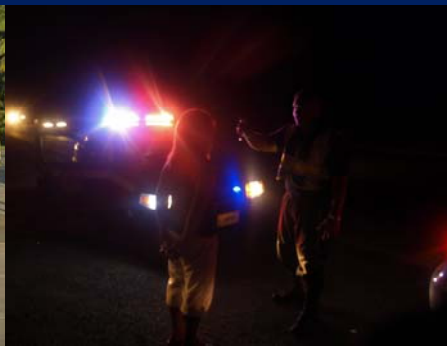




TERRITORY OF AMERICAN SAMOA HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2010



PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY
TRAFFIC SAFETY ADMINISTRATION

DEVELOPED AND PRESENTED BY:

AMERICAN SAMOA GOVERNMENT
DEPARTMENT OF PUBLIC SAFETY
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SEPTEMBER 1, 2009

American Samoa Highway Safety Plan Federal Fiscal Year 2010

Prepared for:

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

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Acronym Guide

ASCRS	American Samoa Crash Reporting System
BAC	Blood Alcohol Concentration
CIOT	Click It Or Ticket
CPS	Child Passenger Safety
DPW	Department of Public Works
DUI	Driving Under the Influence
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
GDL	Graduated Drivers Licensing
HS-1	Highway Safety Grant application
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
LBJ	Lyndon B Johnson Memorial Hospital
MOU	Memorandum of Understanding
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OHS	Office on Highway Safety
RFP	Request for Proposals
SAFETY-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing

1.0 Introduction to the American Samoa Highway Safety Planning Process

■ 1.1 Executive Summary

This American Samoa Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2010 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Government of American Samoa, Department of Public Safety (DPS) Office of Highway Safety's (OHS) goals, objectives, and performance measures related to the program areas are described in this plan.

To identify the issues to be addressed in the FFY 2010 highway safety program, analysis was conducted using a three-year period of data. When assessing safety needs and programming potential, it is important to understand how American Samoa differs from the nation and other territories. The territory 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. As such, one fatality can significantly impact a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Therefore, whenever possible, raw numbers, percentages, and rates, as well as fatality and serious injury (defined for the purposes of this plan as Incapacitating Injury) data (when available) are presented.

Based on this analysis, the following problem areas will be addressed through the HSP:

- **Occupant Protection** - American Samoa achieved a major increase in the percent of observed seat belt use from 46% in 2005 to 56% in 2008. However, American Samoa remains below the nation for restraint use. In the early part of FY09, OHS provided law enforcement with new strategies to plan and execute monthly enforcement for the first time in history of Police Traffic Service on the Island.

With an increase in enforcement and overtime funding to the police department in 2009, citations issued for not using seatbelts have increased by

12% for a total of 2007 citations issued (not including September 08 data) in 2008.

- **Impaired Driving** - Alcohol impaired driving continues to rise in the territory of American Samoa. There were 164 DUI citations issued in FY 2008, while 248 citations have been issued to-date in FY 2009. Youth driving under the influence (DUI) arrests decrease from 13 in 2007 to 9 in 2008. This accounts for 6% of the total DUI arrests on the island in 2008.
- **Young Drivers** - In 2008, young drivers, under age of 18, accounted for 3% of American Samoa's motor vehicle crashes; while drivers between ages 18 and 29 accounts for the highest percentage (25%) of the total crashes. Drivers between ages of 16 - 20 received 8% of DUI citations; 10% of speeding violations; and 7% of the citations issued for seatbelt usage violation.
- **Other Road Users** - Although crashes in American Samoa are dominated by personal automobiles, other modes of transportation require consideration. The decrease in the number of pedestrian injury from 34 in 2005 to 23 in 2008 still requires attention; particularly because one of the two fatal crashes in 2009 was a pedestrian. The Territory remains well below the national average for crashes involving motorcycle or bicyclists. School bus crashes are a relatively rare occurrence in American Samoa, and there were no school bus related fatalities in 2008. On the other hand, public transportation (homemade buses) is unregulated and contributed to passenger's injuries in motor vehicle crashes. Pickup trucks account for 41% of motor vehicle crashes in 2008 in American Samoa, followed by SUV 21%, and 10% from commercial buses. Injuries are attributed to lack of safety equipment in the rear of the pickups and the public transportation buses.
- **Traffic Records** - Highway safety stakeholders currently are unable to exchange information in a timely, accurate, complete, uniform, and integrated way. A newly revitalized Traffic Records Coordinating Committee (TRCC) has been and will continue to work on the multiyear Highway Safety Data and Traffic Records System Improvement Plan.
- **Planning and Administration** - The OHS serves as the primary agency responsible for insuring that highway safety concerns for American Samoa are identified and addressed through the development and implementation of appropriate countermeasures.

■ 1.2 Mission Statement

Department of Public Safety (DPS), Office of Highway Safety (OHS) is the agency responsible for implementing federally funded highway safety projects in Territory. As a critical part of improving the quality of life for its citizens and visitors of the territory, the mission of the DPS/OHS consist of two goals:



Police Traffic Service Officers of the Month
(left to right) Officers Utumde Alefosio, Mark Fulu, and Filemoni Amituana'i

1. To reduce the traffic crashes, traffic fatalities, injuries and property damage on the American Samoa roadways, and
2. Create a safer environment for motorists, passengers and pedestrians.

The OHS will provide the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships will be developed and maintained with advocacy groups, citizens, community safety groups, complementary government and Federal agencies, and village, and law enforcement. The OHS will also conduct data analysis to monitor crash trends in the territory and to ensure that Federal resources target the areas of greatest need. The OHS will work closely with DPW to ensure coordination between the Highway Safety Plan (HSP) and the Transportation Improvement Plan, ideally resulting in one comprehensive and strategic highway safety program for the Territory.

The OHS will establish and implement a comprehensive program to accomplish its goals effectively. This Plan for Federal Fiscal Year 2010 outlines the process used to identify specific highway safety problem areas, develop countermeasures to correct those problems, and monitor the performance of those countermeasures. Section 3.0 presents the prioritized focus areas, including proposed strategies and programming to meet the office's safety goals.

■ 1.3 Proposed Timeline and Process

Under the new American Samoa Office of Highway Safety management staff, the following timeline and process described in Table 1 will be used for the OHS planning cycle. The OHS will conduct transportation safety planning year round. Emerging trends and safety needs will be identified through data monitoring and outreach to key safety stakeholders.

Table 1. American Samoa Office of Highway Safety Annual Safety Planning Calendar

Month	Activities
January - March	Staff conducts grant oversight and monitoring visits. Review progress of prior year programs with OHS staff as well as analyze data to identify upcoming fiscal year key program areas. Review spending and determine revenue estimates. Obtain input from partner agencies and stakeholders on program direction.
April - May	Conduct strategic planning sessions with staff to create specific plans and projects within each program area. Staff develops the kick-off event and activities to support the national "Click It Or Ticket (CIOT)" campaign in May.
June - July	Conduct strategic planning with key stakeholders to review recent highway safety trends and issues to create project proposals for staff review. Draft the Performance Plan for review and approval. Attend Pre-HSP meeting in Hawaii. Prepare section 408 (Traffic Records) grant application.
August	Submit the final Performance Plan to NHTSA. Held meetings with potential grantees.
September	Issue Request for Proposals (RFP) and applications for Grant Funding (HS-1) based on availability of Federal funding. FFY 2010 Year grants and contracts are finalized.
October	Implement grants and contracts. Begin work on the FY 2009 Annual Report.
November - December	OHS closeout the prior fiscal year. OHS collects and reviews year-end reports from its grantees.

Grant Funding Process

Currently there are two methods for awarding grantee funding for projects that supports the American Samoa Office of Highway Safety (OHS) efforts to reduce the number of fatalities and serious injuries on American Samoa roadways.

The first option is for a potential grantee to submit a Highway Safety Grant application (HS-1) to OHS for review. Each applicant is required to provide a Problem Identification statement (Problem I.D.); Project Description; strategy(s); performance measures; and a description of how the goals and performance will be measured. Grantees also must provide a detailed budget, including the source of all funding and any local funds if any that may be required.



Department of Public Safety
Lt. Ray Noa at
Seat Belt Enforcement Event

Applications are reviewed for approval/rejection by the OHS Coordinator and the appropriate Program Manager. OHS has managers for the following programs: Impaired Driving; Occupant Protection; Young Drivers; Traffic (Speed); Other Road Users; and Traffic Records.

When the Problem I.D./budget has been approved, the next step is to determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding government agencies), then a grant can be issued after a Grants and Assurances document has been signed by the grantee. If the goods or services can be provided by others, OHS must submit a Request For Proposal (RFP) to Procurement for advertisement for a minimum of 30 days to ensure a quality product is being provided at a competitive price. This process takes approximately one to three months.

All grantees will be required to provide quarterly reports to the Program Manager, including invoices, timesheets, and any other documentation necessary for monitoring, reporting, and oversight of program areas. Field visits also may be required for evaluation of the effectiveness of the program and to ensure that the appropriate territory procedures/guidelines are being followed.

The OHS grant partners are an essential component of the success of any program as they implement the programs that address the highlighted issues of concern included within the Highway Safety Program.

■ 1.4 Organization

The OHS is in the process of acquiring the staffing level that will be required to carry out the Office's mission. The new OHS organization includes veteran government employees with excellent working experience. Figure 1 illustrates the OHS organizational structure.

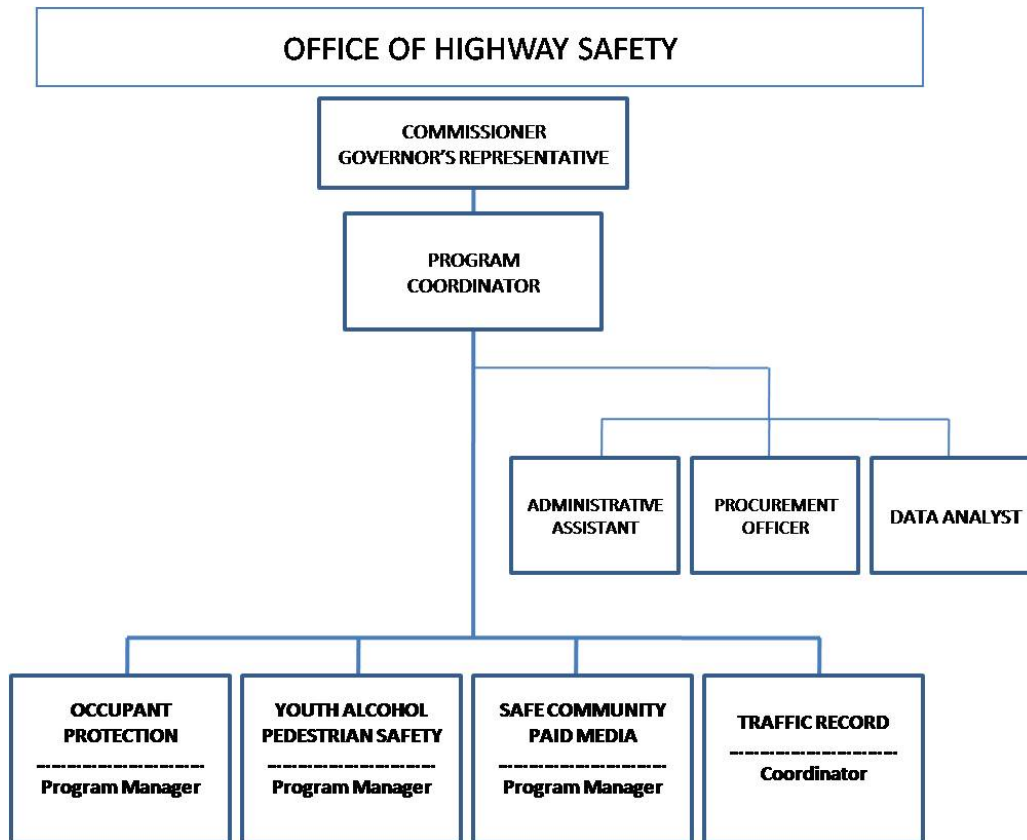


Figure 1. Department of Public Safety Office on Highway Safety Organization

In addition to operational and administrative tasks, each OHS Program Manager is responsible for developing, implementing, and/or overseeing specific programs. The program areas addressed by OHS are assigned to the Program Managers based on their individual safety expertise as noted below:

- Rachel Manning – Youth Alcohol/Pedestrian Safety
- Vacant – Occupant Protection, Impaired Driving
- Vacant - Safe Community/Paid Media
- Ledge Light Technologies – Traffic Records

- Tutasi Ripley - Data Analyst
- Olive Leulu - Fiscal Officer/ Administrative Assistant
- Vacant - Procurement Officer

2.0 Highway Safety Performance Plan

■ 2.1 Highway Safety Problem Identification Process

The American Samoa Office of Highway Safety used a variety of data sources to determine areas of concern. OHS emphasizes activities that use available resources most effectively to save lives and improve highway safety. Specific goals, strategies, and performance measures are determined by:

- Using data and prior experience to identify problem areas;
- Soliciting input and project proposals from government and local organizations that have expertise in areas relevant to highway safety; and
- Analyzing trends in serious injury and fatality rates and comparing them to national trends.

Sources of highway safety data used by the OHS include:

- American Samoa Crash Reporting System (ASCERS)
- American Samoa Department of Public Safety, Police Division
- American Samoa Attorney General's Office
- American Samoa High Court
- National Highway Traffic Safety Administration (NHTSA)
- National Occupant Protection Use Survey (NOPUS)

■ 2.2 Demographic Trends

American Samoa contains 149.58 total miles of certified public roadway, including 35.06 miles of local (village) roads. Nearly 34% of all American Samoa inhabitants are under 15 years of age; 61.8% percent are ages 15-64 years. About 97.6% residing on the island of Tutuila, the largest of seven islands that came under the United States control in 1900.

