

AMERICAN SAMOA HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2013

ZERO FATALITY

PREPARED FOR:

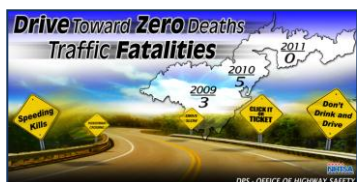
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY
TRAFFIC SAFETY ADMINISTRATION



DEVELOPED AND PRESENTED BY:

AMERICAN SAMOA GOVERNMENT
DEPARTMENT OF PUBLIC SAFETY
OFFICE OF HIGHWAY SAFETY
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American Samoa Highway Safety Plan Federal Fiscal Year 2013

Prepared for:

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

Developed and presented by:

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Acronym List

ASCRS	American Samoa Crash Reporting System
ASOHS	American Samoa Office of Highway Safety
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
GHSA	Governor's Highway Safety Association
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
SAFETEA-LU	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) 2013 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 2013 highway safety program, analysis was conducted using a five-year period of data, and whenever possible, also provided 2012 data points. When assessing safety needs and programming potential, it is important to understand how American Samoa differs from the nation and other territories. The Territory annual motor vehicle population, annual crashes, and number of fatalities are significantly lower compared to other territories and states. As such, one fatality is significant and can impact the analysis results. Increase or decrease in percentages, particularly from one year to the next must be carefully analyzed for true impact.

Therefore, whenever possible, raw numbers, percentages, and rates, as well as fatality and serious injury (defined for the purposes of this plan as Incapacitating Injury) data (when available) are presented.

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

- **Occupant Protection** - Observed seat belt and car seat complaint use rate both dropped by 2% point from 77% in 2011 to 75% in 2012 for seat belt use and 23% to 21% for car seat complaint. OHS distributed and installed 1300 Child car seats in FY2012 and continued scheduled enforcement as well as increased public awareness of highway safety messages by using commercial buses use for public transportation to display key highway safety slogan, e.g. "Drink, Drive You Loose"; Buckle Up Is the Law. Eighteen commercial buses participated in the program, wrapped in highway safety messages ads. This approach has proven more effective than billboards sign. In addition, OHS increased the number of outreach as part of the Safe Community Program that included village police, religious organization and churches to promote highway safety on the Island.

- **Impaired Driving** - Alcohol related crashes decreased significantly on the Island by 93% from 85 crashes in 2010 to 6 in 2011. There were 81 DUI citations issued in during grant funded enforcement activities.
- **Speed** - Crashes related to speeding continue to be a problem in American Samoa. Even though speed related fatalities decreased in 2011, speed still comprised a large share of the territory's motor vehicle crashes. Speed related crashes jumped from 30 to 136 crashes a 353% increase.
- **Pedestrian** - Even though fatalities dropped to zero in 2011, pedestrian safety still requires attention particularly because of school crossing which are predominant on the American Samoa major routes. More than a third of fatalities and related injuries on the Island involved pedestrian.
- **Traffic Records** - The 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 will continue to serve 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 programs and countermeasures.

American Samoa expects to receive an estimated \$1,160,811.00 in highway safety grants in Federal Fiscal Year 2013 not to include the new National Priority 405 grant(October 1, 2012 through September 30, 2013):

- Section 402 General Use = 587,175
- Section 405 Restricted to seat belt projects = 73,636
- Section 408 Restricted to traffic data projects = 500,000

Beginning with the 2011 Highway Safety Plan (HSP), NHTSA and the Governors Highway Safety Association (GHSA) agreed upon a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures. The initial minimum set contains 14 measures: Ten core outcome measures, one core behavior measure, and three activity measures. States are required to set goals for and report progress on each of the 11 core outcomes and behavior measures annually, beginning with their 2011 Highway Safety Plans and Annual Reports. NHTSA will use the core measures as an integral part of its reporting to the Congress, the public, and others.

Not all the required measures are applicable to the territory of American Samoa due to its size, population and roadway. American Samoa's applicable core measures and performance goals are presented throughout this HSP in their respective sections.

■ 1.2 American Samoa Traffic Safety Trend

C-1: TRAFFIC FATALITIES IN AMERICAN SAMOA, 2006-2011

Table 1. Traffic Fatality Trends

2006	2007	2008	2009	2010	2011
3	1	2	3	5	0

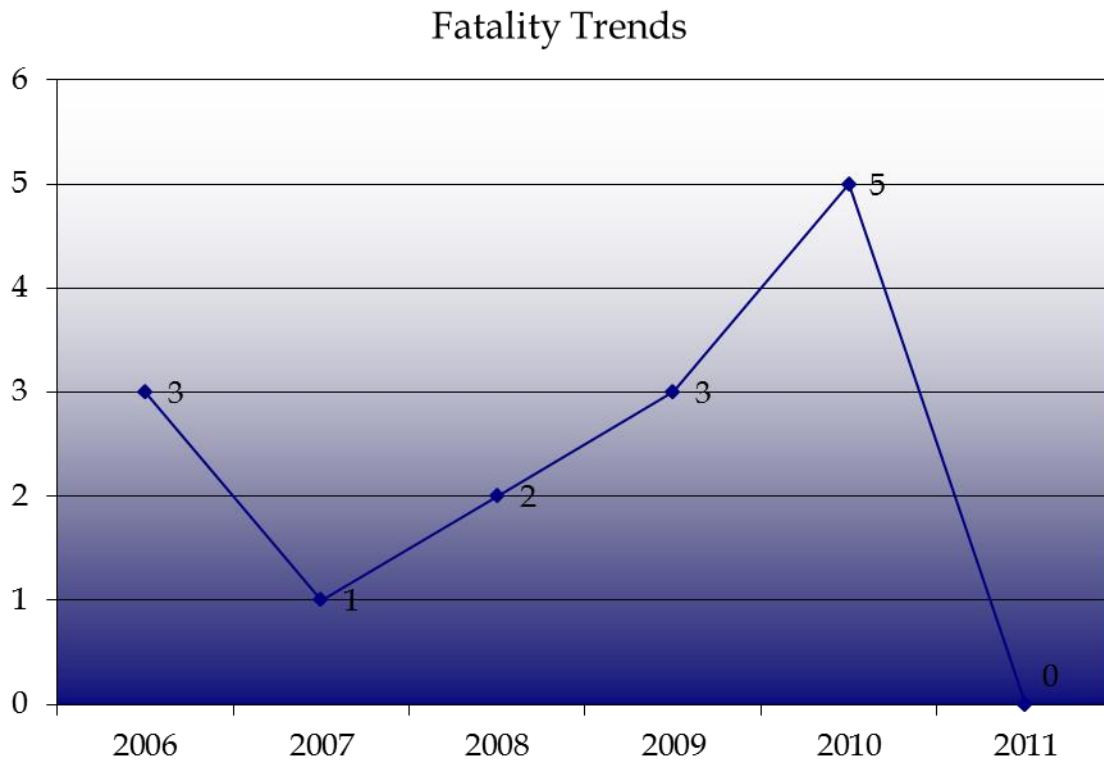


Figure 1. Traffic Fatality Trends (2006 – 2011) in American Samoa

American Samoa achieved its goal of “**Zero**” deaths on the Island roadways in 2011 and will continued to strive to maintain that goal so far this year.

C-2: SERIOUS INJURIES IN TRAFFIC CRASHES IN AMERICAN SAMOA, 2005-2011

Table 2. Serious Injuries in Traffic Crashes Trends

2006	2007	2008	2009	2010	2011
83	73	87	63	63	18



Figure 2. Injury Trends (2006 -2011)

Motor vehicle related injury crashes decreased by **10%** in 2011 in American Samoa. American Samoa’s double its goal that was projected in for 2011 from 5% to 10% decrease in serious traffic injuries. American Samoa’s goal for 2013 is to further decrease motor vehicle traffic related injuries by 5% by December 31, 2013.

