

# AMERICAN SAMOA HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2011



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, 2010



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HTC TUAOLO M. E. FRUEAN  
Commissioner

**Serial No. 154-10**

August 30, 2010

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

Dear Dr. Manning;

Talofa, and warm greetings from American Samoa. Attached for your perusal review is American Samoa's Fiscal Year 2011 Highway Safety Plan (HSP).

The contents of this report include, Office of Highway Safety Organization Chart, New Certification and Assurances, Performance Plan and the FY 2011 Budget. American Samoa plans to continue its campaign against impaired driving, youth alcohol, and pedestrian safety. The Office of Highway Safety will especially continue to concentrate its resources on Occupant Protection programs to include traffic record systems upgrade.

I hope that your review finds American Samoa's FY 2011, HSP satisfactory and meeting all DOT/NHTSA requirements. Thank you once again for your continued support of our highway safety programs.

Sincerely,

HTC TUAOLO M.E. FRUEAN  
Commissioner of Public Safety  
Governor's Representative for Highway Safety

ATTACHMENT

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# American Samoa Highway Safety Plan Federal Fiscal Year 2011

*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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## **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
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) 2011 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 2011 highway safety program, analysis was conducted using a three-year period of data, and whenever possible, also provided 2009 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** - American Samoa achieved a major increase in the percentage of observed seat belt use from 60% in 2009 to 73% in 2010, a 13% increase in usage. Even though American Samoa remains below the nation for restraint use, this is a significant accomplishment compared to previous years. In the early part of FY10, OHS provided law enforcement with new strategies to plan and execute monthly enforcement as well as increased

public awareness of the Child Safety Restrain law on the Island through paid media.

- **Impaired Driving** - Alcohol impaired driving continues to be a problem in the territory of American Samoa. There were 184 DUI citations issued in FY 2010 (to-date).
- **Speed** - Speed continues to comprise a large share of the territory's crash fatalities and serious injuries. The three (3) motor vehicle fatalities in FY 2010 are speed related.
- **Young Drivers** - In 2009, young drivers, under age of 18, accounted for 11% of American Samoa's motor vehicle crashes; while drivers between ages 40 and 49 accounts for the highest percentage (32%) of the total crashes. Drivers between ages of 16 - 20 received 1% of DUI citations; 8% of speeding violations; and 4% 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. There is an increase in the number of pedestrian crashes and injury in 2009 and there are 16 crashes already in 2010 involving pedestrians. The Territory remains well below the national average for crashes involving motorcycle or bicyclists. On the other hand, public transportation (homemade buses) is unregulated and contributes to passenger's injuries in motor vehicle crashes. Pickup trucks accounted for 54% of motor vehicle crashes in 2009. Injuries are attributed to lack of safety equipment in the rear of the pickups and the public transportation buses.
- **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.

## ■ 1.2 Mission Statement

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 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 works 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 establishes and implements a comprehensive program to accomplish its goals effectively. This Plan for Federal Fiscal Year 2011 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 2010 Annual Report.
November - December	OHS closeout the prior fiscal year. OHS collects and reviews year-end reports from its grantees.

## Strategic Partners

OHS conducted a safety stakeholders meeting annually to brief the partners on the agency's safety initiatives and to listen and gather input on safety problems on the Island. Opportunities to enhance and improve partnerships and collaboration are also identified. The list of invited stakeholders is provided below:

- Department of Public Safety
- Department of Health and Social Services
- American Samoa Community College
- Teen Challenge Organization
- Village Police Association
- CID Alcohol Enforcement
- American Samoa Airport and Port Police
- American Samoa Fire Division
- Emergency Medical Services
- LBJ Hospital



Figure 2. Highway Safety Stakeholders Meeting

## 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; 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 finally received approval from the Government to proceed in the hiring and acquiring the staffing level that will be required to carry out the Office's mission. Figure 3 illustrates the OHS proposed organizational structure.