American Samoa's population consists of Pacific Islander (91.6%), Asian (2.8%), White (1.1%), Mixed (4.2%) and others (0.3%) (2000 census). As shown in Figure 2, Pacific Islanders, comprise nearly 91.6% of the Territory's population, most of which lives on the island of Tutuila. Languages include Samoan 90.6% (closely related to Hawaiian and other Polynesian languages), English 2.9%, Tongan 2.4%, other Pacific Islander 2.1%, and other 2%.

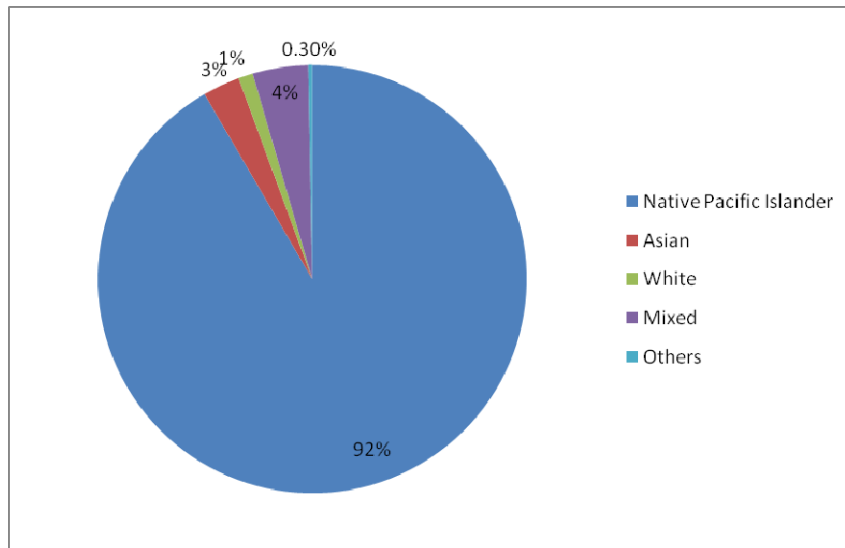


Figure 2. American Samoa Population Estimate

■ 2.3 Performance Trends and Goals

In American Samoa, the total number of crashes decreased from 789 in 2005 to 686 in 2006, but then increased to 705 in 2007 and down to 702 in 2008. The number of incapacitating injuries has significantly decreased, but fatalities increased by one to two fatal crashes in 2008. Four fewer lives were lost in 2008 than in 2005. There are fewer drivers age 16 to 20 involved in DUI in 2008 than in 2007, down from 13 to 9 (or 30%). According to 2008 Seatbelt use observation, American Samoa saw an increase in the observed safety belt use rate of 5.5% compared to 2007.

As shown in Figure 3, the largest number of crashes occurred in the month of June 2008.

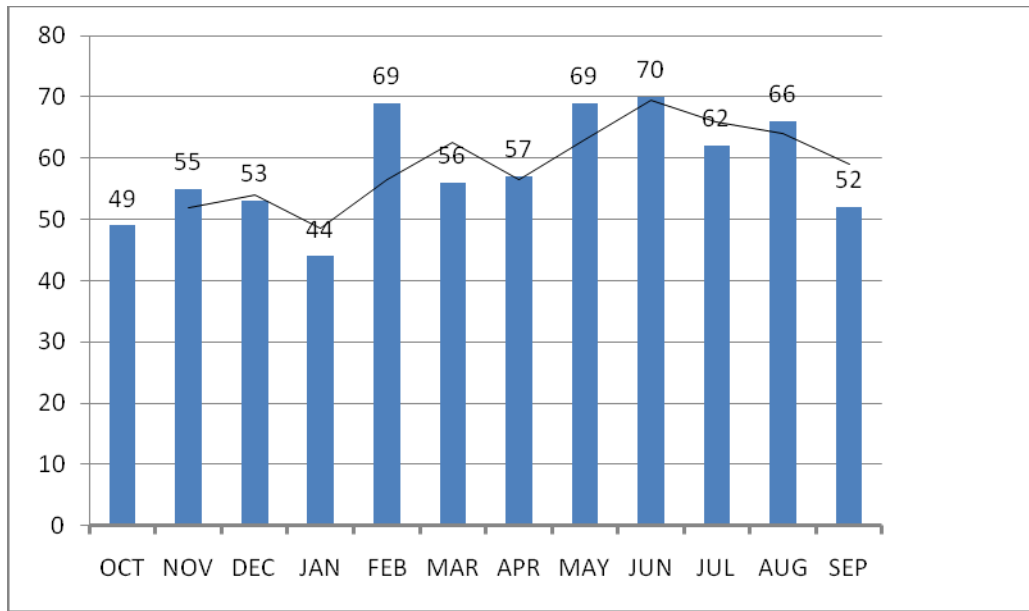


Figure 3. Numbers of Crashes by Month-of-Year 2008

American Samoa saw a 5.5 % increase in safety belt use based on Compliance Observation Surveys conducted in 2008, as shown below in Table 2. Figure 4 shows the Seatbelt Usage trend from 2007 to 2008.

Table 2. Observed Seatbelt Use Data

Survey	2006	2007	2008
Vehicles	3,695	14,719	14,359
Observed	6,349	23,154	21,498
Compliance	45.6%	50.2%	55.7%

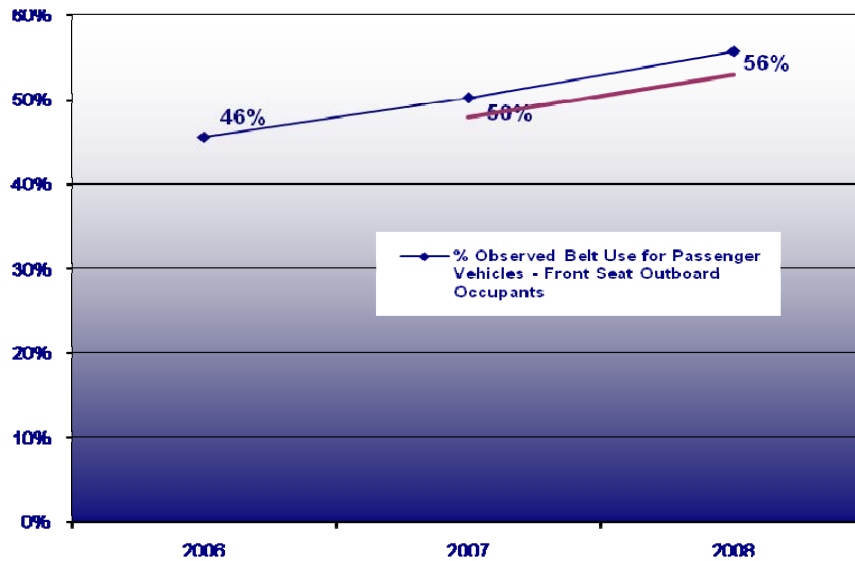


Figure 4. Seat Belt Usage Trend

Injury crashes increased in 2008 by 14 compared to FY 2007 as shown in figure 5. Persons injured in crashes in FY 2008 were 34% more than persons injured in FY 2007. Traffic fatalities increased from 1 in 2007 to 2 in 2008.

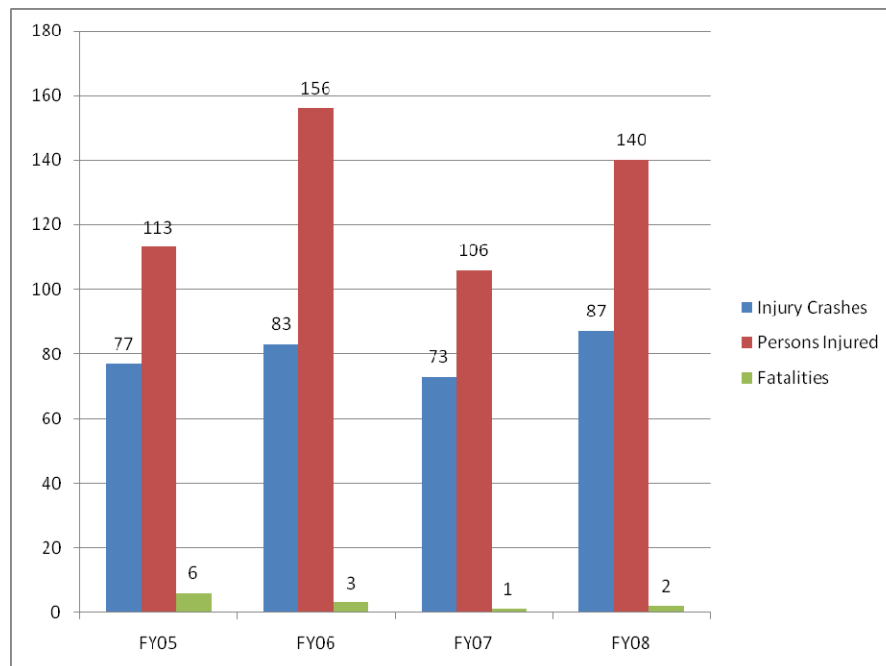


Figure 5. Injury and Fatality Data for FY 05 thru FY 08

Figure 6 shows the motor vehicle crashes fatality trends in American Samoa since 2003.