C-3: FATALITIES/VMT IN AMERICAN SAMOA, 2006-2011

VMT are not collected in American Samoa

C-8: DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES 2008 - 2010

Table 3. Driver Age 20/Younger in Fatal Crashes Trends

2006	2007	2008	2009	2010	2011
NC	NC	1	2	1	0

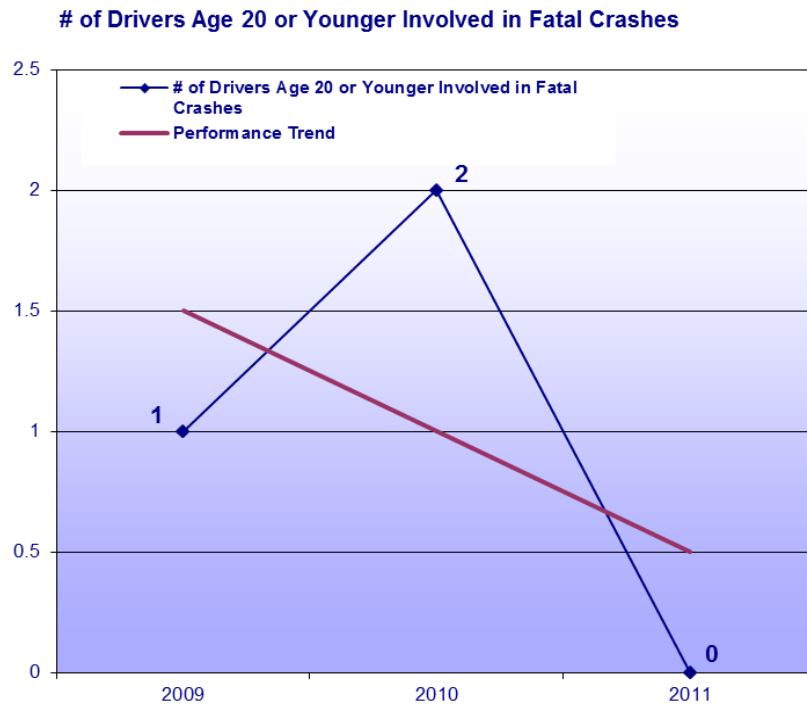


Figure 3. Drivers Age 20/Younger Involved in Fatal Crashes (2008 - 2011)

Prior to 2008, the number of drivers age 20 or younger involved in fatal crashes was not tracked. American Samoa’s crash system was paper driven and even though the numbers of fatalities are known, the age of persons involved was not noted. The trend as shows very limited number of underage drivers are involved in fatal crashes.

The goal of American Samoa OHS is to maintain zero fatalities for all age group of drivers on the island.

2012 PERFORMANCE GOALS

Table 4. Performance Goals

Program Areas	Performance Measures	Base Level	Base Date	Goal	By Year
Total Program					
C-1: Total Fatalities	Fatalities	3	2006	Decrease to 0	2013
C-2: Total Serious Injuries	Serious Injuries	83	2006	Decrease to 5	2013
Occupant Protection					
C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities, all seats positions	All Occupants	0	2006	Maintain 0	2013
B-1: Observed Seat Belt Use for Passenger Vehicles, front seat outboard occupant (Islandwide observational surveys)	Front seat Occupant	75%	2011	Increase to 81%	2013
B-2: Child Passenger Restraints Use	All Children	21%	2011	Increase to 25%	2013
All Occupant Fatalities	Restraints	2	2006	Maintain 0	2013
Alcohol					
C-5: Alcohol Impaired Driving Fatalities (fatalities involving driver or a motorcycle operator with BAC of .08 or above)	Drivers or motorcycle operator with .08 & above BAC	0	2006	Maintain 0	2013
C-6: Alcohol Related Crashes	Alcohol related crashes	48	2006	Decrease to 10	2013
Speed Control					
C-7: Speed Related Fatalities	Speed related fatalities	2	2008	Maintain 0	2013

2.0 Highway Safety Performance Plan

The Department of Public Safety (DPS), Office of Highway Safety (OHS) is the agency responsible for implementing federally funded highway safety projects in the 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:

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

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 works closely with DPW to ensure coordination between the Highway Safety Plan (HSP) and the Strategic Highway Safety Plan (SHSP), ideally resulting in one comprehensive and strategic highway safety program for the Territory.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. This Plan for Federal Fiscal Year 2013 outlines the process used to identify specific highway safety problem areas, develop countermeasures to correct those problems, and monitor the performance of those countermeasures.

■ 2.1 Proposed Timeline and Process

Under the new American Samoa Office of Highway Safety management staff, the following timeline and process described in Table 5 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 5. 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 2013 Year grants and contracts are finalized.
October	Implement grants and contracts. Begin work on the FY 2012 Annual Report.
November - December	OHS closeout the prior fiscal year. OHS collects and reviews year-end reports from its grantees.

Strategic Partners

OHS will continue to work with the strategic partners established on the Island on the agency's safety initiatives. OHS will continue to look for opportunities to enhance and improve partnerships and collaboration with its partners as we address the Island highway safety problems. The list of partners and stakeholders is provided below:

- Department of Public Safety, Police Bureau
- Department of Health and Social Services
- American Samoa Community College
- Teen Challenge Organization
- Village Police Association
- CID and Patrol Division Alcohol Enforcement
- American Samoa Airport and Port Police
- American Samoa Fire Bureau
- Emergency Medical Services
- LBJ Hospital
- Ta'ita'i Tama
- Samoa Bible College
- American Samoa Boys and Girls Club
- Department of Education

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.

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; Pedestrian Safety; Distracted Driving; Media; 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 overseeing 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.

■ 2.2 Organization

After several years of being understaffed, the OHS has acquired the staffing level required to carry out the Office's mission. Although new to highway safety, many of the staff bring excellent working ethics and have good working relationships. Staff training is still required as all of the staff are fairly new to Highway Safety and are still learning the business rules and processes of highway safety program management. Figure 4 illustrates the new OHS organizational structure.

In addition to operational and administrative tasks, each coordinator is responsible for developing, implementing, and/or overseeing specific programs.

- Fred Scanlan Jr., Program Coordinator
- Olive Leulu, Fiscal Manager / Paid Media Project Coordinator
- Tutasi Ripley, Traffic Record / Distracted Driving, Project Coordinator
- David G. Bird, Occupant Protection Project Coordinator
- Lt. Tolia Solaita, Alcohol/Speed, Project Coordinator
- Emelio Fruean, 408 IT Support/ Pedestrian Safety, Project Coordinator