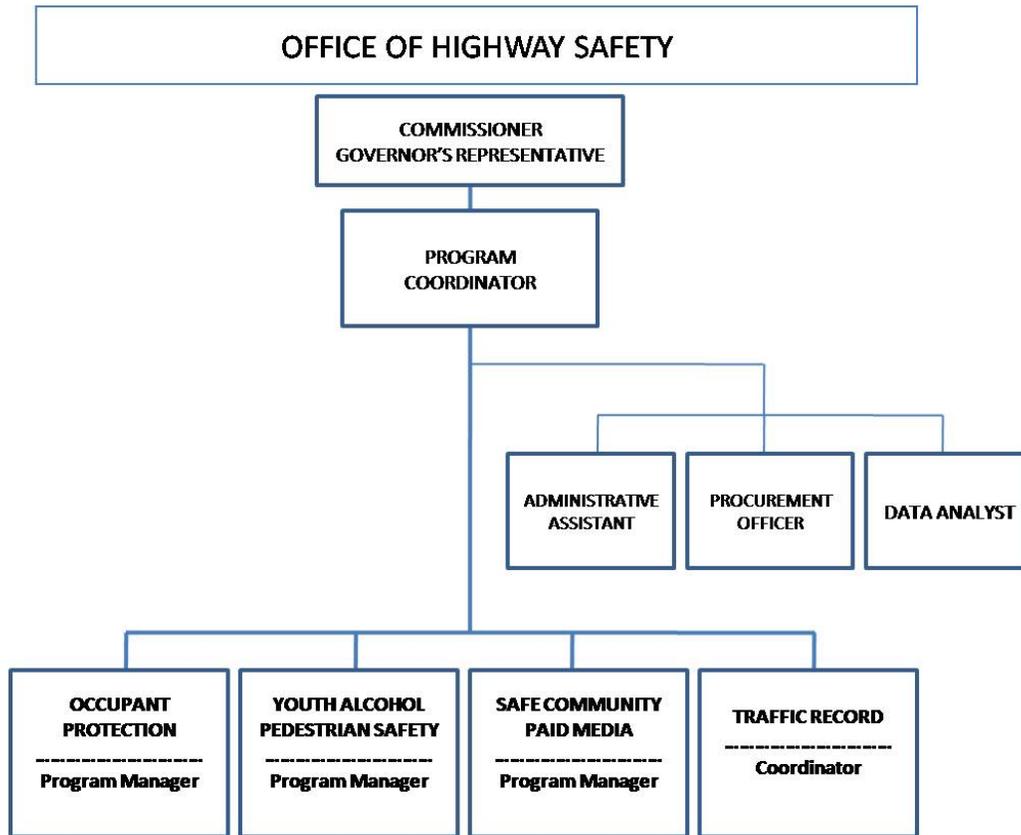


Figure 3. Department of Public Safety Office on Highway Safety Organization

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:

- Vacant - 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 (ASCRS)
- \* American Samoa Department of Public Safety, Police Division
- \* American Samoa Department of Public Safety, Office of Motor Vehicle
- \* 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 vehicles crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national and territory priority areas and includes: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, as well as Community Traffic Safety Programs/Safe Communities and Roadway Safety activities.

### ■ 2.2 Demographic Trends

American Samoa contains 149.58 total miles of certified public roadways, 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 4, 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%.

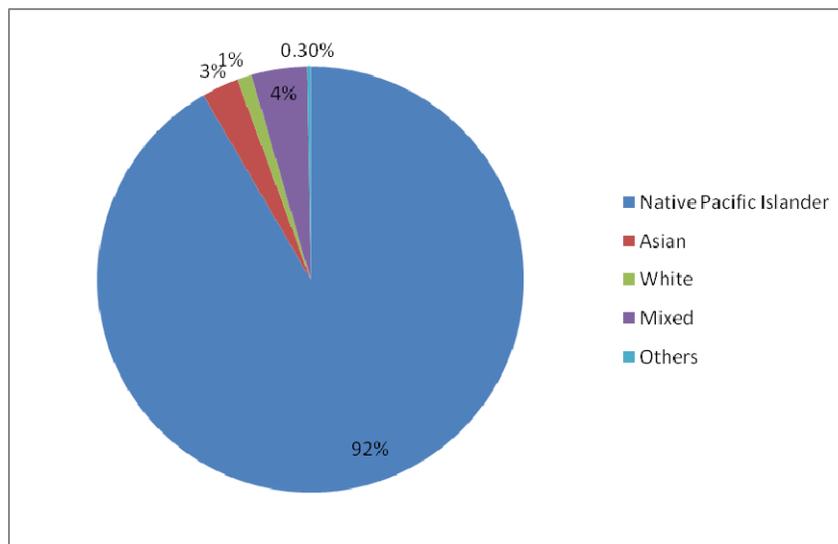


Figure 4. American Samoa Population Estimate

Because crashes are measured in relation to population, licensed drivers, and vehicle miles traveled (VMT), the tables below provide a brief overview of these characteristics. As shown in Table 2, in 2009, there were over 9,000 registered motor vehicles and 15,534 licensed drivers (9,575 male and 5,959 Female operators) Table 3 shows the breakdown of licensed drivers by age group and gender.

In this plan, data are generally presented for a five-year period to show current trends. When assessing safety needs and programming potential, it is important to understand how American Samoa percentages differ from national percentages. The island population and annual number of fatalities in American Samoa are significantly low compared to a state. As such, one fatality significantly impacts a percentage.