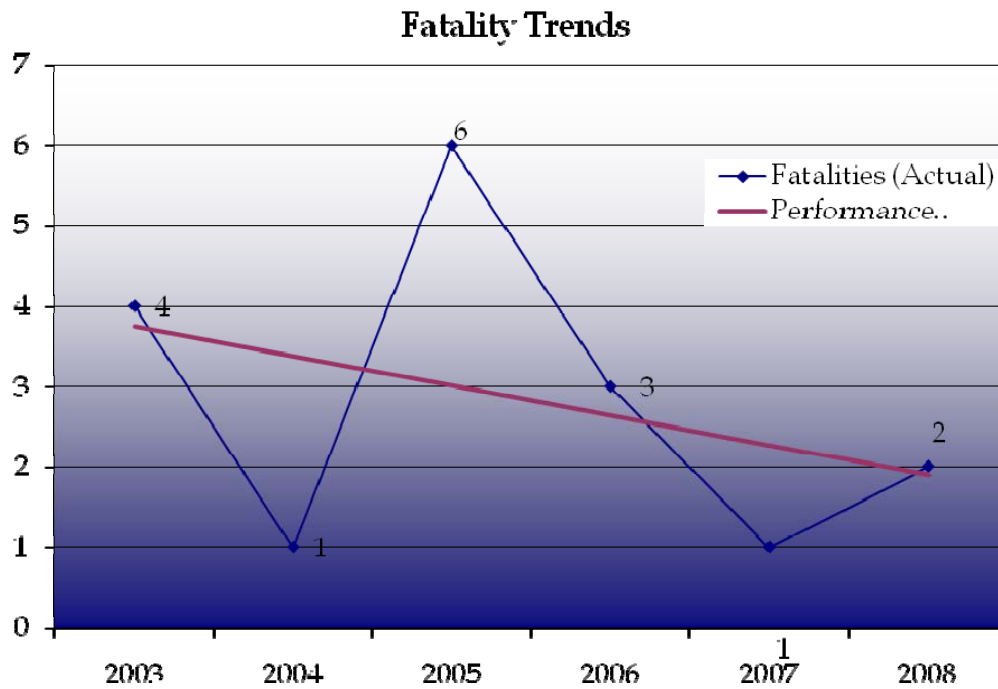


Figure 6. Fatality Trends from 2003 to 2008

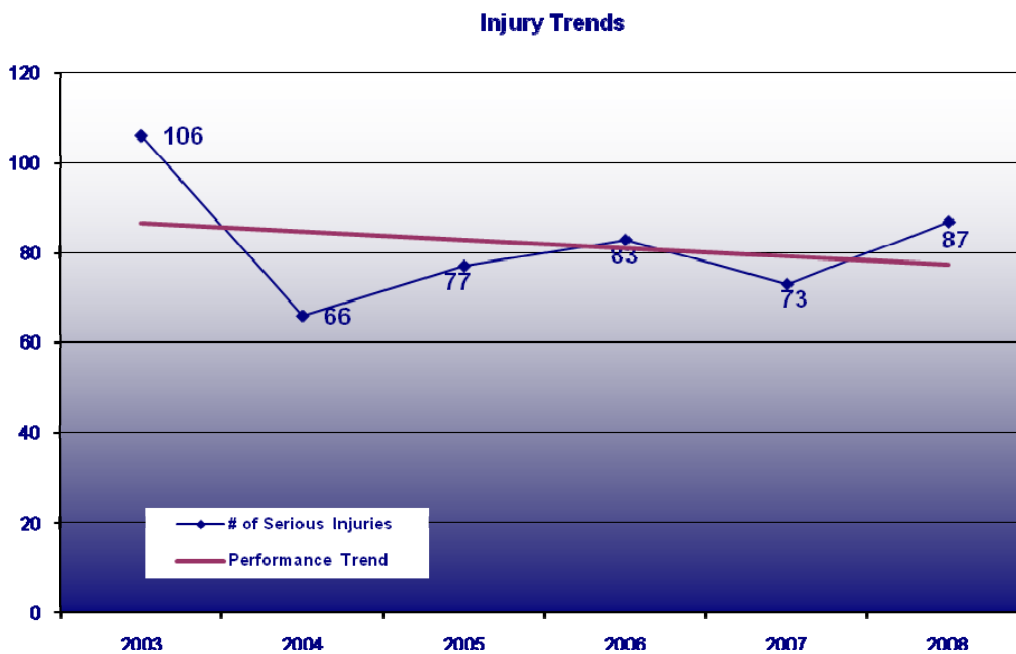


Figure 7. Injury Trends from 2003 to 2008

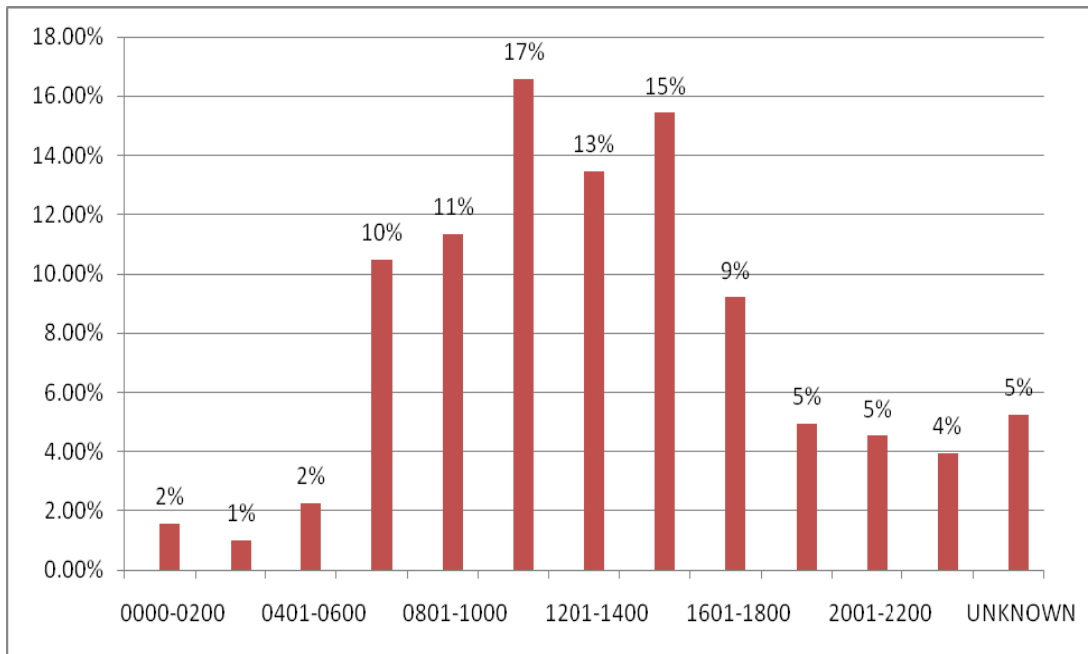


Figure 8. Percent of American Samoa Crashes by Time-of-Day

Table 3 below provides additional details on American Samoa's highway safety Crash data breakdown for 2008.

Table 3. Traffic Safety Crash Data Breakdown for 2008

TRAFFIC CRASHES	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL
	9	7	9	9	9	4	2	5	9	11	8	5	87
INJURY CRASH	15	10	16	11	13	10	2	6	19	20	12	6	140
PERSONS INJURED				1						1			2
TYPE OF CRASHES													2
FATAL	2	1	3	2	3		1	4	2	2	2	2	24
PEDESTRIAN	6	3	7	2		3	4	1	8	6	4		44
FRONTAL	20	21	17	10	31	29	29	26	22	20	14	17	256
SIDE	17	24	19	25	27	22	13	31	31	28	41	28	306
REAR	4	6	7	5	8	3	9	7	8	6	5	5	73
RUN OFF													
	21	30	21	27	34	21	30	26	26	23	27	12	298
MVTA	4	7	7	4	7	3	10	7	8	6	5	5	73
MVA	24	18	25	13	28	32	17	36	36	33	34	35	331
MV TOTAL CRASHES	49	55	53	44	69	56	57	69	70	62	66	52	702
PRIMARY CAUSE													
	2	1	1	1	3	1	4		5	2	2	1	23
SPEEDING	1	4	1	1	1		2	1	1	1	1		14
PASSING	1	3	5	2	5	6	1	7	5	4	3	6	48
TURNS													0
STARTING	17	12	17	13	19	26	13	22	23	18	24	23	227
BACKING	6	5	7	5	13	6	12	6	12	8	7	3	90
RT. OF WAY	5	13	7	12	14	6	9	12	9	9	12	5	113
FOLLOW TOO CLOSE	3	5	1	1	1		3	5	2	3	5	2	31
DUI	4	5	6	2	3	4	5	5	2	5	3	3	47
FATIGUE													

	1			1	1		1		2		1	1	8
EQUIPMENT DEFECT				1				1	1			1	4
PEDESTRIAN	4	3	4		3	3	2	4	7	6	1	1	38
NATURAL CAUSE		1		1									2
	5	4	4	4	6	5	5	6	2	7	7	6	61
UNKNOWN													
			1	1		1	1	3	2		1	1	11
0000-0200			1		1	1				1	2	1	7
0201-0400	1	1	2	1	1	3	1	1	1		1	3	16
0401-0600	9	7	7	8	9	5	10	6	4	4	2	3	74
0601-0800	5	5	6	9	8	8	8	5	7	5	7	7	80
0801-1000	6	6	8	5	11	7	6	10	13	19	17	9	117
1001-1200	9	6	8	4	10	9	5	17	9	6	8	4	95
1201-1400	4	9	6	5	10	11	13	12	10	9	14	6	109
1401-1600	4	8	5	3	7	4	4	6	10	4	4	6	65
1601-1800	2	1	2		4	4	3	3	5	6	3	2	35
1801-2000		7	2	3	3		4	3	4	3	2	1	32
2001-2200	3	1	2	2	2		1	1	5	3	2	6	28
2201-2400	6	4	2	4	3	4	2	2	1	3	3	3	37
UNKNOWN													
		1			6	2	2	3	2	1	1		18
UNDER 18	10	18	18	12	17	9	13	17	19	15	16	11	175
18-29	10	14	13	7	12	11	14	13	21	14	14	10	153
30-39	12	6	8	11	12	14	12	11	14	8	12	9	129
40-49	6	7	8	3	14	7	4	16	8	10	10	9	102
50-59	3	5	3	6	3	8	6	2	5	6	5	6	58
60 AND OVER	8	5	4	4	6	6	6	7	3	8	8	7	72
UNKNOWN													

	30	37	37	31	45	40	39	48	50	38	42	37	474
MALE	11	14	12	9	18	11	12	14	18	15	16	8	158
FEMALE	8	5	4	4	6	6	6	7	3	8	8	7	72
UNKNOWN NATIONALITY													
	4	5	5	2	3	3	6	2	1	3	3		37
AMERICAN SAMOA	22	23	22	17	37	29	21	32	37	26	27	23	316
	13	17	21	19	23	16	20	25	27	22	22	21	246
WESTERN SAMOA	1						1	1	2	1	1		7
TONGA	1	4	2			2	2	2	1		4	1	19
ORIENTAL		2		2		1	1			2	1		9
OTHER	8	5	4	4	6	6	6	7	3	8	8	7	72
UNKNOWN TYPE (V-A)													
	2	9	5	5	5	4	5	10	11	2	6	7	71
SEDAN	15	21	14	15	27	25	22	34	33	29	30	20	285
PICK UP	15	14	13	7	16	12	14	8	14	13	11	8	145
SUV	1		3	2	5	5	1	1	2	3	3	3	29
VAN									1	1		1	3
NON COMM BUS		1			1				1				3
MOTORCYCLE	6	4	12	5	9	2	5	8	3	5	8	5	72
COMM BUS	2	2	2	2		1	3	1	4	1	1	1	20
TRUCK				3		2	1			1			7
SEMI TRACTOR													0
			1										1
FORK LIFT													0
HEAVY EQUIPMENT	8	5	4	4	6	6	6	7	2	8	7	7	70
UNKNOWN													

■ 2.4 American Samoa Program Areas

American Samoa closely monitors national traffic safety trends to ensure its priorities are in line with NHTSA's, unless local specific data and analyses show the need for a different approach. Based on the performance trends and goals presented above, the AS OHS has elected to prioritize its FFY 2010 work based on the following program areas:

- Occupant Protection
- Impaired Driving
- Transportation System Users
 - Young Drivers
 - Pedestrians

American Samoa will also continue its efforts on improving the Territory's traffic records systems, most especially the crash data collection and analysis programs as part of the Section 408 grant.

Additional Challenges to Highway Safety

American Samoa has several laws and policies that have a direct impact on specific highway safety initiatives. In addition to the highway safety problem areas identified in this report, American Samoa faces significant legislative and institutional challenges.

- American Samoa does have a primary safety belt law for all occupants and have recently started to vigorously enforce the law. The OHS is aware that enforcement promotes higher usage rates, which often increases seat belt usage rates by as much as 10 to 15 percent. Lack of resources, i.e., police cruisers, motor cycles, fuel, and over time funds impacts the level of enforcements that can be under taking by DPS.
- There is no requirement for behind-the-wheel training for new drivers.

■ **2.5 American Samoa Highway Safety Goals**

In summary, Table 4 identifies the program areas that will be emphasized in American Samoa's Highway Safety Program, with related goals and performance measures, in FFY 2010. Details of the program are provided in Section 3.0 - Highway Safety Plan.

Table 4. Goals and Performance Measures

Program Area	Goals	Performance Measures
Occupant Protection	Increase Seat Belt Use	<ul style="list-style-type: none"> • Increase: <ul style="list-style-type: none"> - Seat belt use among all drivers, as measured by observational study (55.7% in 2008); - Awareness of the “Click It or Ticket” slogan, as measured by a media survey. - Enforcement of seat belt law, as measured by the number of citations for failure to use proper restraints during the national “Click It or Ticket” enforcement mobilization.
Impaired Driving	<ul style="list-style-type: none"> • Reduce the number of alcohol-related crashes. • Reduce the percentage of injuries that are alcohol-related. 	<ul style="list-style-type: none"> • Increase total number of DUI cases filed, a. • Improve recognition of High Visibility Enforcement slogan (5% for You Drink & Drive. You Lose. in 2008) and perception of likelihood of being stopped after drinking to excess and driving (50.5% responding “Very Likely” or “Somewhat Likely” in 2008). • Present Impaired Driving information on the weekly Highway Safety TV program.
Speed	<ul style="list-style-type: none"> • Reduce the role of speeding in motor vehicle crashes and highway fatalities 	<ul style="list-style-type: none"> • Increase enforcement, as measured by the number of citations issued for speeding during High Visibility

		<p>Enforcement week.</p> <ul style="list-style-type: none"> • Reduce speed- related fatalities to zero (0)
Young Drivers	<ul style="list-style-type: none"> • Reduce crash injuries among young drivers. • Reduce the number of crashes involving young drivers. 	<ul style="list-style-type: none"> • Reduced the number of crashes involving young drivers (under 18); 18 crashes 2008; and 175 crashes involving ages 18 thru 29. • Monitor the number of charges filed for drivers under 18 years of age for DUI (13 in 2007 and 9 2008) to determine effectiveness of program. • Implement a minimum of four contacts with parents/care givers to provide information on the role of alcohol and/or primary seat belt use for young drivers. • Implement an Intervention project for young driver alcohol-related program with local communities.
Other Road Users	<ul style="list-style-type: none"> • Maintain/reduce the number of fatalities among pedestrians. 	<ul style="list-style-type: none"> • Conduct five territory-wide Safety Days throughout the calendar year. • Supplement summer and school break camp activities focusing on safe interactions among pedestrians and motorists. • Partner with local schools/agencies to participate in their safety programs.
Traffic Records	<ul style="list-style-type: none"> • Expand and improve databases on 	<ul style="list-style-type: none"> • Conduct eight TRCC meetings in 2010

	<p>highway safety.</p> <ul style="list-style-type: none"> • Improve data integration and coordination with highway safety stakeholders. • Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-citation, crash and EMS). 	<p>(three in 2009).</p> <ul style="list-style-type: none"> • Increase total number of program partners in 2010 (4 in 2008). • Expand sharing of problem identification data among stakeholders, partners, and traffic safety advocates. • Develop a Traffic Records System Resource Guide and a comprehensive inventory of Highway Safety information sources in the Territory. • Monitor the NHTSA 408 Grant Management Projects. Determine the measurable goals set for 2010. • Provide law enforcement with statistics a month prior to the national “Click It or Ticket” and “You Drink. You Drive. You Lose.” alcohol campaigns. • Increase the timeliness of E-citation data from police, from monthly to being posted daily into the system. • Support the deployment of the new E-Citation program by the Court.
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		<ul style="list-style-type: none"> • Design OHS web site for presenting highway safety stats and links to other highway safety stakeholders' data
Planning and Administration	<ul style="list-style-type: none"> • Administer a fiscally responsible, effective highway safety programs that includes stakeholders and addresses the Territory's highway safety needs. 	<ul style="list-style-type: none"> • Integrate recommendations from the NHTSA Management Review within the specified timeframes. • Deliver the Program Annual Report by December 31, 2009. • Deliver the Fiscal Year 2011 Highway Safety Plan by September 1, 2010.

3.0 Highway Safety Plan: Program Areas for FFY 2010

■ 3.1 Occupant Protection

Occupant protection includes the use of safety belts, child safety seats and booster seats by motorists. Safety belts remain the single most effective means of preventing death or injury in the result of a crash, and American Samoa motor vehicle drivers and passenger’s belt use rate remains at an unacceptable low rate. OHS will continue to make occupant protection a major highway safety program area in FFY 2009.

Problem Identification and Analysis

American Samoa’s use of seat belt remains very low. Observation of Seatbelt compliance conducted in 2008 indicates a 5.5% increase in the use of seatbelt by drivers and passengers of a passenger vehicle. OHS adopts the NHTSA’s “Click it or Ticket (CIOT) model and promotes it via paid media and roadside billboards. As shown in Figure 9, the percent of observed seat belt use increased from 45.6% in 2007 to 55.7 (56%) in 2008.