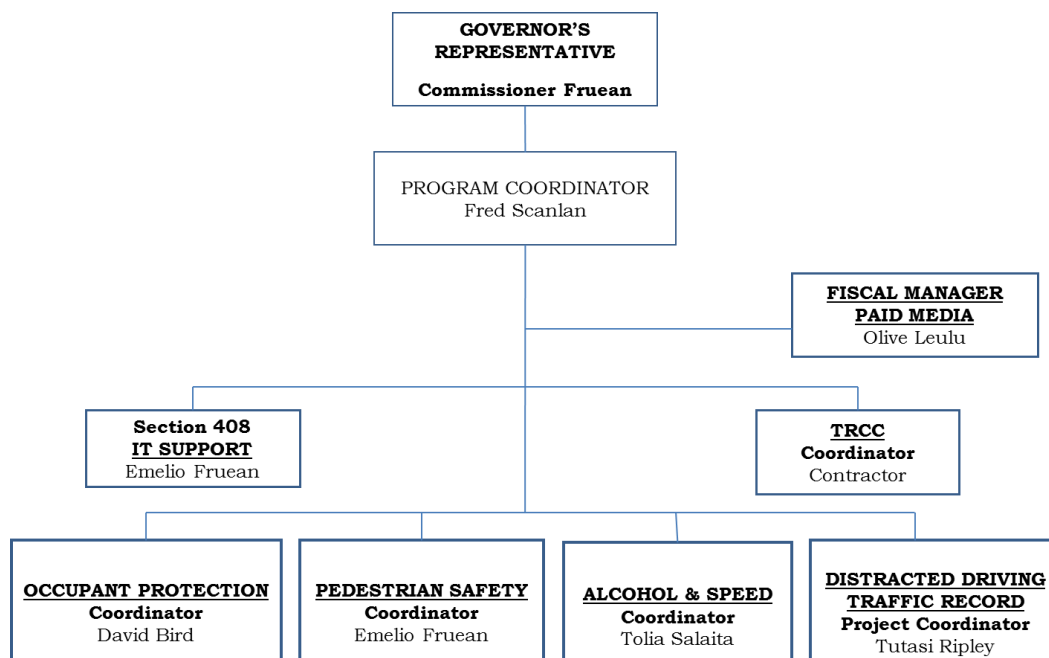


Figure 4. OHS Organization Chart

■ 2.3 Process Description

In fiscal year 2013, American Samoa will continue to focus on maintaining a zero fatal crash on our roadways. The Island will concentrate on public awareness, education, and enforcement.

The following have been identified as the most critical problem areas in highway safety in American Samoa and grants to selected projects in these areas will receive priority:

- ❖ Programs to enforce traffic laws in the areas of speed, occupant protection, and alcohol
- ❖ Programs to reduce pedestrian injuries and fatalities for persons of all ages
- ❖ Programs to reduce excessive speeding by persons ages 16-45
- ❖ Programs to increase the use of seat belts for persons 16-45 years
- ❖ Programs to increase use of child safety seats, including booster seats
- ❖ Program to involve businesses in traffic safety program and public awareness

All of our safety projects for FY 2013 will be targeted to these key program areas.

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 (ASCRS)
- * American Samoa Department of Public Safety, Police Bureau
- * American Samoa Department of Public Safety, Office of Motor Vehicles
- * American Samoa Attorney General's Office
- * American Samoa High Court
- * National Highway Traffic Safety Administration (NHTSA)
- * National Occupant Protection Use Survey (NOPUS)

With the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national and territory priority areas. These areas include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian /Bicycle Safety, Distracted Driving, as well as Community Traffic Safety Programs/Safe Communities and Roadway Safety activities.

FEDERAL FISCAL YEAR 2013 HIGHWAY SAFETY PLAN COST SUMMARY

Table 6. FY 2013 Cost Summary

Project Title	Carry Forward As of: Voucher 13	FY2013 Proposal	Total
Planning & Administration	12,448.73	58,717.50	71,166.23
Alcohol Countermeasures	118,920.31	158,766.69	277,687.00
Police Traffic Services	38,382.40	216,927.60	255,310.00
Occupant Protection (402)	75,096.91	64,918.09	140,015.00
OP (405)	121,804.26	-11,504.26	110,300.00
OP (406)	19,085.81	-19,085.81	0
Speed Control	1,807.43	128,392.57	130,200.00
Pedestrian	43,715.85	125,189.15	168,905.00
Traffic Records (402)	54,735.40	-27,535.40	27,200.00
Traffic Record (408)	108,165.32	490,834.68	599,000.00
Distracted Driving	0.00	48,344.00	48,344.00
Paid Media	116,490.75	67,633.25	184,124.00
Total Program Cost	\$710,653.17	1,301,598.06	2,012,251.23

2.0 Program Areas for FFY 2013

In the 2013 Highway Safety Plan, American Samoa OHS will fund projects on the condition that federal appropriations are received for FY 2013.

■ 3.1 Planning and Administration

OHS has increased its capacity from five employees to six, capable of running the highway safety programs.

The Planning and administration program area includes those activities and costs necessary for the overall management and operations of the American Samoa Office of Highway Safety. These activities include:

- Identifying the Island's traffic safety problems
- Use traffic safety data (crash, citation, roadway, injury, alcohol, etc.,) for the problem identifications
- Work with Highways Safety Strategic Partners to develop countermeasures
- Develop the annual Highway Safety Plan (HSP)
- Develop annual Highway Safety Report
- Solicit and review grant application submitted by potential sub grantees for funding
- Monitor all grants
- Prepare program performance measures
- Use performance measures to evaluate accomplishments
- Conduct Grantee performance reviews
- Propose traffic safety legislation
- Increase public awareness of traffic safety laws and programs
- Participate on various traffic safety and community programs
- Promote and coordinate traffic safety in American Samoa
- Create public awareness campaign and provide support for all annual national campaign, e.g., Child Passenger Week, Drunk and Drugged Driving Awareness Month, Click it or Tick It, etc.

Goal and Performance Measures

OHS's goal of the Planning and Administration program is to provide management, supervision and support for all the activities of the island traffic safety program. The performance measures to support the goal include:

- To develop a coordinated HSP/Performance Plan to the NHTSA by September 1, 2013.
- To provide documentation of all funded programs.
- To develop, coordinate, and monitor traffic safety grants proposed in the plan.

- To submit an Annual Performance Report to NHTSA by December 1, 2012.
- To utilize all available resources to improve and promote the Island traffic safety program.
- To administer a fiscally responsible, effective highway safety program that targets the Island's most significant safety problems in an effort to save lives and reduce serious injuries.

Strategic Partners

The AS OHS will continue to work with NHTSA to address and implement a new program management plan and procedures to ensure compliance with the program rules and regulations.

OHS will also continue to work with traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients.

Planned Activity

1. Coordinate the Management Review.
2. Administer the Islandwide traffic safety program:
 - Implement the HSP and develop future initiatives;
 - Provide sound fiscal management for traffic safety programs; and
 - Assess program outcomes.
3. Provide data required for Federal and ASG reports.
4. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support.
5. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
6. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
7. Include program management and oversight for all activities within this priority area

	Project Number - PA-13-01
	Project Title - Administration of the Territory Traffic Safety Program

	<p>Project Description - This program area cost include salary of the Program Coordinator, the salaries of the management staff, the salaries of the fiscal and clerical support personnel, and most operating costs. The portion of all other OHS personnel salaries, as well as certain operating expenses directly related to program development, coordination, monitoring, and evaluation are charged to the appropriate program area. Funds will also be used for travel to meetings and conferences.</p> <p>Project Number - PA 13 -02 - Program Management</p> <ul style="list-style-type: none"> • TSI Program Management refresher courses for budget analyst, fiscal manager & grant analyst. All three have completed the NHTSA Financial Management and GTS Course. Budget and Grant Analyst perform 40% of Highway transactions daily and need to understand how the HSP is written and ensure compliance during project cost submission. Fiscal Manager is 50% funded by OHS and uses the plan daily to justify project purchase requisitions. • Provide salary for Fiscal Manager, 50% and Program Coordinator, 50% to include pay adjustments and promotions. <ul style="list-style-type: none"> a. Fiscal Manager: 17,000 b. Program Coordinator: 21,000 • Travel consist of: Pre-HSP, Lifesavers Conference, GHSA, Partnership Meeting etc.. <ul style="list-style-type: none"> a. Pre-HSP: 3,130 b. Lifesavers Conf: 4,460 c. Partnership Meeting: 3,800 d. GHSA: 3,910 • Office Direct Cost: 17,866.23
	<p>Project Budget/Source - \$58,700.00 of Section 402 \$12,2448.73 Carry Forward \$71,166.23 (Total)</p>

■ 3.2 Occupant Protection

As of June 2012, American Samoa seat belt use rate decreased by 2% from 77% in May 2011 to 75%.