Table 2. American Samoa Drivers, Vehicles, and Population 2009

Licensed Drivers	15,354
Registered Vehicles	9,011
Total Population	63,628

Table 3. Number of American Samoa Drivers by Age and Gender 2009

Age Group		Male	Female	Total	Percent of Licensed Drivers
16	20	528	318	846	5.4%
21	25	1,032	787	1,819	11.7%
26	30	912	702	1,614	10.4%
31	35	1,114	680	1,794	11.5%
36	40	1,123	704	1,827	11.8%
41	45	1,129	658	1,787	11.5%
46	50	1,034	606	1,640	10.6%
51	55	850	515	1,365	8.8%
56	60	664	458	1,122	7.2%
61	65	524	292	816	5.3%
66	70	363	145	508	3.3%
71	75	199	59	258	1.7%
76	80	73	23	96	0.6%
81	85	24	10	34	0.2%
86	90	6	2	8	0.1%
<b>Total</b>		9,575	5,959	15,534	100%

### ■ 2.3 Performance Trends and Goals

In American Samoa, the total number of crashes decreased by 3% during the past three years (from 705 in 2007 to 684 in 2009). The number of incapacitating injuries also decreased while fatalities increased by one to three fatal crashes in 2009. 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 2009 Seatbelt use observation, American Samoa saw an increase in the observed safety belt use rate of 4% compared to 2008.

As shown in Figure 5, the largest number of crashes occurred in the month of April 2009. The most crashes on the island occurred between the hour of 10:00AM and 12:00 Noon as shown in figure 6. Two (2) fatal crashes occurred these hours in FFY 2010. Table 4 provides the performance measures that are defined and developed to better monitor traffic safety outcomes, behavior, and activities as applicable to the American Samoa Highway Safety program.



Figure 5. Numbers of Crashes by Month-of-Year 2009

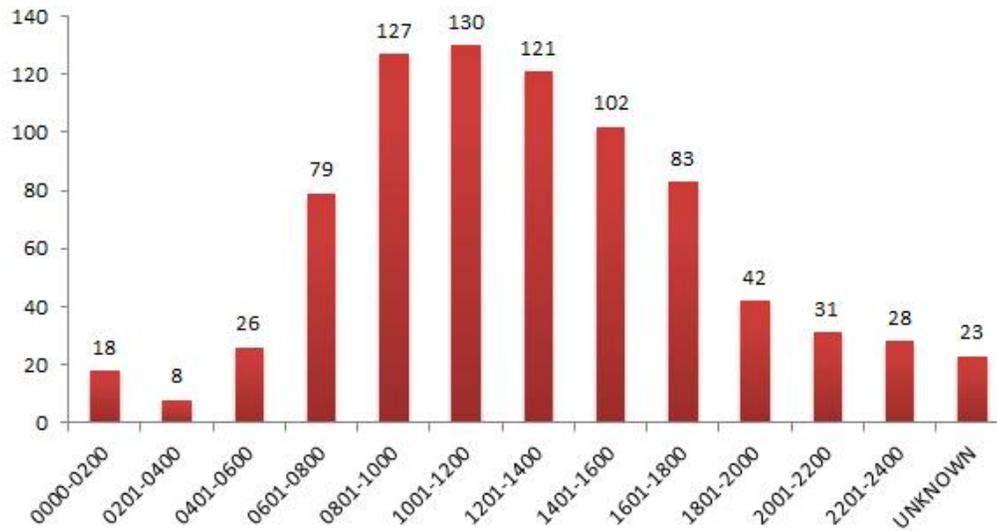


Figure 6. Crash By Time of Day

Table 4. Traffic Safety Trends in American Samoa

Core Outcomes Measures	Calendar Years				
	2005	2006	2007	2008	2009
C-1: Traffic Fatalities (Actual	6	3	1	2	3
C-2: Serious Traffic Injuries	77	83	73	87	63
C-3: Unrestrained Passenger Vehicle Occupant Fatalities	NC	NC	NC	NC	2
C-4: Alcohol Impaired Driving Fatalities (fatalities involving driver or a motorcycle operator with BAC of .08 or above)	NC	NC	NC	0	0
C-5: Alcohol Related Crashes	39	48	34	33	63
C-6: Speed Related Fatalities	NC	NC	1	2	3
C-7: Drivers Age 20 or Younger Involved in Fatal Crashes	NC	NC	NC	1	2
C-8: Pedestrian Fatalities	2	1	1	0	0

\* NC - Not collected

Calendar Years					
Core Behavior Measure	2005	2006	2007	2008	2009
B-1: Seat Belt Rate (Islandwide observational surveys)	56%	46%	50%	56%	60%
B-2 Child Passenger Restraints Use	NC	NC	NC	NC	16%

Calendar Years					
Activity Measure	2005	2006	2007	2008	2009
A-1: Seat Belt Citations Issued During Grant Funded Enforcement	NC	NC	NC	236	137
A-2: Impaired Driving Arrests Made During Grant Funded Enforcement Activities	NC	NC	NC	31	8

\* NC - Not collected

Calendar Years					
Additional Measures	2005	2006	2007	2008	2009
Islandwide DUI Arrest	195	316	183	162	280
Islandwide Seat Belt Violations	78	1301	1077	1620	1986
Speed Violations	297	481	194	132	210
Child Restraints Use Violations	9	86	101	279	451

Figures 7 through 11 illustrate selected data shown in the table above in greater detail and include data points and associated trend lines.

