-21 Section 411 Grant established American Samoa automated Driver License and Vehicle Registration System. OHS will utilize NHTSA funds to upgrade American Samoa's TR system by making available to officers on the field updated driver and vehicle registration information.

The Office of Highway Safety will utilize Section 408 SAFETEA-LU Funds to upgrade the Department of Public Safety's traffic crash reporting system and establish TR systems for the court, EMS, and Department of Public Works. OHS will ensure that government agencies are able to share information to formulate plans to address highway safety problems.

Problem Identification Process

The Department of Public Safety is responsible for traffic crash records, driver licensing and vehicle registration. The Emergency Medical Services (EMS) has data for traffic crash injuries. The American Samoa High Court compiles data for traffic citations and DPW tracks road maintenance. The availability of the Section 411 Grant, enthused American Samoa to establish a Traffic Records Coordinating Committee. The TR Committee is made up of members from different government agencies that deal with traffic safety issues. Traffic Record problems are brought to their attention and they determine what improvements are needed to enhance American Samoa Traffic Records system.

Problem Solution:

Goal 1: The Office of Highway Safety will take the lead to implement, monitor, and submit progress reports for TR projects.

Objectives:

- a) OHS will fund the salary for the TR Coordinator who will implement, monitor, and submit progress reports to the Office of Highway Safety.
- b) The TR Coordinator will work closely with the TRCC to establish and implement TR projects planned by TRCC and approved by NHTSA.

PM: The TRCC meets quarterly to discuss, address, and plan TR projects.

The TR Coordinator will submit progress reports to the American Samoa Office of Highway Safety.

The American Samoa will submit American Samoa's FY 2008 Annual Evaluation Report to NHTSA listing American Samoa's progress on its Traffic Records Program.

Goal 2: The Office of Highway Safety will upgrade its traffic crash reporting system to be automated which will reduce erroneous data and prompt availability of traffic crash data. The traffic crash reporting system will be upgraded to be MMUCC compliance.

Objectives:

- a) OHS will upgrade its present traffic crash reporting system to improve data gathering by networking system within DPS and other government agencies.
- b) American Samoa Traffic Crash Data System will be upgraded to be MMUCC compliance.
- c) OHS will create a pilot program to install computers in police vehicles to allow officers to establish traffic crash reports at crash scenes, obtain updated driver and vehicle information, and issue traffic citations.
- d) Officers will receive training in usage of upgraded traffic crash reporting system and computers installed police vehicles.

PM: DPS traffic crash reporting system upgraded and networked within DPS and other government agencies.

American Samoa crash data are MMUCC compliance.

Officers are able to access vehicle computers to produce traffic crash reports, obtain driver and vehicle information and issue traffic citations.

Other government agencies are able to access traffic crash data through networking system.

Officers receive training on upgraded system.

American Samoa traffic crash and citation data are accurate and available in a timely manner.

Goal 3: American Samoa needs to upgrade its Vehicle Registration System in order to obtain timely data and to initialize automation of other TR Systems.

Objectives:

- a) The Office of Motor Vehicles (OMV) utilizing Section 408 Funding will upgrade its Vehicle Registration System.
- b) The OMV system is networked with DPS Dispatch, District Court, and officers on the field.
- c) Personnel are trained in the use of the new vehicle registration data system.

PM: The OMV Vehicle Registration System is completed and operational.

Personnel operating new OMV system complete training.

DPS Dispatch, District Court, and officers on the field are able to network and receive vehicle registration from OMV.

Progress report for the OMV Vehicle Registration System are reported to NHTSA through the American Samoa FY 2008 Annual Evaluation Report.

Goal 4: The District Court will utilize Section 408 SAFETEA-LU Funds to establish a Traffic Citation Data System. The District Court will initiate a pilot E Citation Program.

Objectives:

- a) The District Court will submit a pilot E-Traffic Citation System to be approved by TRCC and NHTSA.
- b) The DPS Police Traffic Division will implement the pilot E-Citation System for the District Court.