TREND

Table 7. Occupant Protection Behavior Measures

Core Behavior Measure	2006	2007	2008	2009	2010	2011
-----------------------	------	------	------	------	------	------

B-1: Seat Belt Rate (Islandwide observational surveys)	46%	50%	56%	60%	77%	75%
B-2: Child Passenger Restraints Use	NC	NC	NC	NC	23%	21%

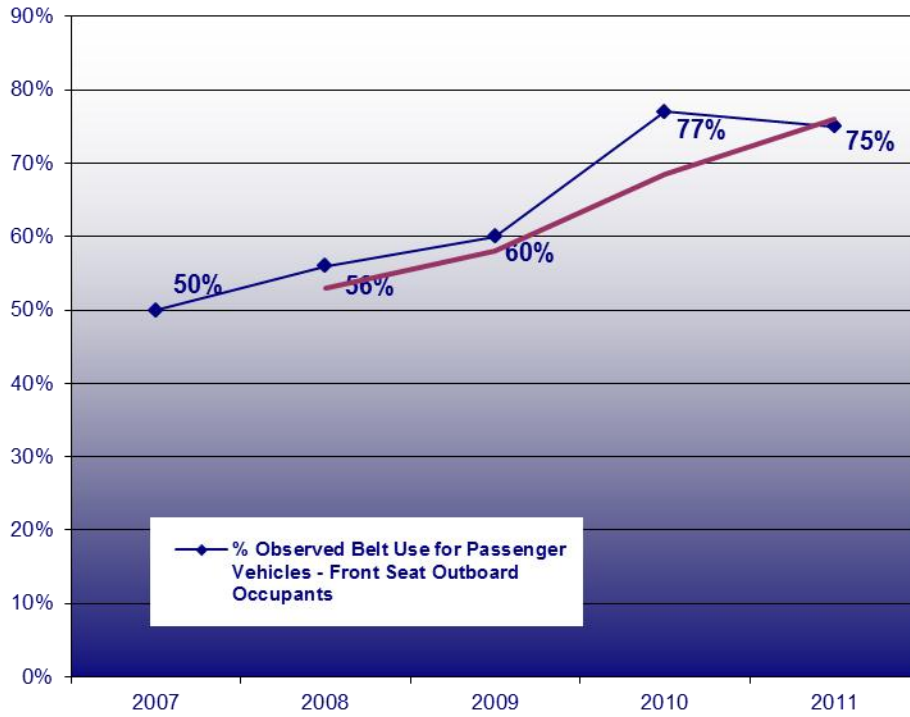


Figure 5. Observed Seat Belt Usage Rate

Table 8. Yearly Comparison for Seatbelt Usage 2006 – Jun 2012

Year	2007	2008	2009	2010	May 2011	June 2012
Observed:						
Vehicles	14,719	14,359	19,894	33,445	26,746	26,375
Total	23,154	21,498	38,841	53,872	39,677	40,679
Compliance	50%	56%	60%	62.4%	77%	75%

Table 9. Observed Usage for May and June 2012

Year	June 2011	June 2012
Observed:		
Vehicles	26,277	26,375
Total	39,528	40,679
Compliance	77%	75%

American Samoa’s goal is to increase Islandwide observed seat belt use of front seat outboard occupants in passenger vehicles by 5% from the June 2012 75% to 81% by June 2013.

Occupant Protection Countermeasures

1	<p>Project Number - OP-13-01</p> <p>Project Title - Program Development and Management</p> <p>Project Description - Provide sufficient staff to conduct occupant protection-related programming described in this plan as well as cover training, travel, conference fees, office supplies, equipment, highway safety presentation to village police and miscellaneous expenses. This includes salary for Program Coordinator.</p> <p>Project Cost: \$59,195 Salary: \$ 25,650 PM Travel: 15,245 Other Cost: 18,300</p>
2	<p>Project Number - OP-13-02</p> <p>Project Title - Occupant Protection Community Educational Initiatives</p> <p>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.</p> <p>Establish a school-based network to promote safety belt use, with a focus on teens and a community-based network to promote safety belt use by connecting with local organizations, and religious leaders.</p> <p>Promote Safe Kids Elementary Drawing Contest/High School Logo competition for CIOT and CPS.</p> <p>Project Cost: \$ 15,000</p>
3	<p>Project Number - OP-13-03</p> <p>Project Title - Seat Belt and CPS Overtime Enforcement (CIOT, CPS Week and Thanksgiving)</p> <p>Project Description - Provide funds for overtime enforcement by DPS to participate in the CIOT Mobilization and enforcement campaign. Maintain aggressive sports-marketing campaign. Conduct 'Click It or Ticket' to include a special component for pickup truck drivers and passengers.</p> <p>Conduct three (3) enforcements activities (1 Major and 2 Minors) to consist of forty (30) officers for the major event and sixteen (16) officers for the minor events.</p> <p>Print materials and motorist incentive promo items in support of outreach</p> <p>Enforcement data will be entered in the National Database.</p> <p>Project Cost:</p>

	<p>2- Minor Enforcement: 32 Officers x 56 hrs x \$20 = 35,840.00 1 - Major Enforcement: 30 Officers x120hrs x \$20 = 72,000.00</p>
4	<p>Project Number - OP-13-04</p> <p>Project Title - Fitting Stations</p> <p>Project Description - Develop and implement Islandwide Public Information and Education (PI&E) paid and earned media plan for the CIOT Mobilization (October, November 2011and May-June, September 2012). 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 2011</p> <p>Project Cost: \$6,000.00</p>
5	<p>Project Number - OP-13-05</p> <p>Project Title - Car Seat Grant and CPS Instructor Course</p> <p>Project Description - Encourage the use of appropriate child passenger safety (CPS) restraint systems among children less than eight years of age. Conduct at least one nationally certified CPS Technician training on the use of child restraint devices.</p> <p>Partner with the Department of Health and Social Services, Fire Bureau and Department of Health to increase public awareness of the seat belt and child restraints law for child up to age seven. Provide CPS grant to qualified participating agencies.</p> <p>Project Cost: \$30,000.00</p>
6	<p>Project Number - OP-13-06</p> <p>Project Title - Safety Belt Survey and Assessment</p> <p>Project Description - ASCC will conduct a “Before and after” the May - June CIOT Mobilization, 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.</p> <p>Continue with seat belt and child restraint assessment on the Island of Manu’a</p> <p>Project Cost: \$32,280</p>

Project Cost Summary

Project Number	Project Title	Budget
OP-13-01	Program Development and Management Salary; Other Direct Cost; Travel Expenses (Conf) and Training	\$59,195.00
OP-13-02	Occupant Protection Community Educational Initiatives	15,000.00
OP-13-03	Seat Belt and CPS Overtime Enforcement (CIOT, CPS week and Thanksgiving)	\$107,840.00
OP-13-04	Fitting Stations	\$6,000.00
OP-13-05	Car Seat Grant and CPS Instructor Course	\$30,000
OP-13-06	Survey and Assessment	\$32,280.00
Total Funds	Funding Source -	
	Section 402	\$140,015.00
	Section 405	\$110,300.00
	Total	\$250,315.00

■ 3.3 Impaired Driving

The American Samoa Office of Highway Safety (ASOHS) recognizes the magnitude of the impact that alcohol has on roadway safety and continues to aggressively address impaired driving through grant funded projects which use proven countermeasures to reduce impaired driving. DUI infraction decreased by 9% even though the number of DUI citations issued to age group 21 - 24 increased by 2%.