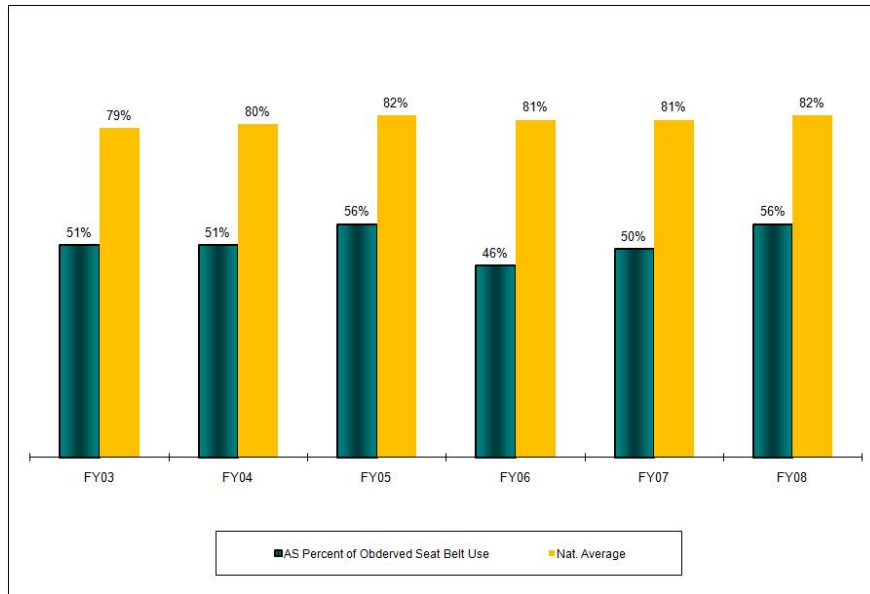


Figure 9. Observed Seat Belt Use Rate

OHS will continue to expand the “Click It Or Ticket” (CIOT) model through FFY 2010.

There were 1,619 citations issued in 2008 for seatbelt violations. The primary problem for the low usage is the lack of continuous enforcement, a process that is changing beginning in 2009. OHS is funding a monthly enforcement program and the impact is evident in the amount of citations issued to-date (2007 Citations).

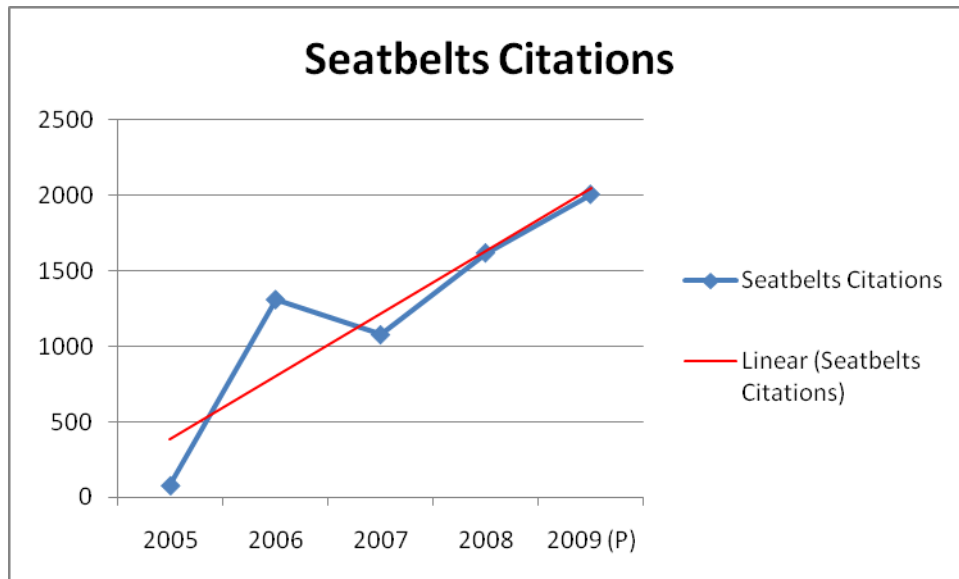


Figure 10. Restraint Non-Use Number of Citations Issued 2005 - 2009

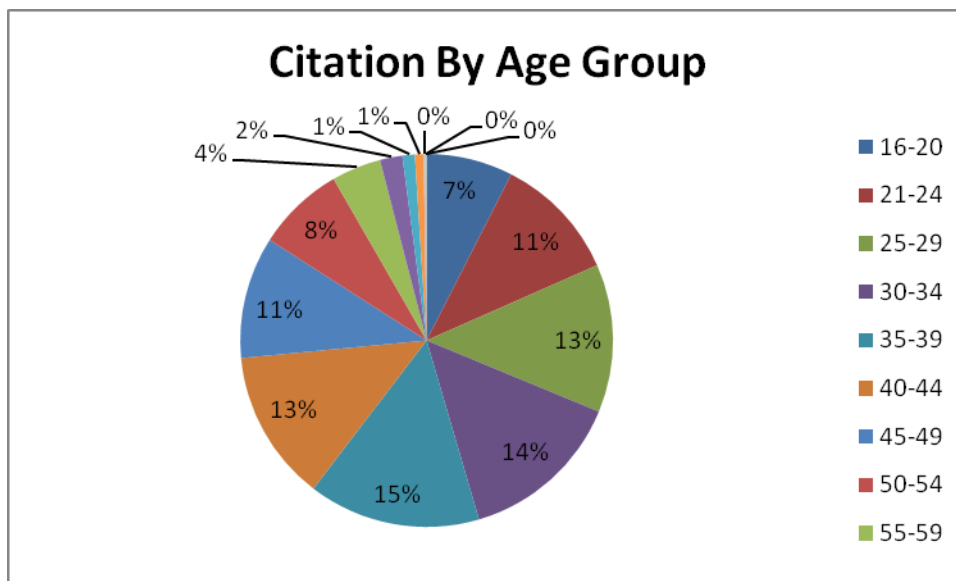


Figure 11. Restraint Non-Use Citations Issued By Age Group - 2008

Goals

- To increase Islandwide use of safety belt rate by five percentage points from the 2008 rate of 56 percent to 61 percent by 2010.

Objectives and Performance Measures

Objectives

1. Increase Enforcement Activities to monthly events to promote the continuation of the use of Seat Belts by all drivers and passengers of motor vehicles in American Samoa.
2. Enhance and evaluate the impact of the series of "Click It or Ticket" (CIOT) mobilizations and Paid Media Campaign.
3. Enhance and evaluate the impact of efforts to increase safety belt use by younger drivers.
4. Enhance and evaluate the impact of efforts to increase proper use of child safety seats.
5. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to increase occupant protection use.

Strategic Partners

Currently, the OHS works primarily with the Department of Public Safety, Traffic Division Officers which are partners for traffic safety initiatives to promote safety belt use. OHS will be expanding this network to include:

- Other law enforcement officers at the Sub Stations West and East of the Island.
- A school-based network to promote safety belt use, with a focus on teens. OHS will look to partner with the local community college, as well as public schools to conduct outreach program awareness on seat belt use.
- A community-based network to promote safety belt use by establishing connections with villages and religious leaders.

Strategies

1. Increase awareness among drivers that American Samoa law requires all drivers and passengers to wear safety belts, and to increase the perception of American Samoa drivers that an adult who is not wearing a safety belt will be cited by police:
 - Conduct at least one “Click It or Ticket” Media Campaign (May to June 2010)
 - Conduct monthly “Click It or Ticket” Enforcement Campaign
2. Encourage the use of appropriate child passenger safety (CPS) restraint systems among children under seven years of age:
 - Conduct CPS clinics throughout the Territory;
 - Conduct at least one nationally certified CPS Technician training on the use of child restraint devices; and
 - Increase public awareness of the car seat law that requires use of child restraints up to age four.
3. Collect and analyze American Samoa occupant protection data:
 - Conduct the annual observation surveys of occupant protection use.
4. Conduct professional traffic stop training for police officers.
5. Include program management and oversight for all activities within this priority area.

Performance Measures

1. Increase Islandwide use of safety belt rate from 56 %in 2008 to 61% in 2010.
2. Increase the number of stops per hour by law enforcement during CIOT Mobilization (Overtime Enforcement) from 10 in 2008 to 12 in 2010.
3. Sponsor a child passenger safety technician training in American Samoa.
4. Increase enforcement of seat belt law, as measured by the number of citations for failure to use proper restraints (1,077 in 2007, 1619 in 2008, and 2007 in 2009).

■ 3.2 Impaired Driving

Problem Identification and Analysis

American Samoa continues to make progress in its effort to reduce impaired driving. Driving Under the Influence (DUI) crashes reduced from 34 in 2007 and 33 in 2008. This accounts for 5% of the total motor vehicle crashes in 2008. There were 212 DUI citations issued in 2008 compared to 249 in 2007. American Samoa Governor A. P. Lutali signed a 0.08 law to help control driving while intoxicated (DWI) in 1986. The law stipulated that if a motorist is caught having a Blood Alcohol Content (BAC) of .08 percent or higher, that individual is in fact considered driving under the influence. According to NHTSA guideline, the legal limit of BAC is .08 at which driving skills are proven to be compromised. Enforcement of this law is critical to decreasing the number of alcohol-related crashes in American Samoa.

As shown in Figure 12, DUI crashes in American Samoa have been steadily fluctuating while DUI related injury crashes went down significantly in 2008.

Impaired driving continues to be an area of great concern at the national, state, and territory levels. In 2008, 33 motor vehicle crashes included the issuance of alcohol-related violations. Additional 131 alcohol arrests were made where a crash did not exist. The issue of the use of alcohol on the island warrants OHS treatment of impaired driving as a major highway safety program area in FFY 2010. Efforts in this area will address fatigue and drowsy driving.

Figure 13, shows the number of DUI citations issued from 2005 to 2008 in American Samoa by age group.

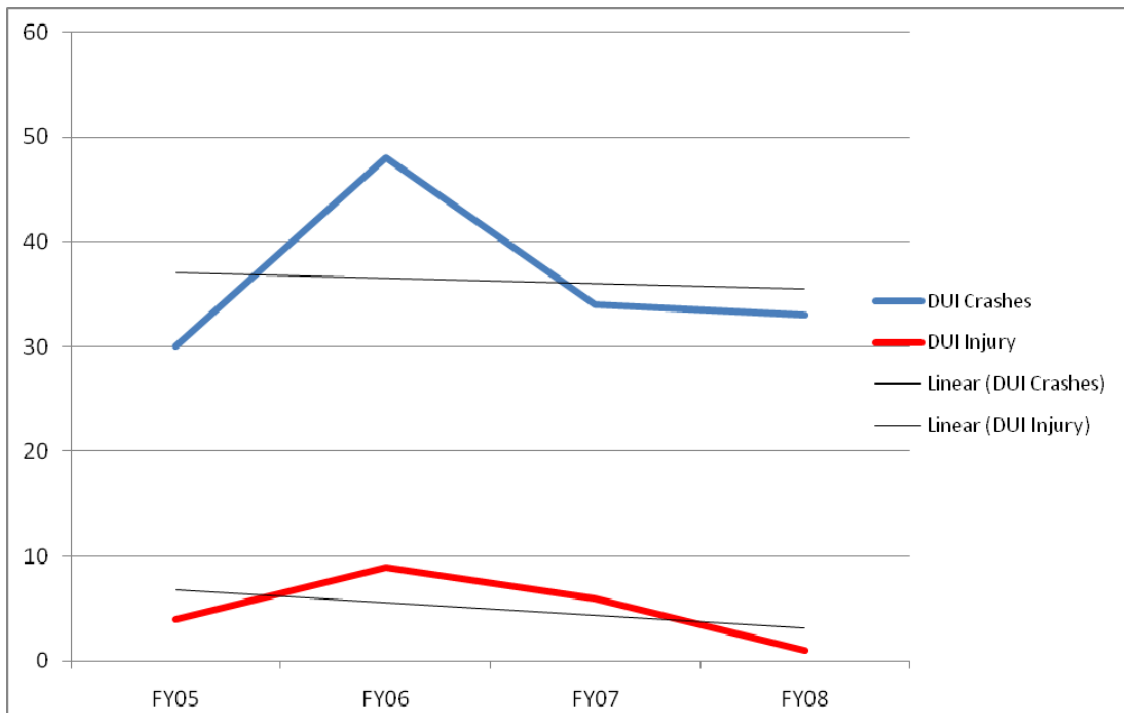


Figure 12. DUI Crashes and DUI Injury Crashes (2005 – 2008)

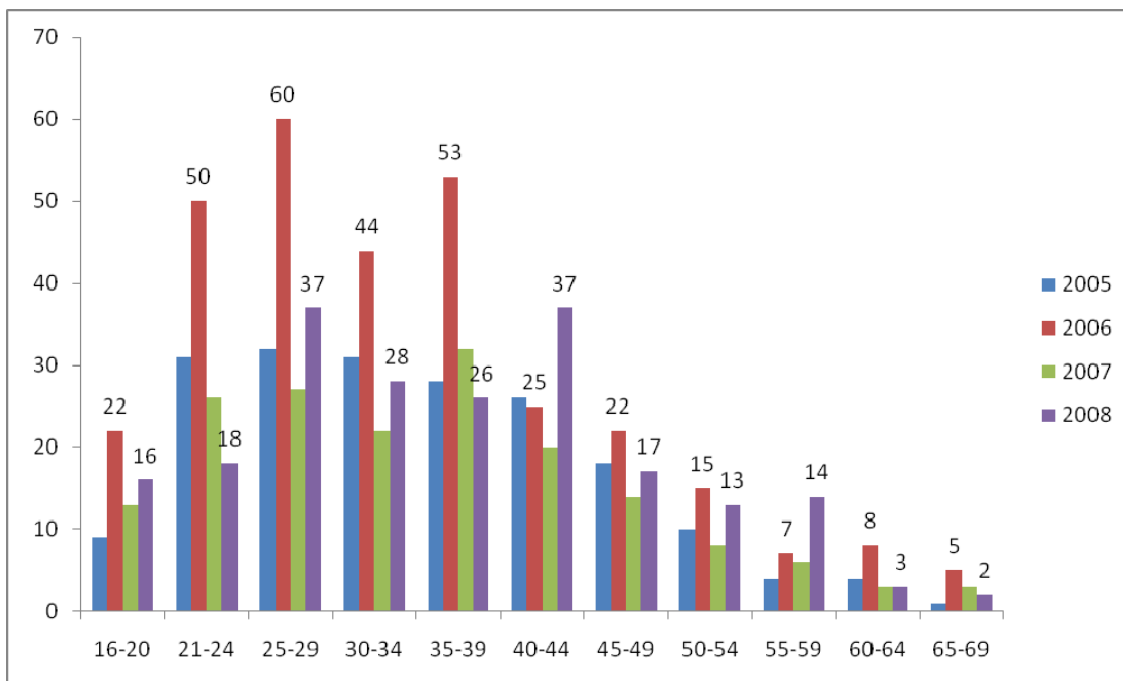


Figure 13. DUI Citations Issued By Age Group

In summary, Table 5 below provides detail data for the American Samoa Traffic DUI activities for Fiscal Year 2009.