PM: A pilot E-Citation project is approved by the TRCC and NHTSA and implemented by DPS Traffic Division.

The TR Coordinator will monitor the pilot E-Citation project and submit a progress report to OHS and NHTSA.

Goal 5: EMS under the Section 408 SAFETEA-LU Funding obtain an Electronic EMS Reporting System that is NEMSIS Compliance to improve traffic crash injury data.

Objectives:

- a) EMS will submit a pilot Electronic EMS Reporting system to be approved by TRCC and NHTSA.

b) EMS will implement their pilot Electronic EMS Reporting system in FY 2008.

c) The Electronic EMS Reporting system will be NEMSIS compliance.

PM: The TRCC and NHTSA approves a Electronic EMS Reporting system for American Samoa.

EMS implements pilot Electronic EMS Reporting system.

EMS provides up to date and accurate data on traffic crash victims.

The TR Coordinator will monitor the pilot Electronic EMS project and submit a progress report to OHS and NHTSA.

Goal 6: The TR Program will continue to improve American Samoa's Traffic Records System by attending off-island conferences and obtaining the assistance of an off-island consultant group to provide an assessment and application for additional funding.

Objectives:

a) Ledgelight Technology Inc. is contracted to assist American Samoa on its FY 2008 TR Strategic Plan and Application for the SAFETEA-LU Section 408 Grant.

b) TR personnel attends Annual Traffic Records Forum for FY 2008

PM: American Samoa submits its SAFETEA-LU Section 408 FY 2008 Strategic Plan and Application to NHTSA.

TR personnel attend 2008 Annual Traffic Records Forum.

Goal 7: In ensuring the security of the TR system OHS will establish security measures and systems.

Objectives:

a) Security system for server, building entry and server entry.

b) Purchase an ID hardware and excess equipment.

PM: OHS establishes a security system for TR system access.

Project Progress Report is submitted by TR Coordinator to OHS and NHTSA.

YOUTH ALCOHOL YA 08-10

Problem Statement

Fiscal year 2004 revealed a 72.7% drop in youths arrested for driving impaired. In FY 2005 youths arrested for DUI again fell by 37.5% as compared to the previous fiscal year. The Department of Public Safety had a 70.4% increase in DUI arrest in FY 2006, as the number of DUI drivers increased in FY 2006 so did the arrest of youths under the age of 21. There was a increase of 42.8% arrest of youths in FY 2006, there were eight in FY 2005 and fourteen in FY 2006.

It is evident from police reports that there is a growing problem of youths and their use of alcohol in American Samoa. As more and more youths use alcohol it is likely this problem will also affect highway safety as we will see an increase of youths driving under the influence of alcohol.

The Office of Highway Safety in coordination with DPS have done a tremendous job in targeting enforcements on dates when youths are most likely to drink and drive. OHS is also working together with Liquor Inspectors in targeting vendors selling alcohol to minors and out reach programs to help deter youths from using alcohol.

Problem Identification Process

The OHS/YA staff to obtain monthly reports form the DPS Records Division to monitor the number of youths involved in DUI traffic related incidents. Information from criminal reports submitted by police officers on youths under the age 18 being detained for incidents related to drugs and alcohol.

Problem Solution:

Goal 1: The YA Program will need to implement, monitor, and plan projects to reduce the number of youths from drinking and driving in American Samoa.

Objectives:

- a) The YA Program will prorate the salary of a Program Manager with the PS Program.
- b) The YA Program will prorate the salary for the OHS Coordinator.
- c) The YA Program Manager will plan, implement, monitor, and analyze YA programs in FY 2008 to deter youths from drinking and driving.
- d) The YA Program Manager will ensure that all YA activities and projects for FY 2008 are conducted in a timely manner.

PM: YA projects and activities are implemented and accomplished during FY 2008.

Reports for the YA Program are submitted to the Office of Highway Safety and NHTSA Region IX.

Goal 2: OHS and DPS will continue to use DUI Enforcements to target youths that drink and drive.