Trend

ASOHS will continue to fund youth prevention grants that engage parents, schools, communities, all level of government, all social systems that interface with youth and youth themselves in a coordinated effort to prevent and reduce the incidents of underage drinking and driving in American Samoa. Eighty one (81) impaired driving arrests were made during the four grants funded alcohol enforcement activities.

Figure 6, shows the number of DUI citations issued in 2011 in American Samoa by age group. The goal of American Samoa is to continue to maintain zero DUI related traffic fatalities in FY2013.

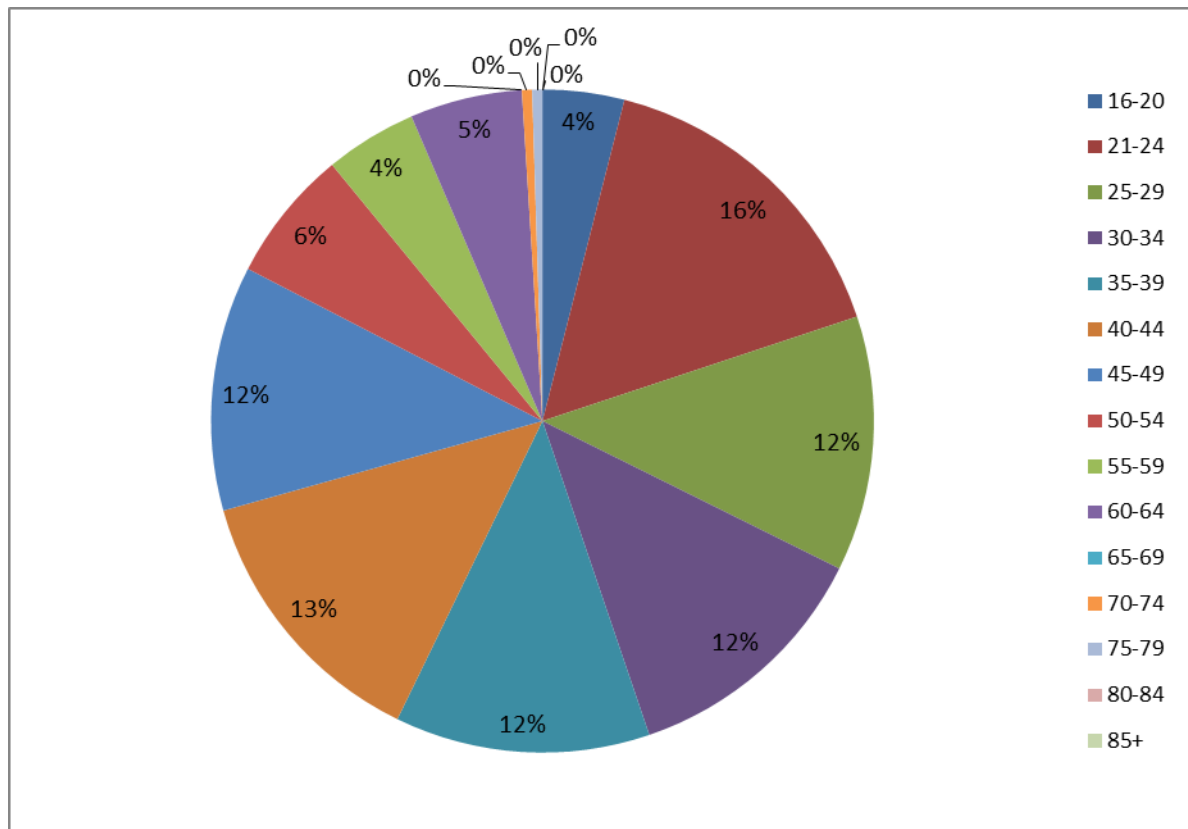


Figure 6. DUI Citations by Age Group

■ 3.4 Alcohol Countermeasures

1	<p>Project Number – AL-13-01</p> <p>Project Title – Program Development and Management</p> <p>Project Description – Provide for necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area and the preparation of the 2013 Highway Safety Plan. Funding is also provided in this task for printing brochures and pamphlets, distributing literature developed through successful grants or obtained from other sources. Assistance is provided under this task to individuals to attend and participate in training sessions, educational meetings or conferences and technology transfer workshops.</p> <p>Project Cost: \$57,935.00 Salary: \$ 32,590 PM Travel: 15,245 Other Cost: 10,100</p>
2	<p>Project Number – AL-13-02</p> <p>Project Title – Outreach Campaign and Community Educational Initiatives</p> <p>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.</p> <p>Conduct Highway Safety Summer Fair to coordinate with summer program messaging (“100 Days of Summer”). Integrate youth programs to prevent underage drinking.</p> <p>Project Cost: \$15,000.00</p>
3	<p>Project Number – AL-13-03</p> <p>Project Title – High Visibility Enforcement</p> <p>Project Description – Conduct High Visibility Enforcement (HVE) Mobilizations and maintained DUI enforcement programs. Expand media messages, including participation in five (5) national HVE mobilization and 3-D support. Provide grant to DPS to fund the overtime for enforcement. Enforcement efforts will focus on apprehending impaired drivers and will be conducted during high-risk time and various locations on the Island. Improve recognition of HVE slogan (2% for You Drink & Drive You Loose) and perception of likelihood of being stopped after drinking to excess and driving.</p>

	<p>2-Major Enforcements: 30 Officers x 96hrs x \$20 x 2 events =\$115,200.00</p> <p>3-Minor Enforcements: 16 Officers x 28hrs x \$20 x 3 events =\$26,880.00</p> <p>Prorate: Finance Assistant for OT only (Ms. Miriama Maga) processing of OT only during funded period. \$1,008.00</p> <p>Rate: 8 hours for Minor Enforcement @ \$18 an hour x 3 = \$432.00</p> <p>16 hours for Major Enforcement @ \$18 an hour x 2 = \$576.00</p> <p>Project Cost: \$143,088.00</p>
4	<p>Project Number - AL-13-04</p> <p>Project Title - Alcohol Purchase Enforcement</p> <p>Project Description - Continue to 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.</p> <p>Provide overtime funding for off-duty police officers to conduct saturation patrols during high school graduation week and Teen Driver Safety week.</p> <p>4th July / DSoGPO (Aug & Dec) / Super bowl Sunday</p> <p>2-Major: 20 Officers x 48hrs x \$20 x 2 =\$38,400.00</p> <p>2-Minor: 20 Officers x 28hrs x \$20 x 2 = \$22,400.00</p> <p>Prorate: Finance Assistant for OT only (Ms. Miriama Maga) processing of OT only during funded period. \$864.00</p> <p>Rate: 8 hours for Minor Enforcement @ \$18 an hour x 2 = \$288.00</p> <p>16 hours for Major Enforcement @ \$18 an hour x 2 = \$576.00</p> <p>Project Cost: \$61,664.00</p>

Project Cost Summary

Project Number	Project Title	Budget
AL-13-01	Program Development and Management	\$57,935.00
AL-13-02	Outreach Campaign and Community Educational Initiatives	\$15,000.00
AL-13-03	High Visibility Enforcement	\$143,088.00
AL-13-04	Alcohol Purchase Enforcement	\$61,664.00
Total Fund	Funding Source - Section 402	\$277,687.00

■ 3.5 Police Traffic Services Program Area

Police Traffic Services (PTS) is an essential part of any traffic safety program. With few exceptions, most programs depend on the participation and cooperation of the law enforcement community. This program gives the law enforcement agency the ability to start effective selective traffic enforcement programs; provide training and appropriate enforcement of DUI, driver license, occupant restraint laws, and speed.