Table 5. Traffic DUI Activities for Fiscal Year 2008

DISCOVERED	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL
	2	6	20	6	9	1	9	14	11	18	7	19	122
TRAFFIC STOP ROAD BLOCK			8	1									9
TRAFFIC ACCIDENT	5	5	1	1	1		2	6	2	3	6	1	33
TOTAL DUI	7	11	29	8	10	1	11	20	13	21	13	20	164
DUI BAC %													
					1			4		1		1	7
0%-8%	6	3	13	4	1	1	5	5	4	8	6	8	64
9%-15%	1	6	5	3	4		3	7	4	6	3	6	48
16%-20%			3		2		3	3	1	1	4	2	19
21%30%													0
ABOVE 30%		2	8	1	2			1	4	5		3	26
REFUSED													164
TIME OCCUR													
			7	1	1		2	4	7	5	4	4	35
0000-0200	1	1	6		3		2	6	2	5	3	9	38
0201-0400	1							1	1	1		1	5
0401-0600								1	1				2
0601-0800										1			1
0801-1000													0
1001-1200	1		2					1		1		1	6
1201-1400		3	2	2			1	1	1	1			11
1401-1600	1	1	1		2		1			2	1	1	10
1601-1800													

		5	3			1	2	1	1	1	2		16
1801-2000	1		8	1	2		1	2		2	3	1	21
2001-2200	2	1		3	1		2	3		1		1	14
2201-0000													0
UNKNOWN													159
DUI DRIVER A BY AGE													
	2		1				1	2	1	1		1	9
UNDER 21	2	5	10	3				5	1	3	3	8	40
21-29		1	11	1	4	1	5	5	8	5	4	6	51
30-39	3	1	6	4	5		1	6	1	5	5	4	41
40-49		2					3	2	2	6	1		16
50-59		2	1				1			1			5
60 & UP													0
UNKNOWN													162
DUI BY NAT.													
	1	1	2		2		1	2	1	1	1	2	14
AMERICAN SAMOA	4	2	14	4	4		5	7	3	9	1	8	61
	1	7	10	3	4	1	4	9	9	9	8	9	74
WESTERN SAMOA										1	1		2
TONGA	1		1				1	2			1	1	7
ORIENTAL		1	2	1						1	1		6
OTHERS													0
UNKNOWN													164
DUI BY SEX													
	7	11	26	8	10	1	11	18	13	16	11	19	151
MALE			3					2		5	2	1	13
FEMALE													

Goal

- Reduce the number of injury crashes with a known BAC of .01 or higher, from seven in 2008 to two in 2010.
- Maintain zero DUI related traffic fatalities in FY 2010.
- Reduce DUI related traffic injuries by 5% in FY 2010.
- Increase DUI arrest by 10% in FY 2010.

Objectives

1. Expand and evaluate the number of sobriety checkpoints.
2. Enhance and evaluate the impact of efforts to reduce impaired driving by younger drivers and underage drinking.
3. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking.
4. Expand media messages, including participation in national High Visibility Enforcement (HVE) Mobilizations by:
 - a. Conducting HVE Media Campaign.
 - b. Implementing coordinated paid and media plan with summer program messaging (“100 Days of Summer”).
 - c. Develop culturally appropriate messages and outreach efforts.
5. Promote youth programs to prevent underage drinking.
6. Improve collection and analysis of impaired data on highway safety in American Samoa by:
 - a. Increasing the quantity of BAC data in the ASCRS file; and
 - b. Improving the quality and coordination of alcohol-related databases,.
7. Include program management and oversight for all activities within this priority area.

Strategic Partners

OHS will continue its relationship with law enforcement do the arrest and the attorneys and judges that prosecute and adjudicate impaired driving cases. A well trained police officer can identify and arrest impaired drivers before they injure themselves or others. Because of contracting and approval delays from the Region, OHS was not able to send police officers to training to increase the number of Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) trained personnel in FY 2009. We will pursue approval from the Region for this training in FY 2010.

Strategies

The American Samoa Department of Public Safety (DPS) Traffic Division will use overtime to conduct continuous DUI enforcements.

- Conduct monthly DUI enforcements to ensure a continuous enforcement of our DUI laws.
- Target DUI enforcement during major holidays.
- Establish enforcement during the Holiday Season for the 3D Month Campaign.
- Implement DUI enforcement during NHTSA National Impaired Driving Campaigns.
- Conduct DUI enforcement during high school Graduation Week to target teenage DUI.
- DUI enforcements will be highly visual (show of force) as a deterrence to drunk drivers.
- Include program management and oversight for all activities within this priority area.

Performance Measures

1. Increase number of law enforcement sobriety checkpoints from six in 2008 to ten in 2010.
2. Increase number of stops per hour by law enforcement during “Drunk Driving - Over the Limit - Under Arrest” Mobilization from 15 to 20 in 2010.
3. Increase total number of DWI Charges Filed.

4. Reduce DUI related traffic injuries by 5% in FY 2010 and an increase of DUI arrest by 10% from the previous fiscal year.

■ 3.3 Speed

Crashes related to speed continue to be a problem in American Samoa. The two recorded fatalities to-date are speed related. The significant of speed-related crashes have been over shadowed in recent years by the attention given to impaired driving and occupant protection. There were 133 speeding violations issued in 2008 by DPS and 23 speed-related crashes were recorded.

Based on the two fatalities recorded this year (2009) which was speed related and involved young drivers, OHS has again selected speeding as a focus area in FFY 2010. The program will continue to focus on males between the ages 16 and 29 which accounted for the majority of speed related crashes and involved in the fatal crashes. In addition, speeding will be analyzed along with alcohol and drug program. As shown in Figure 14 below, ages 16 through 39 accounts for the most speed violations in 2008 on the island.

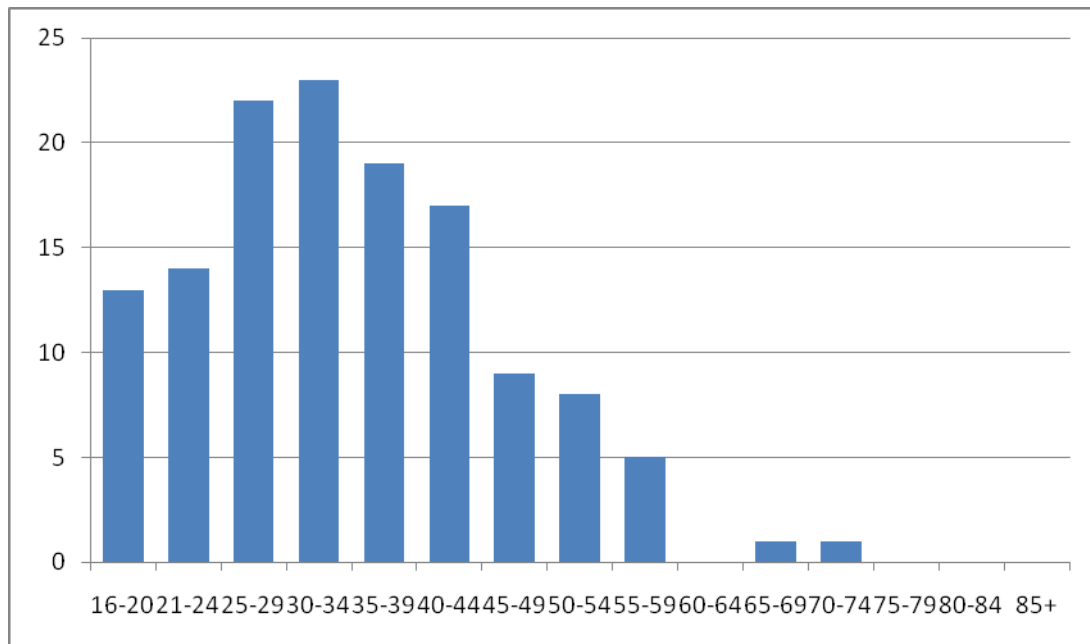


Figure 14. Speeding Citations Issued By Age Group

Goal

- Reduce the role of speeding in highway injuries and fatalities.

Objectives

1. Increase the issuance of speeding citations.
2. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to reduce speeding and other aggressive driving behaviors.

Strategic Partners

Expanding or developing working relationships with those involved in the arrest, prosecution, and adjudication of speeding drivers is a priority. A well-trained police force can identify and arrest drivers who speed before they injure themselves or others. In addition, the American Samoa court system is moving towards the implementation of electronic ticketing which will expedite the ticketing process and improve accuracy of data.

Strategies

1. Implement an Islandwide speeding/aggressive driving campaign targeted to males 16 to 39 years old.
2. Integrate speed enforcement and outreach program to highlight speed issues.
3. Conduct one Islandwide high publicity speed activity.
4. Target speed enforcement patrols in school zone while school is in session.
5. Continue overtime speed patrols with the DPS.
6. Employ speed-activated roadside displays showing speed limit and actual speed traveled.
7. Develop culturally sensitive messages as part of the program outreach efforts.
8. Include program management and oversight for all activities within this priority area.

Performance Measures

- Increase enforcement, as measured by the number of citations for speeding during High Visibility Enforcement week.
- Decrease the percentage of injuries that occur in speed-related crashes to 0% (13% was the five year average).

■ **3.4 Young Drivers**

Problem Identification and Analysis

Young drivers, age 16 to 20 years, received 8% DUI, 10% speeding, and 7% Non restraint use citations in 2008.

Goals

- Reduce crash involvement among young drivers.
- Reduce crash injuries among young drivers.

Objectives

- Reduce by 10% the number of crashes that drivers 20 years old and younger are involved in (175 crashes in 2008).
- Reduce by two points the percentage of drivers 20 years of age and younger in injury crashes who had prior speed convictions, from 30% (three-year average) to 28% in 2010.

Strategic Partners

The American Samoa Office of Motor Vehicles is charged with licensing drivers and conducting the only driving school on the Island. Currently, applicants between the ages of 16 and 18 are not subject to Graduated Licensing requirements as in other states. Driving school is limited and subject to availability. There is currently no established avenue for addressing the needs of young drivers, including training and restrictions on driving activities. Driver training and outreach programs need to be established and structured to play a critical role for the new driver. Forming partnerships to address training needs and training effectiveness will also aid in strengthening the skills of new drivers. OHS will partner with high schools, community colleges, and law enforcement to establish a driver education program on the Island.

Strategies

1. Improve and expand educational outreach to high schools (including School Resource Officers), community colleges, and local partners:
 - Emphasize young drivers in alcohol and “Click It or Ticket” media campaigns;
 - Create and distribute an alcohol-related informational brochure for high school and/or college students;
 - Evaluate and coordinate public/private efforts in area of young driver safety efforts Islandwide;
 - Develop “Welcome Back to School” packets for distribution at beginning of the fall 2010/2011 school year;
 - Work with community and business partners to educate parents/caregivers about the role of alcohol in crashes among 16 to 20 year-old drivers. Also educate young drivers and their parents/caregivers about primary seat belt enforcement for persons under 18 years of age;
 - Develop culturally appropriate messages and expand outreach efforts;
 - Explore potential training to develop an Underage Drinking Rapid Response Team; and
 - Implement the young driver component of the “100 Days of Summer” Program.
2. Collect and analyze age-related data on highway safety.
3. Include program management and oversight for all activities within this priority area.

Performance Measures

- Maintain average of 2006 and 2007 level of young drivers (18) who are involved in injury crashes, as measured by the number of drivers in injury crashes who are 16 to 18 years of age (three in 2008).
- Monitor the number of charges filed for drivers under 18 years of age for DUI (13 in 2007 and 9 in 2008) to determine effectiveness of program.
- Implement a minimum of four contacts with parents/care givers to provide information on the role of alcohol and/or primary seat belt use for young drivers.

■ 3.5 Other Road Users

Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and non-motorized (pedestrian and bicycle) modes. Although crashes in American Samoa are dominated by personal automobiles, other modes of transportation require consideration. Although serious injuries to pedestrians are rare, the large fluctuation in the number of pedestrian fatalities over the past four years requires attention.

Problem Identification and Analysis - Pedestrians

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. However, there were 24 pedestrians involved in motor vehicle crashes in 2008. As illustrated in figure 15, total crashes involving pedestrians have decreased from 36 in 2005, to 24 in 2008.