Objectives:

a) The Office of Highway Safety will fund overtime for off-duty police officers to conduct saturation patrols during high school enforcements.

b) OHS will fund overtime and coordinate with the Department of Public Safety DUI checkpoints and saturation patrols during Graduation Week.

c) DPS will conduct DUI saturation patrols targeting high school events.

PM: There is a decrease in youths involved in traffic crashes.

There are no youth fatalities from alcohol related crashes in FY 2008.

Reports of all YA activities are submitted to the Office of Highway Safety and NHTSA Region IX.

Goal 3: OHS will work closely with DPS Liquor Inspectors and out reach programs for deterrence and public awareness

Objectives:

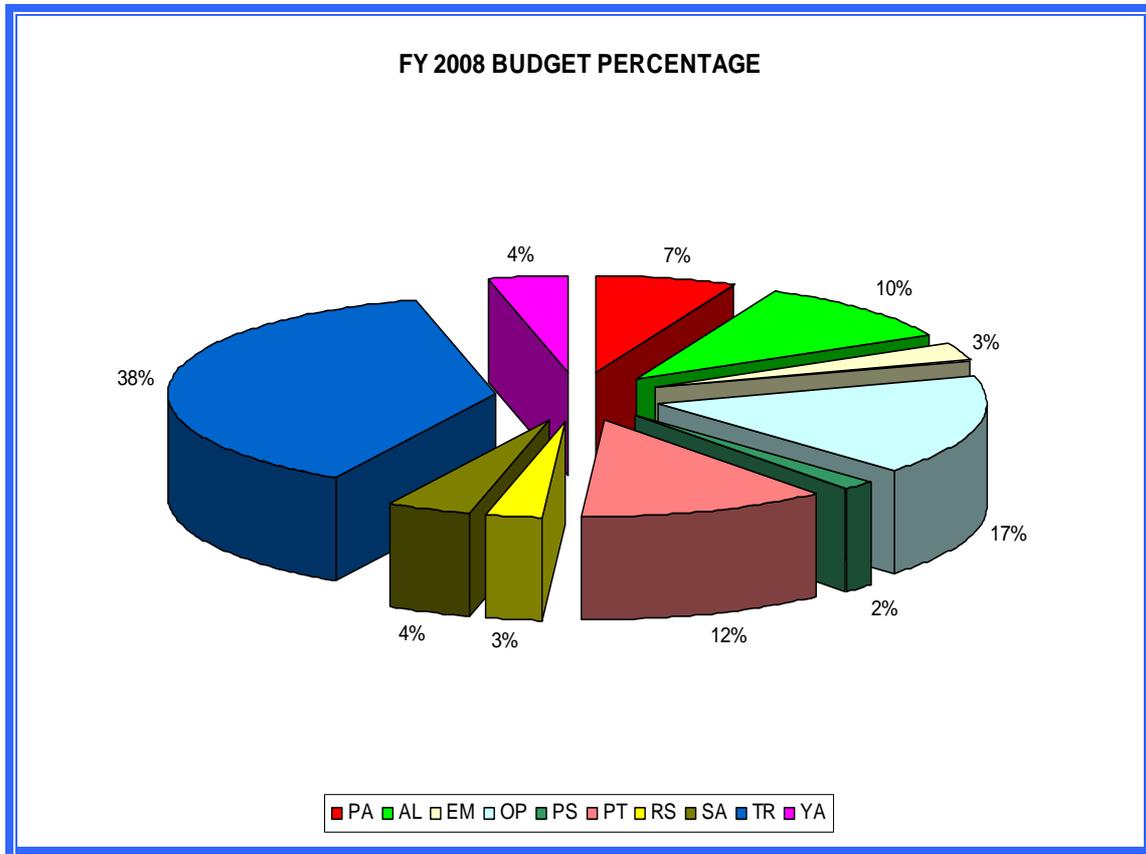
a) OHS will coordinate with out reach programs to educate youth on the dangers of drinking driving.

b) OHS will continue to run anti drunk driving spots on local television and radio stations.

c) Liquor Inspectors will target clubs and stores selling alcohol to minors.