1	<p>Project Number - PT-13-01</p> <p>Project Title - DPS Officers Training</p> <p>Project Description - This project will provide DPS Traffic Enforcement Unit officers with training in Inspection and Investigation of motor vehicle, pedestrian and commercial crashes. Grant from this project may be used to procure investigating equipment if approved by OHS. Off Island certified training through Hawaii, Saipan, or Guam may be required. Also provide funding to train thirty (30) officers on Island and for three (3) officers to attend Lifesavers conference in 2013 as part of Driver Sober or Get Pull Over Campaign Incentive.</p> <p>Project Cost: \$30,000.00</p>
2	<p>Project Number - PT-13-02</p> <p>Project Title - Traffic Enforcement Mileage Reimbursement</p> <p>Project Description - OHS will provide grant to cover mileage incurred for Alcohol and Occupant Protection enforcement as well as for the use of DPS vehicles for enforcement. Over 106 enforcement days is planned for FY2013.</p> <p>AS Rate: \$1.02 a mile</p> <p>Project Cost: \$14,000.00 - Program Vehicles \$80,000.00 - Enforcement Vehicles</p>
3	<p>Project Number - PT-13-03</p> <p>Project Title - Traffic Enforcement Equipment</p> <p>Project Description- This project will provide needed equipment to DPS Traffic Enforcement Unit for the enforcement of the island speed and alcohol laws as well as the prosecution of the offenses. The following equipment will be procured:</p> <ol style="list-style-type: none"> 1. Police Kawasaki Motorcycles - 14 ABS Concourses (3 year cyclic) <ul style="list-style-type: none"> • Cost= \$22,000 per / Total: \$88,000 • Shipping cost: = 5,000 2. Sobriety check points lightning system (1 light tower generator) was purchased more than 11 years and in poor conditions from wear and tear. The number of roadblocks is limited to one due to one lightning source. Provide four lightning tower generators and two inflatable lights. <ul style="list-style-type: none"> • 4 - RL-4000 6kw Light Tower System at \$7200 per tower • Estimated Cost for four towers= \$28,800 • Shipping cost = \$4,200 • 4 complete package of LED safety flares (surface lights) = \$750.00

	<p>3. Motorcycle helmets</p> <ul style="list-style-type: none"> • Bell Pro Police Helmet with Badges: \$370 per / Total: \$3,700
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Project Cost Summary

Project Number	Project Title	Budget
PT-13-01	Law Enforcement Training	\$30,000.00
PT-13-02	Mileage Reimbursement	\$94,000.00
PT-13-03	Traffic Enforcement Equipment	\$131,310.00
Total	Funding Source	
	Section 402	\$255,310.00

3.6 Paid Media

The Office of Highway Safety will continue to educate and inform the general public at large on highway safety issues and concerns in areas like Alcohol and other Drugs Countermeasures, Occupant Protection/Safety Belt, Police Traffic Safety, and Pedestrian and Bicycle Safety.

Media played a significant part in achieving “ZERO” fatality on the Island last year. OHS plan to continue to increase the awareness of traffic laws and issues on the Island through radio and television. OHS will engage the public to increase pressure on legislator to adopt new legislations or to change current legislations in support of highway safety program. Laws need to be enacted that prohibit children from riding in the back of the truck. Enact Distracted Driving law. OHS will continue the use of public buses, local service stations pumps and ice machines for highway safety advertisements.

OHS will continue to create handouts in both English and Samoan language to ensure the messages are received.

1	<p>Project Number - PM-13-01</p> <p>Project Title - Program Development and Management</p> <p>Project Description - Provide for necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area. Funding is also provided in this task for printing brochures and pamphlets, distributing literature developed through successful grants or obtained from other sources. Assistance is provided under this task to individuals to attend and participate in training sessions, educational meetings or conferences and technology transfer workshops.</p> <p>Project Cost: \$ 33,124.00 Salary: \$ 17,000 50% of Fiscal Manger/Project Coordinator PM Travel: 8,124 Other Cost: 8,000</p>
	<p>Project Number - PM-13-02</p> <p>Project Title - Paid Media</p> <p>Project Description - Funding will be used to advertise in magazines, brochures, as well as contract services for video production, screening, and air-time services on T.V. and on various radio stations as well as on Commercial Vehicles.</p> <p>Project Cost: \$95,000.00</p>
2	<p>Project Number - PM-13-03</p> <p>Project Title - Mobile Display</p> <p>Project Description - Provide grant for creating mobile display slogans on commercial buses in support of Highway Safety Program (Buckley UP Is the Law; Drink, Drive You Loose; CIOT; DSoGPO; Obey the Sign or Pay the Fine; etc...)</p> <p>Rate: \$300 a month x 10 buses x 12 months = \$36,000</p> <p>Project Cost: \$36,000.00 (10 Commercial Buses)</p>
3	<p>Project Number - PM-13-04</p> <p>Project Title - Translation Services</p> <p>Project Description - Create Samoan Language advertisement in support of the various Highway Safety programs. OHS will partner with Kanana Fou Theological College and Samoa Bible College for this effort.</p> <p>Project Cost: \$20,000.00</p>

Project Cost Summary

Project Number	Project Title	Budget
PM-13-01	Program Management	\$33,124.00
PM-13-02	Paid Media	\$95,000.00
PM-13-03	Mobile Display	\$36,000.00
PM-13-04	Translation Services	\$20,000.00
Total		\$184,124.00

■ 3.7 Speed Control

Crashes related to speed continue to be a problem in American Samoa. Speed related crashes increased by 353% and 619 speeding citations were issued during grant funded enforcement activities. Total speeding citations issued last year is more than doubled the number from 765 to 1585 citations.

Table 10. Speed Data, 2006 -2011

Core Behavior Measures	2006	2007	2008	2009	2010	2011
C-7: Speed Related Fatalities	NC	1	2	3	1	0
Speed Violations	481	194	132	210	765	1585

American Samoa’s goal is to continue to reduce the role of speeding in highway injuries and fatalities in 2013 calendar base year and maintain the zero fatality achieved in 2011.

■ 3.8 Speed Countermeasures

1	<p>Project Number - SC-13-01</p> <p>Project Title - Improve Drivers Education</p> <p>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. Conduct Speed Kills campaign during community outreach and make presentation during drivers’ education course. Primary target will be males ages 21 to 24.</p> <p>Project Cost: \$15,000.00</p>
2	<p>Project Number - SC-13-02</p> <p>Project Title - Speed Enforcement Campaign</p> <p>Project Description - Provide funds for overtime enforcement of the Territory’s speed law. DPS Traffic Division will use crash, fatal and injury data too focus their enforcement efforts in those areas that shows speeding and aggressive driving and will be done at high risk locations and times on the Island. DPS hopes to conduct several checkpoints specifically in locations prone to excessive speed violations. 3 Campaign Enforcements planned for FY. A total of 120 hours with 16 officers is plan for this effort. Rate: 16 Officers x 120 hours x \$20 x 3 =115,200.00</p> <p>Project Cost: \$115,200.00</p>

Project Cost Summary

Project Number	Project Title	Budget
SC-13-01	Improves Drivers Education	\$15,000.00
SC-12-02	Speed Enforcement Campaign	\$115,200.00
Total	Funding Source - Section 402	\$130,200.00

■ 3.9 Pedestrian Safety

Core Behavior Measures	2006	2007	2008	2009	2010	2011
C-9: Pedestrian Fatalities	1	1	1	0	1	0