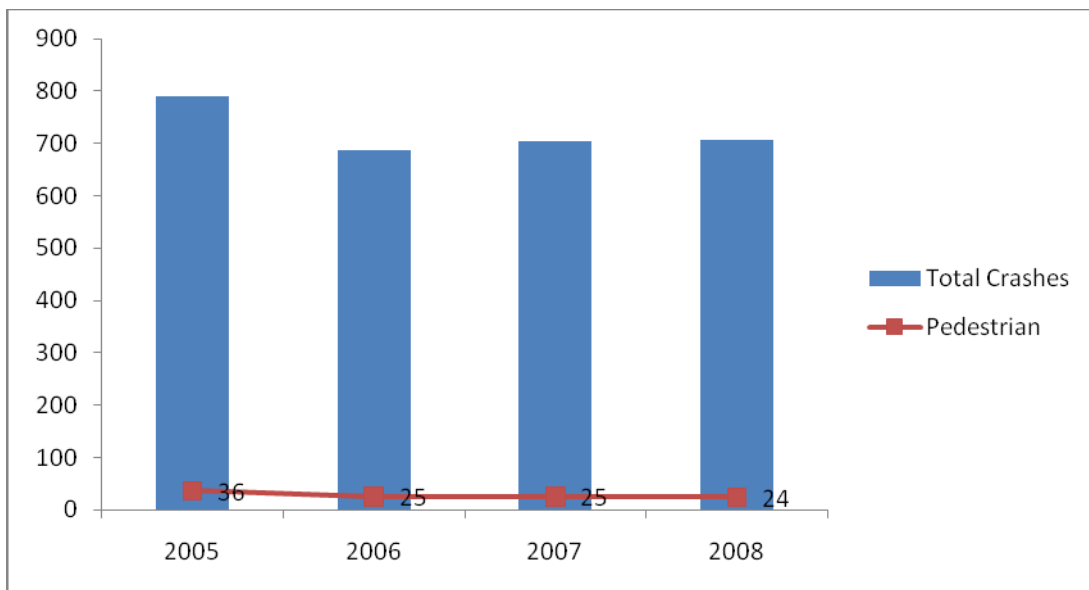


Figure 15. Total Crashes and Number of Pedestrians Involvement (2005-2008)

Goals

- Maintain FFY 2008 0 fatalities among pedestrians.
- Maintain the low number of fatalities among bicyclists.

- Maintain 0% of school buses fatalities and school age pedestrians injured at school zones during school hours.

Objectives

1. Keep the number of crashes involving pedestrians low or at the 2008 number (24) (down from 36 in 2005).
2. Maintain the number of crash fatalities among pedestrians at zero in 2010.
3. Maintain the number of crash fatalities among school bus occupants at zero in 2010.

Strategic Partners

OHS has partnerships with schools located next to the public highway with heavy traffic flow, Department of Public Health, and law enforcement to demonstrate safety habits and distribute information for pedestrians, bicyclists, and school bus riders. In cooperation with the Department of Public Health, OHS promotes transportation safety and the incorporation of bicycle and/or pedestrian-friendly policies in transportation planning.

Strategies

- OHS will continue to work with DPW to identify areas needing safety devices and crosswalks.
- Increase public awareness of the diversity of road users.
- Law enforcement will continue to supervise the School Safety Program at the schools.
- Conduct Safety Days and other summer and school break activities focusing on safe interactions among pedestrians and motorists.
- Provide training to school crossing guards at eight schools in the territory.
- Procure safety equipments for the Crossing Guard Program.
- Provide promotional materials to educate and make the public aware of pedestrian safety and periodically use paid media.
- Collect and analyze data on the safety of other road users in American Samoa.
- Develop first annual Pedestrian Awareness week.
- Include program management and oversight for all activities within this priority area.

Program Performance Measures

- Conduct two Islandwide Safety Days during the calendar year.
- Collect and analyze traffic crash data involving pedestrians.
- Document all law enforcement activities performed under this program.
- Supplement summer and school break activities focusing on safe interactions among pedestrians and motorists.
- Partner with schools/agencies to participate in their safety programs.

■ **3.6 Traffic Records**

Problem Identification and Analysis

The OHS continues to implement the recommendations of the last Traffic Records Assessment. Highway safety stakeholders are currently unable to exchange information in a timely, accurate, complete, uniform, and integrated system. The traffic records system includes data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the Territory.

A Highway Safety and Traffic Records Coordinating Committee (TRCC) have been working on the multiyear Highway Safety Data and Traffic Records System Improvement Plan.

Goals

- Expand and improve databases on highway safety.
- Improve data integration and coordination with highway safety stakeholders.
- Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-citation, Crash, and EMS).

Objectives

- Reduce traffic records data processing time, manual data processing, and paper handling.
- Increase the data linkage of traffic records with other data systems within the government agencies involved in traffic safety programs.

Strategic Partners

The OHS will continue to work with members of the TRCC and Federal Motor Carrier Safety Administration (FMCSA), NHTSA, DPS; Law Enforcement, Office of Motor Vehicles, EMS, Department of Health, LBJ, Superior Court, and private organizations.

Strategies

1. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - Conduct regularly scheduled meetings of the TRCC;
 - Utilize NHTSA 408 Grant Funding to partner with other state agencies in data coordination, management, and analysis; and
 - Seek contractor for data coordination, management, and analysis.
2. Increase the availability of safety data and traffic records to highway safety stakeholders:
 - Use the new Crash Reporting System Data Analysis tool to generate island-wide data analysis. This analysis will be made available to highway safety stakeholders; and
3. Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees:
 - Hold meetings with potential grantees (five in 2009);
 - Expand total number of potential program partners; and
 - Continue working with the TRCC to update the strategic plan.
5. Develop a Web site for OHS to include a public page for public access to highway safety information and static data,
6. Identify, adjust, track and document system-wide and project level performance measures for inclusion in fourth year Section 408 application.
7. Include program management and oversight for all activities within this priority area.

Program Performance Measures

- Conduct ten TRCC meetings in 2010 (four in 2009).

- Increase total number of program partners in 2010 (8 in 2010).
- Expand sharing of problem identification data among stakeholders, partners, and traffic safety advocates.
- Develop a Traffic Records System Resource Guide and a comprehensive inventory of Highway Safety information sources in the Territory.
- Monitor the NHTSA 408 Grant Management Projects. Determine the measurable goals set for 2010.
- Provide law enforcement with statistics a month prior to the national “Click It or Ticket” and “You Drink. You Drive. You Lose.” alcohol campaigns.
- Increase the timeliness of E-citation data from police, from monthly to being posted daily into the system support the deployment of the new E-Citation program by the Court.

■ 3.7 Planning and Administration

Problem Identification and Analysis

The American Samoa Office on Highway Safety will serve as the primary agency responsible for insuring that highway safety concerns for the territory are identified and addressed through the development and implementation of appropriate countermeasures.

Goal

- To administer a fiscally responsible, effective highway safety program that targets the State’s most significant safety problems in an effort to save lives and reduce serious injuries.

Strategic Partners

The AS OHS will work with NHTSA to address the recommendations that arise from the Management Review and implement a new program management plan and procedures to ensure compliance with the program rules and regulations.

Strategies

1. Administer the territory highway safety program:
 - Implement the HSP and develop future initiatives;
 - Provide sound fiscal management for traffic safety programs;
 - Coordinate territory plans with other Federal and local agencies; and
 - Assess program outcomes.
2. Develop a Grant and Program Management System for the monitoring, tracking, and management of all NHTSA funding provided to the territory.
3. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support.
4. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
6. Include program management and oversight for all activities within this priority area.

Program Performance Measures

- Grant and Program Management System Implementation.
- Maintain Program Management report and performance measures for all funded program in the Highway Safety Plan.
- Deliver the FFY 2009 Annual Program Evaluation by December 31, 2009.
- Deliver the FFY 2011 Highway Safety Plan by September 1, 2010.
- Fill vacant Program Managers Position.

4.0 Program Planning

■ 4.1 Occupant Protection Program Area

Project Number - OP-10-01

Project Title - Occupant Protection Paid and Earned Media

Project Description - Develop and implement Islandwide Public Information and Education (PI&E) paid and earned media plan for the CIOT Mobilization (October, November 2009 and May-June, September 2010). Media effort will educate the public about the benefits of safety belt, booster seats, and child safety seat use, as well as the Territory's occupant protection laws. The primary target audience will be males and females ages 16 to 49, with secondary audience of diverse populations, public buses, and pick-up truck occupants. Four media Occupant Protection campaigns will be conducted during FFY 2010.

Project Number - OP-10-02

Project Title - CIOT and Monthly Law Enforcement Campaign

Project Description - Provide funds for overtime enforcement by DPS to participate in the CIOT Mobilization and monthly enforcements. Enforcement efforts will focus on increasing compliance with occupant protection laws and will be implemented at high risk locations and time based on available traffic safety data.

Project Number - OP-10-03

Project Title - Occupant Protection Community Educational Initiatives

Project Description - Provide funding for the development, purchase and distribution of educational materials for the Occupant Protection Annual Campaigns in English as well as Samoan. Provide law enforcement and public health and other partners with mobilization kickoff meetings and materials to encourage maximum support.

Project Number - OP-10-04

Project Title - Child Passenger Safety (CPS) Program Administration and Training Overtime

Project Description – Fund CPS program training to establish certified training instructors on the Island and to provide refresher course. Send highway safety personnel to off-island conferences, workshops related to transportation safety issues, i.e., Moving Kids Safely, Lifesavers and Child Passenger Safety Technical Conference. Provide overtime funding for technicians conducting fitting stations throughout FY2010.

Project Number – OP-10-05

Project Title – CPS Equipment Grants

Project Description – Implement a CPS grant program to fund government agencies, health care providers, and other agencies providing services to families and children to purchase CPS equipment.

Project Number – OP-10-06

Project Title – Safety Belt Survey

Project Description – Before and after the May – June CIOT Mobilization, a contractor will conduct an Islandwide telephone survey to determine whether there has been an improvement in American Samoa’s residents knowledge and perception of occupant protection laws, enforcement of those laws, and awareness of the media campaign. Promote survey results with paid media.

Project Number – OP-10-07

Project Title – Community-based network for Safe Community

Project Description – Provide funding for the development of a community-based network to promote safety community programs that addresses the Island Occupant Protection problems

Project Number – OP-10-08

Project Title – Program Vehicle

Project Description – Procure of program vehicle for outreach and enforcement

Project Number – OP-10-09

Project Title – Program Management

Project Description – Provide sufficient staff to conduct occupant protection-related programming described in this plan as well as cover training, travel,

conference fees, and miscellaneous expenses. This includes salary for Program Manager vacant position.

Project Cost Summary

Project Number	Project Title	Budget	Budget Source
OP-10-01	Paid Advertising	\$13,728.00	Section 402
OP-10-02	Monthly Overtime Enforcement	\$115,060.00	Section 402
OP-10-03	Resource Center/Print/Promotional Materials	\$12,000.00	Section 402
OP-10-04	CPS Recertification& Certification Course	\$15,546.00	Section 402
OP-10-05	CPS Equipment	\$50,000.00	Section 406
OP-10-06	CIOT Observational Survey	\$10,000.00	Section 402
OP-10-07	Community-based network for Safe Community	\$20,000.00	Section 406
OP-10-08	Program Vehicle	\$45,000.00	Section 406
OP-10-09	Program Management	\$32,790.00	Section 402
402	Section 402 Funds	\$199,124.00	Section 402
406	Section 406 Funds	\$115,000.00	
Total Fund	All Funds	\$314,124.00	

■ **4.2 Impaired Driving Program Area**

Project Number - AL-10-01

Project Title - Drunk Driving. Over the limit Under Arrest (DD-OL-UA) Annual Campaigns Paid Media

Project Description - Develop and implement Islandwide paid and earned media plan for the following DD-OL-UA Mobilization periods: October - December 2009 - January 2010, March, June - July 2010, and August - September 2010. Also provide media support to law enforcement Sobriety

Checkpoint Partnership and Breath Alcohol Testing Mobile (see AL-10-5) initiatives. This effort will educate the public about the danger and a cost of impaired driving as well as the Territory's impaired driving laws. Primary audience will be males ages 16 to 34, with a secondary audience of diverse populations.

Project Number – AL-10-02

Project Title – DD-OL-UA Law Enforcement Campaign

Project Description – Provide for overtime enforcement by DPS for participation in the October-December 2009 – January 2010, March, June-July 2010, and August 2010 Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and will be conducted during high-risk time and various locations on the Island.

Project Number – AL-10-03

Project Title – Impaired Driving Community Educational Initiatives

Project Description – Fund development, purchase, and distribution of educational and incentive materials for the DD-OL-UA Mobilizations in English as well as Samoan. Provide law enforcement, public health, employers, and other partners with mobilization kickoff meetings and materials to encourage maximum support.

Project Number – AL-10-04

Project Title – Law Enforcement Sobriety Checkpoint

Project Description – Provide funding for sobriety checkpoints to be conducted by DPS Police Services. Sobriety checkpoints will be selected based on DUI citations data weighted by location.

Project Number – AL-10-05

Project Title – Enforcement Equipment

Project Description – Provide funding to DPS for the purchase of two RBT IV Intoximeter Breathalyzers; two Alco Sensor V; four digital Ally DUI Video Systems; and other NHTSA approved equipment; RBT IV, Alco sensor V, Intox II Accessories; and Local RBT IV, Alco Sensor, Digital Ally, Intox II training materials and supplies.

Project Number - AL-10-06

Project Title -Standardized Field Sobriety Test (SFST) Training

Project Description - Fund the training of two police officers to be certified instructors and calibrators for the Intoximeter RBT IV. Provide funding for the training of police officers in SFST, Drugs That Impair Driving and other courses. Purchase of materials and supplies to conduct a local certification course for law enforcement officers.