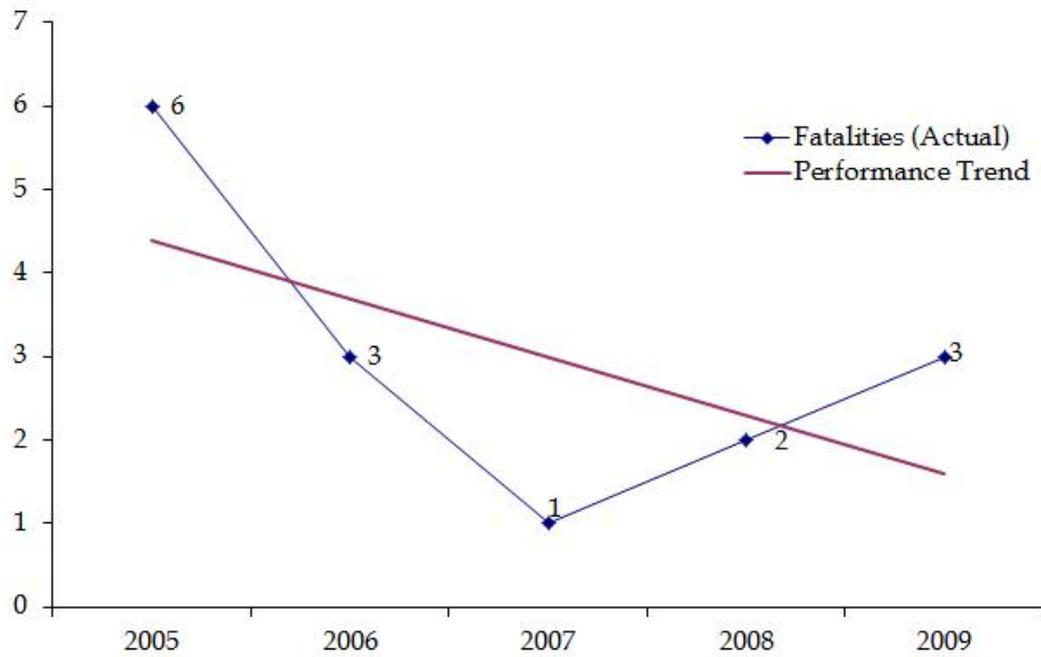


Figure 7. Fatalities (Actual)

Injury crashes increased in 2009 by 38% compared to FY 2008 as shown in figure 8. Traffic fatalities increased from 2 in 2008 to 3 in 2009.