Table 11. Pedestrian Safety Data, 2005 -2011

Pedestrian has been most of the highway fatality in American Samoa. OHS through aggressive enforcement and public awareness have prevented recurring events of pedestrian fatality and would like to maintain the “ZERO” number for the unforeseeable future. OHS Pedestrian safety plan for FY2013 include the following:

- Create a Pedestrian Safety Program Coordinator - 100% salary
 - Transfer 408 IT support as new Project Coordinator
- Work with Private Organization to provide pedestrian safety support -
 - Off duty officers to provide traffic control points at critical school routes
 - Nuuuli three way intersection – in support of Manulele elementary
 - 9 Schools fully supported with pedestrian safety personnel
 - Coleman Elementary – Main road
 - Tafuna High School – Main Road
 - Lupelele Elementary – Main Road
 - Pevaiiai Elementary – Main Road
 - Aua Elementary- Main Road
 - St Francis Elementary – Main Road
 - SPICC Elementary – Main Road
 - Matafao Elementary – Main Road
 - Mitikifi Elementary – Main Road

3.10 Pedestrian and Other Roadway User Countermeasures

1	<p>Project Number - PS-13-01</p> <p>Project Title - Program Management</p> <p>Project Description - Provide sufficient staff to conduct Pedestrian Safety programs described in this plan, as well as cover travel, conference fees, and miscellaneous expenses.</p> <p>Salary: \$27,158.00 Travel: \$15,247.00 Other Cost: 5,000.00 Project Cost Summary: \$47,405.00</p>
2	<p>Project Number - PS-13-02</p> <p>Project Title - Partners Pedestrian Safety Support</p> <p>Project Description - Provide grants to nine (9) schools in support of school crossing and make OHS presentations on Highway Safety Days at all schools. Procure promotional items in support of the program. Safety officers are provided by private organization for some schools mainly because of road conditions not recommended for students to be involved. Traffic Division provides adequate and certification training to ensure safety.</p> <p>Safety officers rate: \$6.00 an hour x 150 school days x 3 hours a day = \$2,700.00 5 safety officers per school x 9 x 2,700</p> <p>Project Cost: \$121,500.00</p>

Project Cost Summary

Project Number	Project Title	Budget
PS-13-01	Program Management	\$47,405.00
PS-12-02	Pedestrian Safety Support	\$121,500.00
Total	Funding Source -	
	Section 402	\$168,905.00

3.11 Traffic Records

Traffic Records Systems include data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety. Traffic records program include data related to collisions and to every aspect of the program infrastructure. Data pertaining to people, vehicles, and roadways are all part of the traffic records system.

American Samoa has embarked on an Islandwide Traffic Records System Development, Improvement and Enhancements program with the inception of the Section 408 program. An Electronic Crash Reporting System has been developed and deployed, an ECitation System in undergoing testing, and a Roadway Inventory Management System which include the development of a roadway network system for the island which is GIS based and will be used for crash location identification project has begun.

The following tasks are continuing from previous year.

1	<p>Project Number - TR-13-01</p> <p>Project Title - TRCC/Program Management & Section 408 support.</p> <p>Project Description - The funds will be used to pay for 50% salary for PC,, expenses in coordinating the functions of the TRCC by the Highway Safety approved contractor dedicated as the highway safety specialist. The contractor will oversee the TRCC activities and 408 grants for the Highway Safety Office. Prepare for TRCC approval of FFY 2012 section 408 Application, including a 2012 update to the American Samoa Strategic Plan for Traffic Records by April 2013.</p> <p>Salary: \$ 13,420 - 50% of Project Coordinator PM Travel: 8,124.00 Other Cost: 5,000.00 Project Cost: \$106,544.00</p>
2	<p>Project Number - TR-13-02</p> <p>Project Title - Islandwide Traffic Safety Information System (ITSIS) Maintenance and Support</p> <p>Provide on-going maintenance and support for the Traffic Safety Information system which includes; Crash Reporting System, ECitation Data Collection System, ECourt Web Application, Online System for Crash Analysis and Reporting System and the Roadway Information Management System. Respond to user needs and provide system upgrades required.</p>

	Project Cost: \$80,000.00
3	<p>Project Number - TR-13-03</p> <p>Project Title - Online System for Crash Analysis and Reporting System Enhancements</p> <p>Project Description - Develop new Standard Reports for the OHS for inclusion in the Highway Safety Plan and provide a new Ad Hoc reporting tool that will enable all agencies involved in highway safety to create and generate reports from the ITSIS database to meet their needs. The Ad Hoc Reporting Tool will allow for online query and creation of self-define report with user requirements.</p> <p>Project Cost: \$60,000.00</p>
4	<p>Project Number - TR-13-04</p> <p>Project Title - Section 408 Data Program - Electronic Citation Interface</p> <p>Project Description - These funds will be used by the American Samoa District Court to create an interface between ECourt and the new Court System. This interface will allow for timely and accurate transfer of traffic violation to the new Court system for processing and adjudication.</p> <p>Project Cost: \$70,000.00</p>
5	<p>Project Number - TR-13-05</p> <p>Project Title - Section 408 - Roadway Information Management System (RIMS)</p> <p>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 the current contractor to incorporate the data into a Geo-coded map for use in the Crash System Map Interface program for crash location identification. This task will complete the implementation and integration of RIMS with ITSIS</p> <p>Project Cost: \$50,000.00</p>
6	<p>Project Number - TR-13-06</p> <p>Project Title - Section 408 - Department of Health System Integration & Data Sharing</p> <p>Project Description - Perform System Requirements Analysis and System Design for the Department of Health Injury Data Collection and Analysis System.</p> <p>Project Cost: \$40,000.00</p>

7	<p>Project Number - TR-13-07</p> <p>Project Title - Section 408 - Emergency Medical Service</p> <p>Project Description - Design, Develop, Implement or Procure an EMS system capable of providing injury data to ITSIS for OHS use in analyzing injury related to motor vehicle crashes on the Island.</p> <p>Project Cost: \$60,000.00</p>
8	<p>Project Number - TR-13-08</p> <p>Project Title - Interface to ITSIS</p> <p>Project Description - Design, Develop and Implement a Web Based Application that will provide managed and control access to the ITSIS data (Crash, Citation, Driver, Vehicle, Injury & Roadway) for all agencies involved in highway safety. This access will include the Attorney General's Office for obtaining crash related cases and citations for prosecution and adjudication.</p> <p>Project Cost: \$60,000.00</p>
9	<p>Project Number - TR-13-09</p> <p>Project Title - System Fiber Upgrade</p> <p>Project Description - Provide communication and network upgrade for ITSIS that will allow for timely integration and data sharing among all agencies involved in traffic records.</p> <p>Project Cost: \$23,000.00</p>
10	<p>Project Number- TR-13-10</p> <p>Project Title - Section 408 Support</p> <p>Upgrade equipment purchase for ITSIS operations in support of the Crash and ECitation system for DPS. The following equipment requires upgrade:</p> <p>10 desktops with Shipping - \$14,700.00</p> <p>4 Panasonic CF31 laptops for vehicles with shipping - \$15,000.00</p> <p>ASTCA Telecommunication support - \$24,000.00</p> <p>Provide funding for four (4) TRCC members to attend the Traffic Records Forum Conference. - \$19,956.00</p>

Project Cost Summary

Project Number	Project Title	Budget
TR-13-01	Traffic Records Coordinating Committee (TRCC) & Section 408 support.	\$106,544.00
TR-12-02	Islandwide Traffic Safety Information System (ITSIS) Maintenance and Support	\$80,000.00
TR-12-03	Online System for Crash Analysis and Reporting System Enhancements	\$60,000.00
TR-12-04	Section 408 Data Program - Electronic Citation Interface	\$70,000.00
TR-12-05	Section 408 - Roadway Information Management System (RIMS)	\$50,000.00
TR-12-06	Section 408 - Department of Health System Integration & Data Sharing	\$40,000.00
TR-12-07	Section 408 - Emergency Medical Service	\$60,000.00
TR-12-08	Interface to ITSIS	\$60,000.00
TR-12-09	System Fiber Upgrade	\$23,000.00
TR-13-10	Section 408 Support	\$76,656.00
	Funding Sources -	
	Section 402	
	Section 408	
Total		\$626,200.00

3.12 Distracted Driving

Distracted driving is a new area to American Samoa Office of Highway Safety. OHS would like to take a proactive approach in this area before it becomes a problem on the Island. We are currently collecting data in our Crash Reporting System for crashes involving distraction, e.g. cell phone use and in and out of the car distraction. There is enough evidence already that we need to start a program.