Project Number - AL-10-07

Project Title - Highway Safety/Alcohol Presentations

Project Description - Provide funding to conduct highway safety presentations, primarily at high schools, on the dangers of aggressive and impaired driving as well as speeding and the benefits of occupant restraint use. Contractors will include, but not limited to law enforcement, public health, EMTs and fire personnel. Special consideration for presentations will be given to communities with higher alcohol-related DUI citations rates.

Project Number - AL-10-08

Project Title - Youth Alcohol Program

Project Description - Provide funding to support the efforts of the Liquor Inspectors, Police Bureau and DPS Juvenile Division in targeting vendors selling alcohol to minors as well as fund outreach programs to help deter youths from using alcohol and driving intoxicated. Provide overtime funding for off-duty police officers to conduct saturation patrols during high school graduation week, Teen Driver Safety week.

Project Number - AL-10-09

Project Title -Youth Outreach Program Materials

Project Description - Fund development, purchase, and distribution of educational and incentive materials to reduce alcohol use/abuse. Partner with Department of Social Services, DPS Juvenile Division and other non-government organizations to develop and disseminate program that address underage drinking/substance abuse.

Project Number - AL-10-10

Project Title - Program Management

Project Description - Provide sufficient staff to conduct alcohol-related programs described in this plan as well as cover travel, conference fees, and miscellaneous expenses.

Project Cost Summary

Project Number	Project Title	Budget	Funding Source
AL-10-01	Paid Advertising	\$17,000.00	Section 402
AL-10-02	Enforcement OT	\$43,804.00	Section 402
AL-10-03	Impaired Driving - Materials	\$2,000.00	Section 402
AL-10-04	Sobriety Checkpoint	\$32,000.00	Section 402
AL-10-05	Enforcement Equipment	\$44,500.00	Section 402
AL-10-06	Standardized Field Sobriety Test (SFST) Training	\$6,400.00	Section 402
AL-10-07	Outreach	\$5,000.00	Section 402
AL-10-08	Underage Drinking Rapid Response Team	\$40,000.00	Section 402
AL-10-09	Program Materials	\$30,000.00	Section 402
AL-10-10	Program Management	\$25,000.00	Section 402
402	Section 402 Funds	\$245,704.00	
406	Section 406 Funds	\$0.00	
Total		\$245,704.00	

■ **4.3 Speed Program Area**

Project Number - SC-10-01

Project Title - Speed and Aggressive Driving Community Education Initiatives

Project Description - Fund the development, purchase and distribution of educational materials on the dangers and costs of speeding as well as the Territory's applicable laws. Primary target will be males ages 16 to 39.

Project Number - SC-10-02

Project Title - Speed Enforcement Campaign

Project Description - Provide funds for overtime enforcement of the Territory's speed law. Enforcement efforts will focus on speeding and aggressive driving and will be done at high risk locations and times on the Island.

Project Number - SC-10-03

Project Title - Program Management

Project Description - Provide sufficient staff to conduct speed-related programs described in this plan as well as cover travel, conference fees, and miscellaneous expenses.

Project Cost Summary

Project Number	Project Title	Budget	Budget Source
SC-10-01	Community Education	\$10,000.00	Section 402
SC-10-02	Enforcement Campaign Overtime	\$20,000.00	Section 402
SC-10-03	Program Management	\$10,000.00	Section 402
402	Section 402 Funds	\$40,000.00	
406	Section 406 Funds	\$0.00	
Total Fund		\$40,000.00	

■ **4.4 Pedestrian Program Area**

Project Number - PS-10-01

Project Title - Pedestrian Safety Campaign

Project Description - Develop and implement Islandwide paid media plan and promotional materials to educate and make the public aware of pedestrian safety.

Project Number - PS-10-02

Project Title - School Crossing Guard Training and Equipment

Project Description - Provide funding for school crossing guide training for schools along the Island, busy highways, and procure safety equipment for the Crossing Guard program.

Project Number - PS-09-03

Project Title - Program Management

Project Description - Provide sufficient staff to conduct Pedestrian Safety programs described in this plan as well as cover travel, conference fees, and miscellaneous expenses.

Project Cost Summary

Project Number	Project Title	Budget	Funding Source
PS-10-01	Paid Advertising	\$17,000.00	Section 402
PS-10-02	Resource Center/Print/Promotional Materials - Pedestrian/Bicycle	\$10,000.00	Section 402
PS-10-03	Program Management	\$26,000.00	Section 402
402	Section 402 Funds	\$53,000.00	
406	Section 406 Funds	\$0.00	
Total		\$53,000.00	

■ **4.5 Traffic Records Program Area**

Project Number - TR-10-01

Project Title - Traffic Records Coordinating Committee (TRCC)

Project Description - With the assistance of the ASOHS's current traffic records contractor, Ledge Light Technologies, AS OHS will provide leadership and administrative support to the Territory TRCC to successfully implement its section 408 funded projects. ASOHS will hold four to six TRCC meetings annually, as well as six to eight sub-committee meetings.

Project Number - TR-10-02

Project Title - Traffic Records Management & OHS Support

Project Description - With the assistance of the ASOHS current traffic records contractor, Ledge Light Technologies, prepare data and analyses for the ASOHS FFY 2009 Annual Report and FFY 2010 Highway Safety Plan and Annual

Report. Prepare for TRCC approval a FFY 2010 section 408 Application, including a 2009 update to the American Samoa Strategic Plan for Traffic Records by April 2010.

Project Number - TR-10-03

Project Title - Data Improvement Programs

Project Description - With the assistance of the ASOHS current traffic records contractor, Ledge Light Technologies, OHS will evaluate and provide funding to support the Section 408 Traffic Records Data improvement Initiatives that are not funded under section 408 due to budget short fall.

Project Number - TR-10-04

Project Title - Electronic Traffic Safety Data Collection and Data Analysis Tools

Project Description - With the assistance of the ASOHS's current traffic records contractor, Ledge Light Technologies, continue to upgrade the electronic crash reporting system and implement electronic data collection and transfer from the car to the substations and to a centralized database at DPS headquarter. Continue the implementation and training DPS, Court, and Law Enforcement personnel in the use of the data analysis tools. Create system access and data analysis capability for OHS as well as all authorized users and stakeholders.

Project Number - TR-10-05

Project Title - Section 408 Data Program - Electronic Citation

Project Description - Ledge Light Technologies will continue the development and field testing of an Electronic Citation program with the Court. The District Court will continue their system analysis and system upgrade plan for the use of electronic citation.

Project Number - TR-10-06

Project Title - Section 408 - Roadway Inventory System

Project Description - DPW will continue the development of the Roadway Inventory System to create a standardized unique location identification schema for locating crashes on the Territory's highways. DPW will work with Ledge Light Technologies to incorporate the data into a Geo-coded map for use in the Crash System Map Interface program for crash location identification

Project Number - TR-10-07

Project Title - Section 408 - Emergency Medical Services

Project Description - Procure an Electronic EMS System that is NEMSIS compliant and capable of sharing data with other traffic records systems.

Project Number - TR-10-08

Project Title - Section 408 - Department of Health System Integration & Data Sharing

Project Description - OHS as part of the Data Improvement program will provide funding to the Department of Health for system integration with EMS and to provide data sharing access to OHS for traffic injury analysis.

Project Number - TR-10-09

Project Title - Section 408 - Traffic Safety Data Portal

Project Description - OHS will fund the development of the Traffic Safety Data Portal as part of the territory data improvement project with Ledge Light Technologies that will provide access to all traffic safety data in the Territory. The project will include all the analysis tools for OHS use as well as data entry of the last three year crash reports into the new database for trend analysis.

Project Number - TR-10-10

Project Title - Grant and Program Management System

Project Description - With the assistance of the ASOHS's current Highway Safety contractor, Ledge Light Technologies, a Grant and Program Management System will be used to track, monitor, and provide management reports for all projects described in this HSP.

Project Number - TR-10-11

Project Title - Highway Safety Office Support

Project Description - Provide funding for the various highway safety conference, e.g., GHSA, Traffic Records, Life Saver, etc., and office equipment and supplies, training, and consultant fees as needed.

Project Number - TR-10-12

Project Title - Program Management

Project Description - Provide sufficient staff to conduct traffic records programming described in this plan as well as cover travel, conference fees, and miscellaneous expenses.

Project Cost Summary

Project Number	Project Title	Budget	Funding Source
TR-10-01	TRCC Support	\$25,000.00	Section 402
	408 Grant Development	\$30,000.00	Section 408
TR-10-02	Traffic Records Management and OHS Support	\$120,000.00	Section 402
TR-10-03	Data Improvement Program	\$120,000.00	Section 402
TR-10-04	Electronic Traffic Safety Data Collection/Analysis Tools	\$60,000.00	Section 402
	Map Interface	\$30,000.00	Section 408
TR-10-05	Court Electronic Citation Program	\$240,000.00	Section 408
TR-10-06	DPW Roadway Inventory for Crash Location Identification	\$60,000.00	Section 408
TR-10-07	EMS Software	\$	Section 408
TR-10-08	DOH System Integration	\$60,000.00	Section 408
TR-10-09	Traffic Safety Portal	\$80,000.00	Section 408
	Traffic Safety Portal	\$60,000.00	Section 402
TR-10-10	Grants and Program Management System	\$210,000.00	Section 406
TR-10-11	Highway Safety Support	\$40,000.00	Section 402
TR-10-12	Program Management	\$30,000.00	Section 402
402	Section 402 Funds	\$455,000.00	
406	Section 406 Funds	\$210,000.00	
408	Section 408 Funds	\$500,000.00	
Total		\$1,165,000.00	

■ 4.6 Police Traffic Services Program Area

Project Number – PT-10-01

Project Title – Law Enforcement Training and Equipment/Supply Purchase

Project Description – Provide funding for police officer training in Crash Investigation and for an instructor from the Institute of Police Technology and Management (IPTM), TSI and other NHTSA approved institutions to certify local police officers as Certified Radar Instructors and for other devices. Procure four Kustom Falcon HR Radars, four Kustom Lasers for motorcycles and other NHTSA approved equipment for Speed Enforcement.

Project Number – PT-10-02

Project Title – Traffic Enforcement

Project Description – OHS will procure two patrol police vehicles for every four police vehicles that DPS funds locally. A 4:2 ratio; DPS procured four new vehicles in April of 2010. This equipment will assist the DPS Traffic and Patrol Division in traffic enforcement, conducting safety Check Points, and traffic crash scene investigation. Patrol has increased on its traffic citations and crash assistance based on monthly reports.

Project Number – PT-10-03

Project Title – Traffic Enforcement Fuel and Maintenance

Project Description – OHS will procure fuel for use for overtime enforcement as follows: Monthly DUI Saturation Enforcement Fuel 360 gals. @ \$3.00/gal. Graduation DUI Saturation Enforcement Fuel 120 gals @ \$3.00/gal. 3D DUI Check Point and Saturation Enforcement Fuel 224 gals @ \$3.00/gal.

Project Number – PT-10-04

Project Title – Law Enforcement Traffic Data Collection Support

Project Description – OHS will procure mobile computing hardware along with the in-car installation kit to support electronic data collection in the field to include installation cost. This equipment will support the traffic records system improvement initiatives to improve timeliness, accuracy, accessibility, integration and compatibility of the American Samoa Traffic Safety data.

Project Number - PT-10-05

Project Title - Program Management

Project Description - Provide sufficient staff to conduct police traffic services related programs described in this plan as well as cover travel, conferences fees, and miscellaneous expenses. To include salary of Procurement Clerk to track and electronically inventory equipments procure under the program.

Project Cost Summary

Project Number	Project Title	Budget	Funding Source
PT-10-01	Law Enforcement Training	\$10,000.00	Section 406
PT-10-01	Enforcement Equipment	\$25,000.00	Section 406
PT-10-02	Overtime Enforcement Vehicles	\$90,000.00	Section 406
PT-10-03	Overtime Enforcement Fuel & Maintenance	\$5,000.00	Section 406
PT--10-04	Data Collection Equipment	\$30,000.00	Section 406
PT-10-07	Program Management	\$20,000.00	Section 406
402	Section 402 Funds	\$240,000.00	
406	Section 406 Funds	\$180,000.00	
408	Section 408 Funds	\$0.00	
Total		\$420,000.00	

■ **4.7 Planning and Administration**

Project Number - PA-10-01

Project Title - Administration of the Territory Traffic Safety Program

Project Description - Plan, implement, monitor, and evaluate programs and projects for the FFY 2009 Highway Safety Plan (HSP). Provide required staff salaries, professional development, travel funds, office space, equipment, materials and fiscal support. Produce FFY 2008 Annual Report and FFY 2010 HSP for submission to NHTSA.

Project Staff - Fred Scanlan, Rachel Manning, and selected support staff.

Project Budget/Source - \$90,002.00 of Section 402

Project Number	Project Title	Budget	Budget Source
PA-10-01	Planning & administration	\$90,002.00	Section 402
402	Section 402 Funds	\$90,002.00	
Total Fund		\$90,002.00	

5.0 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;
- 49CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 49CFR 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; and
- Highway Safety Grant Funding Policy for Field-Administered Grants.

■ 5.1 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 percent of all Federal funds apportioned to this State under 23 USC 462 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; and
- 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)(0)).

Cash draw downs 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 or 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.

■ **5.2 The Drug-Free Workplace Act of 1988 (49 CFR Part 29 Subpart 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 convictions 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 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.

■ 5.3 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 nondomestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

■ 5.4 Political Activity (Hatch Act)

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

■ 5.5 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.

■ 5.6 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.

■ 5.7 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.

6. 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.
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 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.

■ 5.8 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.