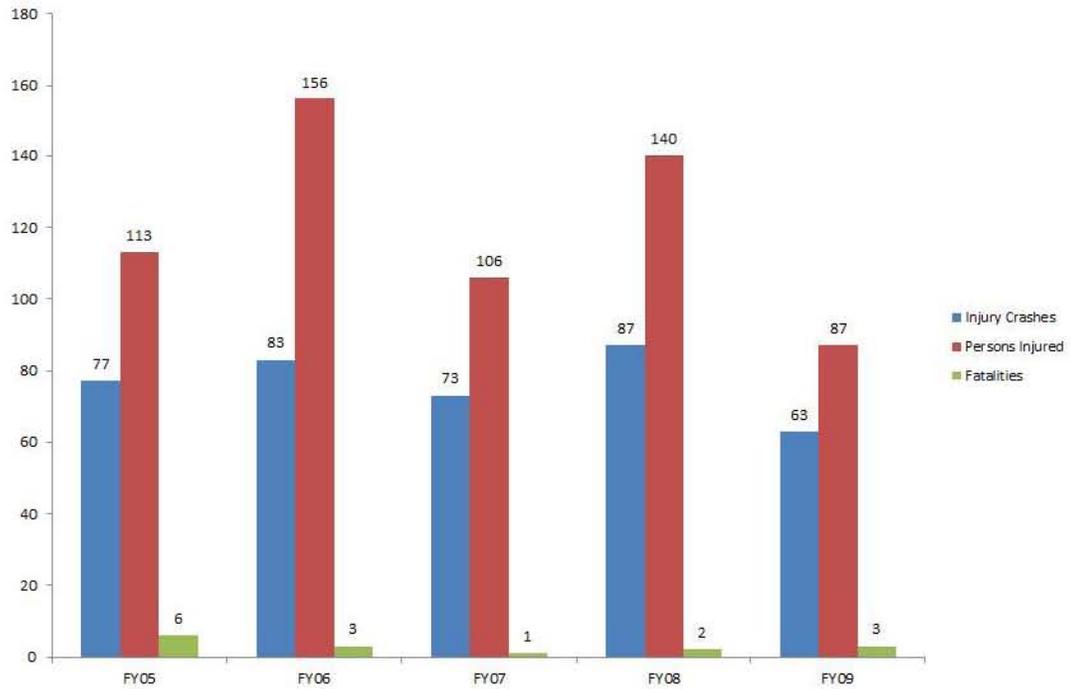


Figure 8. Injury and Fatality Data

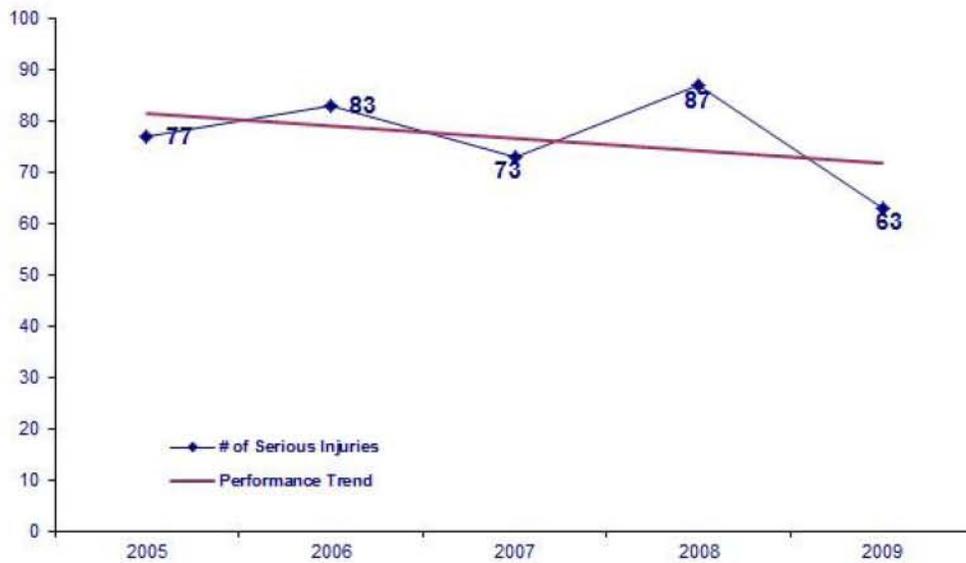


Figure 9. Serious Injury

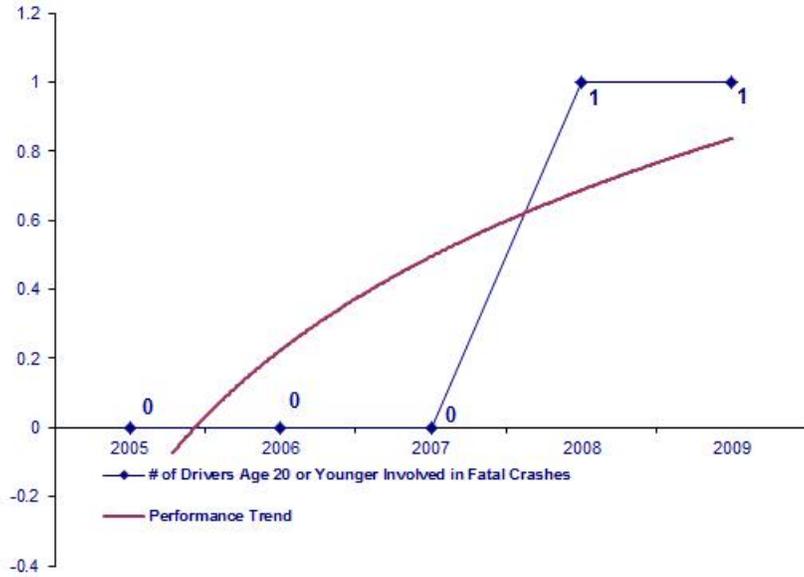


Figure 10. # of Drivers Age 20 or Younger Involved in Fatal Crash

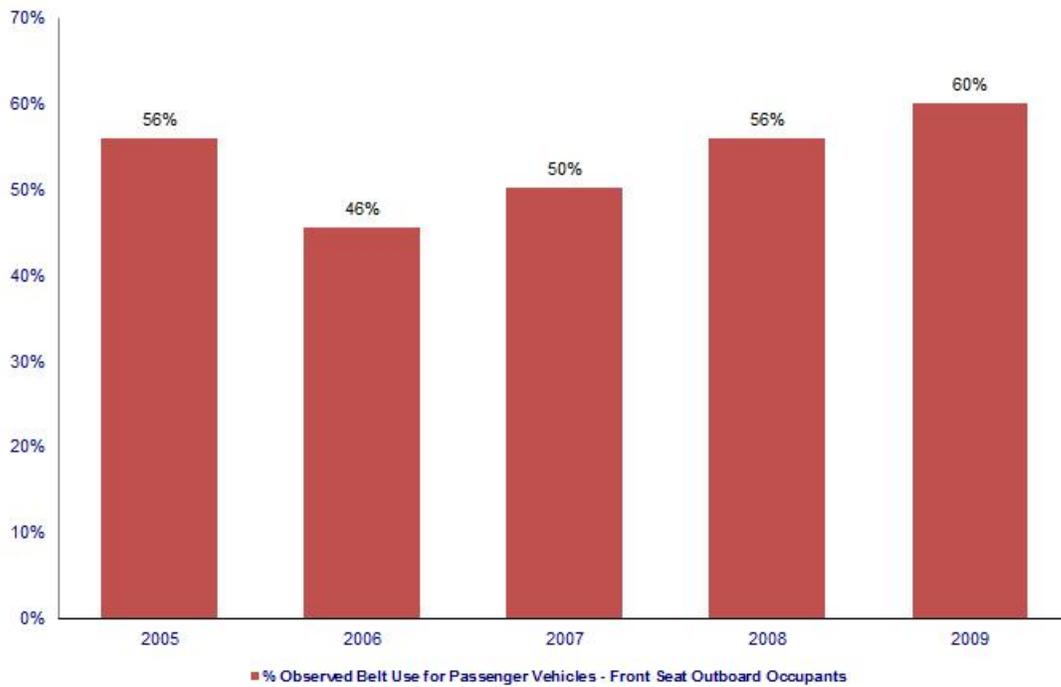


Figure 11. Observed Seat Belt Use

## ■ 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 2011 work based on the following program areas:

- Occupant Protection
- Impaired Driving
- Speed
- 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 5 identifies the program areas that will be emphasized in American Samoa's Highway Safety Program, with related goals and performance measures, in FFY 2011. Details of the program are provided in Section 3.0 - Highway Safety Plan.

Table 5. Goals and Performance Measures

Program Area	Goals	Performance Measures
Occupant Protection	<ul style="list-style-type: none"> <li>• Increase Seat Belt Use</li> <li>• Increase CPS Use</li> </ul>	<ul style="list-style-type: none"> <li>• Increase:               <ul style="list-style-type: none"> <li>- Seat belt use among all drivers, as measured by observational study (60% in 2009);</li> <li>- Awareness of the “Click It or Ticket” slogan, as measured by a media survey.</li> <li>- 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.</li> </ul> </li> </ul>
Impaired Driving	<ul style="list-style-type: none"> <li>• Reduce the number of alcohol-related crashes.</li> <li>• Reduce the percentage of injuries that are alcohol-related.</li> <li>• To collect and report data on the number of impaired driving arrests made during grant funded enforcement activities in FFY 2011</li> <li>• To increase recognition of the slogan used by OHS to support High Visibility impaired driving enforcement (media in English and local language)</li> </ul>	<ul style="list-style-type: none"> <li>• Number of DUI cases filed, and DUI arrest made and prosecuted.</li> <li>• Improve recognition of High Visibility Enforcement slogan (4% for You Drink &amp; Drive. You Lose. in 2010) and perception of likelihood of being stopped after drinking to excess and driving (65% responding “Very Likely” or “Somewhat Likely” in 2010).</li> <li>• Present Impaired Driving information on the weekly Highway Safety TV program.</li> </ul>