PM: Reports are submitted to OHS and NHTSA on progress of out reach programs.

HIGHWAY SAFETY FY 2008 BUDGET



BUDGET SUMMARY

Planning & Administration	\$ 76,333.00
Alcohol Enforcement	\$ 79,443.00
Emergency Medical Services	\$ 58,800.00
Occupant Protection	\$ 80,581.00
Pedestrian Safety	\$ 29,652.00
Police Traffic Services	\$ 98,676.00
Road Safety	\$ 50,000.00
Safety Communities	\$ 74,244.00
Traffic Records	\$ 94,999.00
Youth Alcohol	\$ 72,384.00
Section 2003(B)	\$ 31,600.00
Section 406	\$ 501,122.00
Section 408	\$ 595,000.00
Grand Total	\$1,842,833.00

**Planning & Administration
NHTSA 402
PA 08-01**

Activity	Project	Cost	Total Cost
1	Prorated salary for OHS Coordinator a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$12,000.00 \$3,240.00 \$2,004.00	\$17,244.00
2	Prorate salary for OHS Financial Officer a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$10,500.00 \$2,835.00 \$1,754.00	\$15,089.00
3	Annual GHSA Conference a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	\$5,000.00 \$3,900.00 \$1,000.00	\$9,900.00
4	NHTSA Region IX Partnership Meeting a) Airfare x 2 per b) Per Diem x 2 per x 10 days	\$4,000.00 \$2,800.00	\$6,800.00
5	Program Manager Course a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	\$4,600.00 \$3,600.00 \$600.00	\$8,800.00
6	GHSA Annual Fee		\$3,500.00
7	Office Communication Cost		\$5,000.00
8	Office supplies and equipment		\$5,000.00
9	Janitorial Contractual Services		\$5,000.00
Grand Total	Section 402 P&A Cost		\$76,333.00

**Alcohol Enforcement
NHTSA 402
AL 08-02**

Activity	Project	Cost	Total Cost
1	Bi-Monthly DUI Enforcements a) Overtime b) IDC 27% c) Fringe Benefits 16.7%	\$34,560.00 \$9,331.00 \$5,772.00	\$49,663.00
2	Off-Island RBT IV Instructor Training a) Airfare x 2 per b) Per Diem x 2 per x 14 days c) Fee x 2	\$5,200.00 \$3,080.00 \$3,500.00	\$11,780.00
3	RBT IV Accessories		\$3,000.00
4	Local RBT IV Training Materials/Supplies		\$2,500.00
5	Local S/FST Training Material/Supplies		\$2,500.00
6	Safety Equipment for Police Officers		\$10,000.00
Grand Total	Section 402 AL Program Cost		\$79,443.00

**Emergency Medical Services
NHTSA 402
EM 08-03**

Activity	Project	Cost	Total Cost
1	Off-Island EMT Training a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	\$4,500.00 \$2,900.00 \$1,200.00	\$8,600.00
2	Off-island Dispatcher Training a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	\$4,500.00 \$2,900.00 \$1,200.00	\$8,600.00
3	Off-island Re-Certification EVOC Training a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	\$4,000.00 \$3,400.00 \$1,600.00	\$9,000.00
4	First Responder Conference a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	\$4,500.00 \$2,900.00 \$1,200.00	\$8,600.00

5	First Responder Rescue Equipment		\$10,000.00
6	Safety Equipment for EMTs		\$8,000.00
7	Local CPR Training Supplies/Materials		\$2,000.00
8	EVOC Operators Training Supplies/Materials		\$2,000.00
9	Local Dispatcher Course Supplies/Materials		\$2,000.00
Grand Total	Section 402 EM Program Cost		\$58,800.00