1	<p>Project Number - DD-13-01</p> <p>Project Title - Program Management</p> <p>Project Description - Provide Management support (50% shared cost with TR) to cover personnel salary.</p> <p>Salary: \$ 13,420- 50% of Project Coordinator w/TR</p> <p>PM Travel: 8,124</p> <p>Other Cost: 10,000</p> <p>Project Cost Summary: \$31,544.00</p>
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2	<p>Project Number - DD-13-02</p> <p>Project Title - Training and Legislation Development</p> <p>Project Description - Provide training and attend NHTSA approved course to better understand the management of the program and in developing problem ids and countermeasures. Provide resources to support new program proposal.</p> <p>Training: \$6,800.00 Other Cost: \$10,000.00 Project Cost: \$16,800.00</p>
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Project Cost Summary

Project Number	Project Title	Budget
DD-13-01	Program Management	\$31,544.00
DD-13-02	Training and Legislation Development	\$16,800.00
Total	Funding Source - Section 402	\$48,344.00

4.0 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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

■ 4.1 Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

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 and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

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. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received –

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

■ 4.2 The Drug-Free Workplace Act of 1988 (41 U.S.C. 702 ;)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will -
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

■ 4.3 Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

■ 4.4 Political Activity (Hatch Act)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

■ 4.5 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.

■ 4.6 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.

■ 4.7 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.

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

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

check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

■ **4.8 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.

■ 4.9 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 which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it

determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

■ **4.10 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 participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

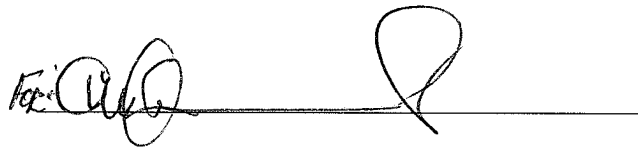
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving –
 - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

■ **4.11 Environmental Impact**

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



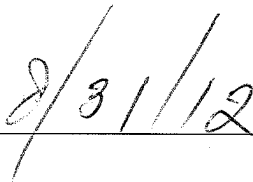
HTC Tuaolo M. E. Fruean, Commissioner
Department of Public Safety
Governor's Representative for Highway Safety

American Samoa

State or Commonwealth

2013

For Fiscal Year



Date



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 9
Arizona, California, Hawaii,
American Samoa, Guam,
Northern Mariana Islands

201 Mission Street, Suite 1600
San Francisco, CA 94105
Phone: 415-744-3089
Fax: 415-744-2532

September 27, 2012

The Honorable Togiola T.A. Tulafono
Governor of American Samoa
Government House
Pago Pago, American Samoa 96799

Dear Governor Tulafono:

We have reviewed American Samoa's Fiscal Year 2013 Highway Safety Plan (HSP) and have found your Territory's highway safety program to be in compliance with the requirements of the Section 402 program. Accordingly, your Office of Highway Safety will be receiving federal highway safety funds to carry out American Samoa's highway safety efforts.

We would like to commend you on decreasing the fatality count in American Samoa from 5 traffic fatalities in 2010 to 0 in 2011, a great achievement. Along the same lines, we also commend you for having 0 fatalities in our priority challenge categories, such as young drivers under age 20, pedestrians, and motorcyclists.

We appreciate the efforts of the Department of Public Safety and the Office of Highway Safety in developing this HSP to implement the federally funded traffic safety program throughout the Territory of American Samoa. The work of Commissioner Fruean, Mr. Scanlan, and their staff continue to make American Samoa's roadways safer for all users.

Please feel free to call on me or Brian Huynh at any time that we can be of assistance to you.

Sincerely,

David Manning, Ph.D.
Regional Administrator

cc: HTC Tuaolo M.E. Fruean, Commissioner of Public Safety
Mr. Abraham Wong, FHWA Division Administrator, FHWA Hawaii Division



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

Region 9
Arizona, California, Hawaii,
American Samoa, Guam,
Northern Mariana Islands

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San Francisco, CA 94105
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Fax: 415-744-2532

September 27, 2012

HTC Tuaolo M.E. Fruean
Commissioner, Department of Public Safety
Governor's Highway Safety Representative
Government of American Samoa
P.O. Box 1086
Pago Pago, American Samoa 96799

Dear Commissioner Fruean:

We have reviewed American Samoa's Revised Fiscal Year 2013 Highway Safety Plan (HSP) as received on September 21, 2011. Based on these submissions we have found your highway safety program to be in compliance with the requirements of the Section 402 program, except for the following list of projects and tasks requiring clarification listed below.

This determination does not constitute an obligation of Federal funds for Fiscal Year 2013, or an authorization to incur costs against those funds. The National Highway Traffic Safety Administration (NHTSA) Administrator will obligate Section 402 program funds and notify you in writing when the funds become available. However, Federal funds reprogrammed from the prior year highway safety program (carry-forward funds) are available for immediate use by the Territory on October 1.

We would like to commend you on having zero traffic fatalities, including those in our priority challenge areas of motorcyclists, pedestrians, and young drivers, in American Samoa for 2011.

HSP Exceptions Noted

Approval of the FY 2013 HSP is conditioned on the required attendance of the Office of Highway Safety managers and appropriate staff at a Regional Highway Safety Training Meeting to be held in Northern California during the second quarter of FY 2013.

During our review of the FY 2013 HSP we noted some projects that required additional information, clarification, and justification to resolve before we can authorize them. Therefore, the following projects will not be approved until we have further discussions with your staff:

(See next page)



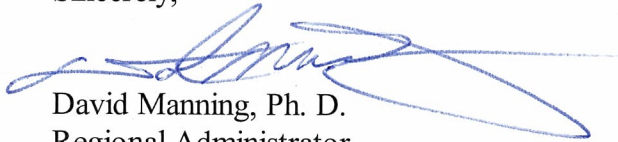
OP-13-02, AL-13-02, PT-13-03, PS-13-02

The following Traffic Records projects require a cost breakdown to identify equipment above the \$5,000 threshold:

TR-13-02, TR-13-03, TR-13-04, TR-13-05, TR-13-06, TR-13-07, TR-13-08, TR-13-09,
TR-13-10

We appreciate the efforts of the Department of Public Safety and the Office of Highway Safety for developing this HSP to implement the federally funded traffic safety program throughout the Territory of American Samoa. Continued improvements in the program by Mr. Fred Scanlan and his staff will help to make American Samoa's roadways safer for all users. Please feel free to call on me or Brian Huynh at any time that we can be of assistance to you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Manning', with a long horizontal flourish extending to the right.

David Manning, Ph. D.
Regional Administrator

cc: Fred Scanlan, Jr., Highway Safety Coordinator, American Samoa DPS-OHS
Mr. Abraham Wong, FHWA Division Administrator, FHWA Hawaii Division