Speed	<ul style="list-style-type: none"> <li>• Reduce the role of speeding in motor vehicle crashes and highway fatalities</li> </ul>	<ul style="list-style-type: none"> <li>• Increase enforcement, as measured by the number of citations issued for</li> </ul>

	<ul style="list-style-type: none"> <li>• Increase the number of speeding citations issued during grant-funded enforcement activities in 2011.</li> <li>• Increase the number of speeding citations written and tracked monthly for all OT speed patrols</li> </ul>	<p>speeding during High Visibility Enforcement week.</p> <ul style="list-style-type: none"> <li>• Reduce speed- related fatalities to zero (0)</li> </ul>
Young Drivers	<ul style="list-style-type: none"> <li>• Reduce crash injuries among young drivers.</li> <li>• Reduce the number of crashes involving young drivers 20 years old or younger.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced the number of crashes involving young drivers (under 18) was 12 in 2009 and 164 crashes involving ages 18 thru 29.</li> <li>• Monitor the number of charges filed for drivers under 18 years of age for DUI (13 in 2007, 9 in 2008 and 22 in 2009) to determine effectiveness of program.</li> <li>• 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.</li> <li>• Implement an Intervention project for young driver alcohol-related program with local communities.</li> </ul>
Other Road Users	<ul style="list-style-type: none"> <li>• Maintain/reduce the number of fatalities among pedestrians.</li> <li>• Reduce number of crashes among pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct five territory-wide Safety Days throughout the calendar year.</li> <li>• Supplement summer and school break camp activities focusing on safe interactions among pedestrians and motorists.</li> <li>• Partner with local schools/agencies to</li> </ul>