**Occupant Protection
NHTSA 402
OP 08-04**

Activity	Project	Cost	Total Cost
1	OP Manager Salary a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$20,000.00 \$5,400.00 \$3,340.00	\$28,740.00
2	NTSD OP Course a) Airfare x 3 per b) Per Diem x 3 per x 10 days c) Fee x 3	\$7,500.00 \$5,250.00 \$1,500.00	\$14,250.00
3	CIOT Mobilization Enforcement a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$12,600.00 \$3,402.00 \$2,104.00	\$18,106.00
4	CPS Safety Week Enforcement a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$10,080.00 \$2,722.00 \$1,683.00	\$14,485.00
5	Storage Container for CPS Seats		\$5,000.00
Grand Total	Section 402 OP Program Cost		\$80,581.00

**Pedestrian Safety
NHTSA 402
PS 08-05**

Activity	Project	Cost	Total Cost
1	Prorate salary for Program Manager a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$9,500.00 \$2,565.00 \$1,587.00	\$13,652.00
2	School Safety Training Supplies/Material		\$6,000.00
3	Public Awareness Materials		\$10,000.00
Grand Total	Section 402 PS Program Cost		\$29,652.00

**Police Traffic Services
NHTSA 402
PT 08-06**

Activity	Project	Cost	Total Cost
1	Prorate salary for OHS Finance Ofcr a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$10,500.00 \$2,835.00 \$1,754.00	\$15,089.00
2	Speed Enforcement Overtime a) Overtime cost b) IDC 27% c) Fringe Benefits 16.7%	\$24,960.00 \$6,739.00 \$4,168.00	\$35,867.00
3	Off-island EVOC Training a) Airfare x 2 per b) Per Diem x 2 per x 17 days c) Fee x 2	\$5,000.00 \$3,920.00 \$5,000.00	\$13,920.00
4	Safety Equip./Police Motorcycle Operators		\$8,000.00
5	Purchase 3 Kustom Talon II Radars		\$8,000.00
6	IPTM Instructors Certification Radar Course		\$12,000.00
7	Local Certification Radar Course Materials		\$2,800.00
8	Police Traffic Office Equipment/Supplies		\$3,000.00
Grand Total	Section 402 PT Program Cost		\$98,676.00

**Road Safety
NHTSA 402
RS 08-07**

Activity	Project	Cost	Total Cost
1	Crosswalk and Road Safety Projects		\$50,000.00
Grand Total	Section 402 RS Program Cost		\$50,000.00

**Safe Communities
NHTSA 402
SA 08-08**

Activity	Project	Cost	Total Cost
1	Prorated salary for OHS Coordinator a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$12,000.00 \$3,240.00 \$2,004.00	\$17,244.00
2	3D Public Awareness Materials		\$8,000.00
3	3D PI&E		\$3,000.00
4	Traffic Safety Public Awareness Materials		\$6,000.00
5	SA Vehicle		\$40,000.00
Grand Total	Section 402 SA Program Cost		\$74,244.00

**Traffic Records
NHTSA 402
TR 08-09**

Activity	Project	Cost	Total Cost
1	TR Coordinator salary a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$27,000.00 \$7,290.00 \$4,509.00	\$38,799.00
2	TR Forum a) Airfare x 4 per b) Per Diem x 4 per x 14 days c) Fee x 4	\$10,000.00 \$6,200.00 \$2,000.00	\$18,200.00
3	Vehicle computer pilot program		\$30,000.00
4	OMV Office Supplies/Equipment		\$5,000.00
5	Records Division Supplies/Equipment		\$3,000.00
Grand Total	Section 402 TR Program Cost		\$94,999.00

**Youth Alcohol
NHTSA 402
YA 08-10**

Activity	Project	Cost	Total Cost
1	Prorate salary for Program Manager a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$9,500.00 \$2,565.00 \$1,587.00	\$13,652.00
2	Prorated salary for OHS Coordinator a) Salary b) IDC 27% c) Fringe Benefits 16.7%	\$12,000.00 \$3,240.00 \$2,004.00	\$17,244.00
3	Graduation Enforcement Overtime a) Overtime b) IDC 27% c) Fringe Benefits 16.7%	\$24,000.00 \$6,480.00 \$4,008.00	\$34,488.00
4	Youth Alcohol out-reach programs		\$7,000.00
Grand Total	Section 402 YA Program Cost		\$72,384.00