■ 5.9 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 whom 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.

■ **5.10 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 participants shall attach an explanation to this proposal.

■ **5.11 Environmental Impact**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 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).

HTC Tuaolo M. E. Fruean, Commissioner
Department of Public Safety
Governor's Representative for Highway Safety

Date

6.0 Program Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

O.M.B. No. 2127-003
 U.S. Department of Transportation
 National Highway Traffic Safety Administration
 Federal Highway Administration

State: _____

HSP 2010-00—

Date: August 27, 2008

Program Area	Prior Approved Program Funds	American Samoa Basis for % Change	State/Local Funds	Number: Federally Funded Programs			Current Balance	Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change		
PA 09	\$112,803.90			112,803.90	\$58,700.00		171,503.90	
AL-09	\$328,304.10			328,304.10	0.00		328,304.10	
EM 09	\$0.00			\$0.00	\$0.00		\$0.00	
OP 09	\$278,773.81			\$278,773.81	\$0.00		\$278,773.81	
PS 09	\$74,872.02			\$74,872.02	\$53,000.00		\$127,872.02	
PTS 09	\$302,149.08			\$302,149.08	\$0.00		\$302,149.08	
RS 09	\$0.00			\$0.00	\$0.00		\$0.00	
SC 09	\$70,000.00			\$70,000.00	\$40,000.00		\$110,000.00	
TR 09	\$231,029.13			\$231,029.13	435,300.00		\$666,329.13	
SO09	\$3,377.85			\$3,377.85	\$0.00		\$3,377.85	
2003B	\$14,213.61			\$0.00	\$0.00		\$14,213.61	
K4 09 (RP)	\$442,569.56			\$442,569.56	\$165,441.00		\$608,010.56	
K9 09-13	\$628,784.76			\$628,784.76	\$500,000.00		\$1,128,784.76	
Total NHTSA	\$2,472,664.21			\$2,472,664.21	\$1,252,441.00		\$3,739,318.82	
Total FHWA								
NHTSA & FHWA	\$2,472,664.21							

Appendix A

<p>American Samoa Department of Public Safety Office of Highway Safety (684) 633-1111 Ext.32</p>	
<p>Application For Highway Safety Program Grant</p>	
<p>FORM HS - 1</p>	
<p>PART I (To be completed by Project Director)</p>	
<p>1. Project Title</p>	<p>2. Type of Application</p> <p>(Check Applicable Box (es))</p> <p>A. Initial B. Revision C. Continuation</p> <p style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </p>
<p>3. Applicant (Name of Contact)</p>	
<p>A. Name of Agency</p>	<p>B. Address of Agency</p>
<p>C. Governmental Unit (Check Applicable Box)</p> <p><input type="checkbox"/> (1) State <input type="checkbox"/> (3) County</p> <p><input type="checkbox"/> (2) City <input type="checkbox"/> (4) Other (Specify)</p>	<p>D. Name and Address of Governmental Unit</p>

E. Location of Project		
4. Duration of Grant		5. Functional Area (Child Restraint, Seatbelt, DUI etc.)
A. Period (Mo. Yr.)		
From:		
To:		
6. Description of Project ■ What strategies, training, and partnership(s) will be utilized. (Describe in Detail on Schedule A)		
7. Budget - Provide itemization as called for on Schedule B		
A. Source of Funds		
(1) Federal		B. Specify How Non-Federal Share Will Be Provided (If Applicable)
(2) State		
(3) Political Subdivision		
(4) Other (Explain in Schedule C)		

Total		
<p>8. Acceptance of Conditions – It is understood and agreed by the undersigned that a grant received as a result of this application is subject to the regulations governing grants which have been furnished (or will be furnished upon request) to applicant.</p>		
<p>A. Project Director</p>		
(1) Name (First- Middle Initial – Last)	(2) Title	(3) Address
(4) Signature		(5) Telephone
<p>B. Authorizing Official of Governmental Unit</p>		
(1) Name (First- Middle Initial – Last)	(2) Title	(3) Address
(4) Signature		(5) Telephone

Part II
Problem I.D./ Project Description ■ Detail the problem and how it is identified, how outcomes & goals will be measured. (Describe in detail on Schedule D)
A. Authorization to proceed with this highway safety project is requested. It is expressly agreed that this project constitutes an official part of the state's highway safety program for fiscal year 2007 and that said state highway safety program will meet the requirements of public law 89-564 and all administrative regulations established by the Federal Highway Administration.
B. Submitted by:
(1) Name (First- Middle Initial – Last)
(2) Title
(3) Signature

Authorizing Official of Agency

(1) Name	(2) Title Grant Administrator	(3) Address P. O. Box 1086 Pago, Pago, AS 96799
(4) Signature		(5) Telephone (684) 633-1111, Ext. 32 E-mail

SCHEDULE A GENERAL PROJECT INFORMATION

Include what strategies, training, and partnership(s) will be utilized.

SCHEDULE A (continued)

SCHEDULE B BUDGET AND PERSONNEL DATA	
PART I	
ITEM 7A BUDGET FOR GRANT PERIOD	
(A) PERSONNEL SERVICES	
(B) CONTRACTUAL SERVICES	
(C) COMMODITIES	
(D) OTHER DIRECT COSTS	

(E) INDIRECT COSTS	
TOTAL	\$

**SCHEDULE C
EXPLANATION OF OTHER SOURCES OF FUNDS**

--



SCHEDULE D

Problem I.D./ Project Description ■ Detail the problem and how it is identified, how outcomes & goals will be measured.

Appendix B

AMERICAN SAMOA DEPARTMENT OF PUBLIC SAFETY, OFFICE OF HIGHWAY SAFETY

GENERAL GRANT CONDITIONS/ASSURANCES

The Applicant agency hereby assures and certifies that it will comply with the regulations, policies, guidelines and requirements, including OMB Circulars No. A-95, A-102, A-110 & FMC 74-4, as they relate to the application, acceptance and use of Federal funds for this federally assisted project.

- 1) **Reports-** The subgrantee shall submit, at such times and in such form as may be prescribed, such reports as the Department of Public Safety, Office of Highway Safety may reasonably require, including quarterly fiscal reports, quarterly progress reports, final financial reports, and evaluation and statistical reports.
- 2) **Project Evaluation Requirements** - In order for the OHS to properly evaluate selected federally funded projects, additional information, records, reports, and data may be required of subgrantees. In all cases, subgrantees shall fully cooperate with the OHS in the performance of the evaluation. The OHS reserves the right to determine the need for an evaluations and prior to performing evaluations will provide written notice to the subgrantee. The subgrantee and the OHS will jointly determine the evaluation design. However, the OHS may at any time make project evaluations as it deems necessary.
- 3) **Project Monitoring Requirements** - Subgrantees are subject to periodic programmatic and fiscal monitoring by the OHS are also required to conduct an internal assessment of their own project results.
- 4) **Procurement Policy** - The specific process through which subgrantees will procure consultant services and/or equipment is as follows: (a) \$2,500 and over: subject to prior written approval of the OHS, (b) less than \$2,500: must conform to State and local procurement regulations. Conformance must be documented to the OHS. Procurements/rental/leasing over \$250 require documentation that three quotes obtained. Contracts signed for equipment and services in the absence of such written approval or documentation will not be honored by the OHS if they are in violation of federal procurement and contract requirements. *All procurement transactions whether negotiated or competitively bid and without regard to dollar value, shall be conducted in a manner so as to provide maximum open and free competition.*

It is the sense of the Congress, as conveyed through the FY-97 Appropriations Act, that to the greatest extent practicable, all equipment and produces purchases with funds made available for FY-97 should be American made.

- 5) **Maintenance of Records** - All required records shall be maintained for three years after completion of a project and after submission of the single audit report which covers the grant period. *If any litigation, claim, negotiation, audit or other action involving the records has been started before the expiration of the three-year period, the records must be retained until completion of action and resolution of all issues which arise from it or until the end of the regular three-year period, whichever is later.*

6) **Utilization and Payment of Funds** - Funds awarded are to be expended only for purposes and activities covered by subgrantee have approved project plan and budget. Project funds may be made through cost reimbursement. Payments will be adjusted to correct previous overpayments or under payments and disallowance resulting from audit.

7) **Written Approval of Changes** - Subgrantee must obtain prior written approval from OHS for major project changes. These include: (a) changes of substance in project activities, designs, or research plans set forth in the approved application; (b) changes of the project director or key professional personnel identified in the approved application; and (c) changes in the approved project budget *of more than 10 percent*.

8) **Project Income** - No income may be earned by the subgrantees with respect to funds received through the OHS program.

9) **Title to Property** - Title to property acquired in whole or in part with grant funds in accordance with approved budgets shall vest in the subgrantee, subject, to divestment at the option OHS, where its use for the project or related purposes is discontinued. Subgrantees should exercise due caution in the use, maintenance, protection, and preservation of such property during the period of project use.

Property records must be maintained which include description, serial or identification number, source of property, name of owner, acquisition date, cost, percentage of Federal participation, location, use and condition and disposition data. A physical inventory of the property must be taken at least once every two years.

10) **Obligation of Grant Funds** - Grant funds may not, without approval by OHS, be obligated prior to the effective date or subsequent to the termination date of the grant period. Obligations outstanding as the termination date shall be liquidated within 90 days. Such obligations must be related to goods or services provided and utilized within the grant period.

11) **Implementation of Project Within Ninety Days** - Subgrantee agrees to implement this project within' ninety days following the grant award effective date or be subject to automatic cancellation of the grant. Evidence of project implementation must be detailed in the first quarterly progress report.

12) **Authority to Apply** - The subgrantee possess legal authority to apply for the grant; that a resolution, motion or similar action has been duly adopted or passes as an official act of the applicant's governing body, authorizing the filing of the application; including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant (designated agent) to act in connection with the application and to provide such additional information as may be required.

13) **EEO** - The subgrantee will comply with Title VI of the Civil Rights Act of 1964 (P.L 88-352) and in accordance with Title VI of the Act, no person in the United States shall, on the grounds of race, color, or national origin be excluded for participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives federal financial assistance and will immediately take any measures necessary to effectuate this agreement. *Agencies which have 50 more employees and receive*

\$500,000 or more (\$1M in an 18-month period) must submit an EEO Plan to the Office of Civil Rights within 60 days of award.

The Subgrantee will comply with Title VI of the Civil Rights Act of 1964 (42 USC 2000d) prohibiting employment discrimination where (1) the primary purpose of a grant is to provide employment or (2) discriminatory employment practices will result in unequal treatment of persons who are or should be benefiting for the grant-aided activity.

14) **Employee Relocation** - The subgrantee will comply with requirements of the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646) which provides for fair and equitable treatments of persons displaced as a result of Federal and Federally assisted programs.

15) **Hatch Act** - The subgrantee will comply with the provisions of the Hatch Act which limit the political activity of employees.

16) **Personnel Standards** - The Subgrantee will comply with the minimum wage and maximum hour's provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and Local Governments.

Subgrantee shall establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

Subgrantee agrees to complete and keep on file, as appropriate, Immigration and Naturalization Service Employment Verification Form (I-9). This form is to be used by recipients of federal funds to verify that persons are eligible to work in the United States.

17) **Audit** - The Subgrantee will give the sponsoring agency or the Comptroller General through any authorized representative the access to and right to examine all records, books, papers, or documents related to the grant. This grant must be included in the municipality/agency's annual financial audit.

The Subgrantee will comply with all requirements imposed by the Federal sponsoring agency concerning special requirements of law, program requirements, and other administrative requirements.

The grantor agency may require certain subgrantee agencies to submit an acceptable audited financial statement prepared by an independent auditor within six months of the end of the subgrantee's fiscal year after which this agreement terminates. In such instances, the audit would be required to provide full and frank disclosure of all assets, liabilities, changes in fund balances, and all revenue and all expenditure. In the event an agency receives at least \$25,000 in federal financial assistance, an audit must be performed in accordance with OMB circular A-128 or OMB circular 133, as appropriate, and with "government auditing standards" as published by the Comptroller General. The audit would also be required to address areas of management efficiency; internal control will be reported in a separate in management letter.

18) **Budget Act** - This grant award, or portion thereof, is conditional upon subsequent congressional or executive action which may result from Federal budget deferral or rescission actions pursuant to the authority contained in Sections 1012(a) of the Congressional Budget and Impoundment Control Act of 1974, 31 U.S.C. 1301, PL. 93-344, 88 Stat. 297 (July 12, 1974).

19) **Lobbying, Debarment, Suspension, Drug-Free Workplace** - Subgrantee shall comply with all regulations regarding lobbying, debarment, suspension and the Drug-Free Workplace Act.

20) **Publications** - *Subgrantee shall submit one copy of all reports and proposed publications resulting from this agreement twenty (20) days prior to public release. Any publications (written, visual, or sound), whether published at the grantee's or government's expense shall contain the following statements:*

"This Project was awarded by the National Traffic Safety Administration, through the American Samoa Department of Public Safety's Office of Highway Safety."

(Note: This excludes press releases, newsletters, and issue analysis.)

21) **Supplantation** - *No funds shall be used to supplant funds that would otherwise be made available for such purposes.*

Grant Name _____

Authorized Agent Name _____

Authorized Agent Signature _____

Date: _____

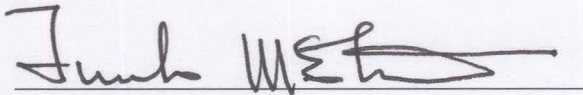
Highway Safety Coordinator Name _____

Highway Safety Coordinator Signature _____

Date: _____

■ **5.11 Environmental Impact**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 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).



HTC Tuaolo M. E. Fruean, Commissioner
Department of Public Safety
Governor's Representative for Highway Safety

8/27/09
Date