		<p>participate in their safety programs.</p>
<p>Traffic Records</p>	<ul style="list-style-type: none"> <li>• Improve the timeliness of ECitation data from DPS that are posted into the court database from monthly to daily and within the hour of issue in 2011.</li> <li>• Implement Electronic Citation system with interface to the crash system for data sharing and analysis</li> <li>• Expand and improve databases on highway safety.</li> <li>• Improve data integration and coordination with highway safety stakeholders.</li> <li>• 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).</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct eight TRCC meetings in 2011 (six in 2010).</li> <li>• Increase total number of program partners in 2011(5 in 2009).</li> <li>• Expand sharing of problem identification data among stakeholders, partners, and traffic safety advocates.</li> <li>• Develop a Traffic Records System Resource Guide and a comprehensive inventory of Highway Safety information sources in the Territory.</li> <li>• Monitor the NHTSA 408 Grant Management Projects. Determine the measurable goals set for 2011.</li> <li>• Provide law enforcement with statistics a month prior to the national “Click It or Ticket” and “You Drink. You Drive. You Lose.” alcohol campaigns.</li> <li>• Increase the timeliness of E-citation data from police, from monthly to being posted daily into the system.</li> </ul>

		<ul style="list-style-type: none"> <li>• Support the deployment of the new E-Citation program by the Court.</li> <li>• Design OHS web site for presenting highway safety stats and links to other highway safety stakeholders' data</li> </ul>
<p>Planning and Administration</p>	<ul style="list-style-type: none"> <li>• Administer a fiscally responsible, effective highway safety programs that includes stakeholders and addresses the Territory's highway safety needs.</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate recommendations from the NHTSA Management Review within the specified timeframes.</li> <li>• Deliver the Program Annual Report by December 31, 2010.</li> <li>• Deliver the Fiscal Year 2012 Highway Safety Plan by September 1, 2011.</li> </ul>

## 3.0 Highway Safety Plan: Program Areas for FFY 2011

### ■ 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. In FFY 2010, OHS instituted Child Passenger Safety seat program, which is currently underway and seems to be working. This is evident as we see our Child safety program improve daily as many parents start using the provided seats as well as through media education. OHS will continue to make occupant protection a major highway safety program area in FFY 2011.

#### Problem Identification and Analysis

American Samoa's use of seat belt remains below national average. Even though observation of Seatbelt compliance conducted in FFY2009 indicated a 4% increase in the use of seatbelt by drivers and passengers of a passenger vehicle; one of the fatal crashes during the year was a non-restrain passenger. Figure 11 shows the percent of observed seat belt use increased from 56% in FFY2008 to 60 % in FFY2009.

OHS will continue to expand the "Click It Or Ticket" (CIOT) model through FFY 2011 and increase public education by partnering with the village police and community organizations.

There were 1,986 citations issued in FFY 2009 for seatbelt violations, a 23% increase from 1,619 in 2008, as shown figure 12. Continuous enforcement and public education were areas of concentration in seatbelt campaign in 2009. OHS continues to fund monthly enforcement program and the impact is evident in the amount of citations issued in FFY 2009 and the modest increase in the use of restraints. Figure 13 shows seatbelt violations issued by age group. 11 % of the violations were issued to age 21-24, 14% issued to age 25-29, 14% age 30-34 and 12% to age 40-44.