**2003(B) Child Passenger Protection
J3 08-11**

Activity	Project	Cost	Total Cost
1	CPS Tech Certification Course a) Airfare x 4 per b) Per Diem x 4 per x 14 days c) Fee x 4	\$10,000.00 \$8,600.00 \$2,000.00	\$20,600.00
2	CPS Seats for Subsidy Program		\$8,000.00
3	CPS local courses materials		\$3,000.00
Grand Total	2003(B) J3 Program Cost		\$31,600.00

**NHTSA 406
K4 07-13**

Activity	Project	Cost	Total Cost
1 K4PA	NHTSA Region IX Partnership Meeting a) Airfare x 1 per b) Per Diem x 1 per x 10 days	\$2,500.00 \$1,750.00	\$4,250.00
2 K4PA	Program Manager Course a) Airfare x 1 per b) Per Diem x 1 per x 10 days c) Fee	\$2,600.00 \$1,950.00 \$1,000.00	\$5,550.00
3 K4PA	TSI Program Management Course a) Airfare x 3 per b) Per Diem x 3 per x 10 days c) Fee	\$7,500.00 \$4,950.00 \$1,500.00	\$13,950.00
4 K4PA	Office Communication Cost		\$10,000.00
5 K4PA	Office supplies and equipment		\$9,000.00
6 K4PA	Upgrade Computer Hardware & Software		\$8,000.00
7 K4AL	3D Month DUI Enforcement Overtime a) Overtime b) IDC 27% c) Fringe Benefits 16.7%	\$33,600.00 \$9,072.00 \$5,611.00	\$48,283.00
8 K4AL	July 4th/Labor Day DUI Enforcement OT a) Overtime b) IDC 27% c) Fringe Benefits 16.7%	\$11,520.00 \$3,110.00 \$1,924.00	\$16,554.00
9 K4AL	AL Program Promotional materials		\$20,000.00
10 K4PT	Two Police Vehicles		\$65,000.00
11 K4PT	Two Police Motorcycles		\$50,000.00
12 K4PT	Judges/Prosecutors Traffic Court Training a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	\$5,000.00 \$2,800.00 \$1,000.00	\$8,800.00
13 K4PM	Seat belt/CPS PI&E		\$25,000.00
14 K4PM	Impaired Driving PI&E		\$25,000.00

15 K4OP	Monthly Visible OP Enforcement Overtime a) Overtime b) IDC 27% c) Fringe Benefits 16.7%	\$49,920.00 \$13,478.00 \$8,337.00	\$71,735.00
16 K4OP	OP Promotional materials		\$20,000.00
17 K4OP	CPS Subsidy Program		\$25,000.00
18 K4OP	Seat Belt/CPS Assessment		\$35,000.00
19 K4OP	Seat belt/CPS Roadside Survey		\$15,000.00
20 K4YA	Youth Alcohol Out-Reach Programs		\$25,000.00
Grand Total	NHTSA 406 K-4 Grant		\$501,122.00

**408 Data Program Incentive
K9 07-14**

Activity	Project	Cost	Total Cost
1	E-Citation Pilot Program		\$70,000.00
2	EMS Electronic Run Report NEMSIS Compliance Pilot Program	\$35,000.00 \$142,000.00	\$177,000.00
3	Roadway System Roadway Inventory System Software Roadway Maintenance Management System	\$133,000.00 \$35,000.00	\$168,000.00
4	Crash Reporting System MMUCC Compliance Crash System Enhancements	\$30,000.00 \$120,000.00	\$150,000.00
6	3rd Year Grant Application		\$30,000.00
Grand Total	NHTSA 408 K-9 Program Cost		\$595,000.00