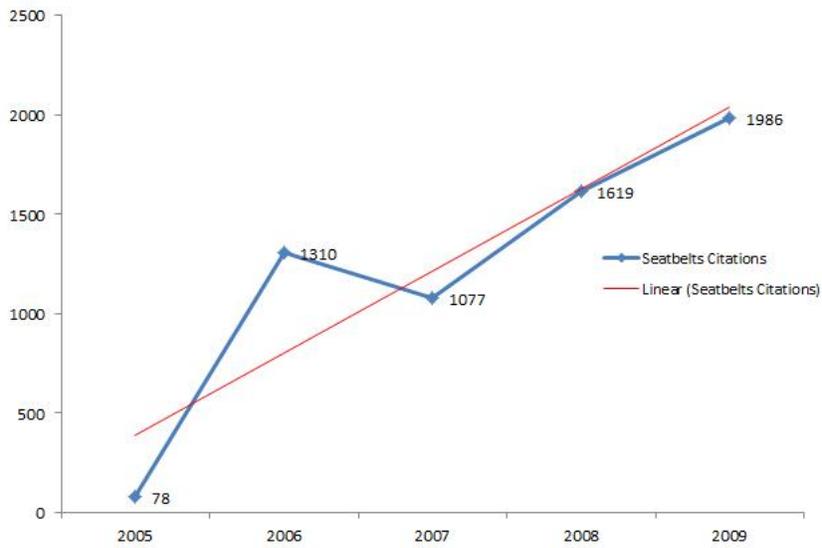


Figure 12. Restraint Non-Use Number of Citations Issued 2005 - 2009

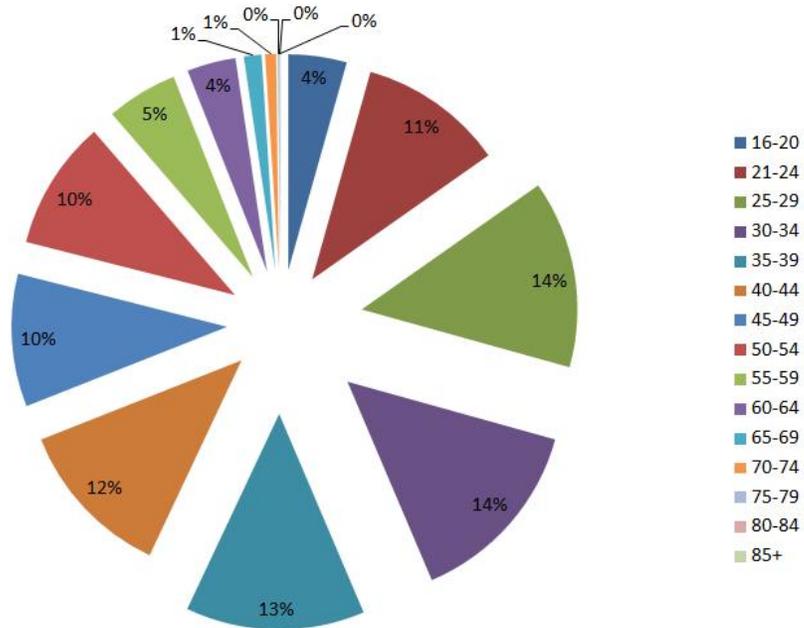


Figure 13. Restraint Non-Use Citations Issued By Age Group - 2009

## Goals

- Increase child safety seat usage five percentage points by September 30, 2011.
- To increase Islandwide use of safety belt rate by five percentage points from the 2009 rate of 60 percent to 65 percent by September 30, 2011.
- Pass Child Safety Seat Use Law.

## Programs/Strategies

### Occupant Protection - General

- Increase occupant restraints enforcement Activities to include information on correct usage, as well as education and media to raise public awareness of the law and its enforcement by DPS.
- Develop occupant protection educational programs among schools on the island as well as in various villages.
- Solicit the traffic court judge support in strict enforcement of occupant protection laws and encourage the judge to attend judge's conferences and traffic adjudication workshops.

### Seat Belt Safety

- Fund outreach program that will promote teen seat belt use. The program includes "High School Seat Belt Challenge" programs, which are designed to raise awareness and promote seat belt use through a student run competition for developing ad-campaigns and graphics for brochures and postal.
- Enhance and evaluate the impact of the series of "Click It or Ticket" (CIOT) mobilizations and Paid Media Campaign.
- Enhance and evaluate the impact of efforts to increase safety belt use by younger drivers.

### Child Passenger Safety

- Enhance and evaluate the impact of efforts to increase proper use of child safety seats.

- Support law enforcement with training and technical assistance aimed at increasing their effectiveness to increase occupant protection use.
- Work closely with community based organizations to promote correct child safety use at both the village and church levels.
- Establish new child safety seat “fitting stations” to ensure proper installation and instructions of occupant restraints in vehicles.

Include program management and oversight for all activities within this priority area.

### **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.
- Partner with other government agencies (DOH, DHSS, Fire, and EMS).

## ■ 3.2 Impaired Driving

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.

### **Problem Identification and Analysis**

Impaired driving continues to be an area of great concern at the national, state, and territory levels. In 2009, 63 motor vehicle crashes included the issuance of alcohol-related violations. An Additional 233 alcohol arrests were made where a crash did not exist. The issue of the use of alcohol on the island warrants OHS to continue to treat impaired driving as a major highway safety program area in FFY 2011. Efforts in this area will address fatigue and drowsy driving.

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.

Figure 14, shows the number of DUI citations issued from 2005 to 2009 in American Samoa by age group.

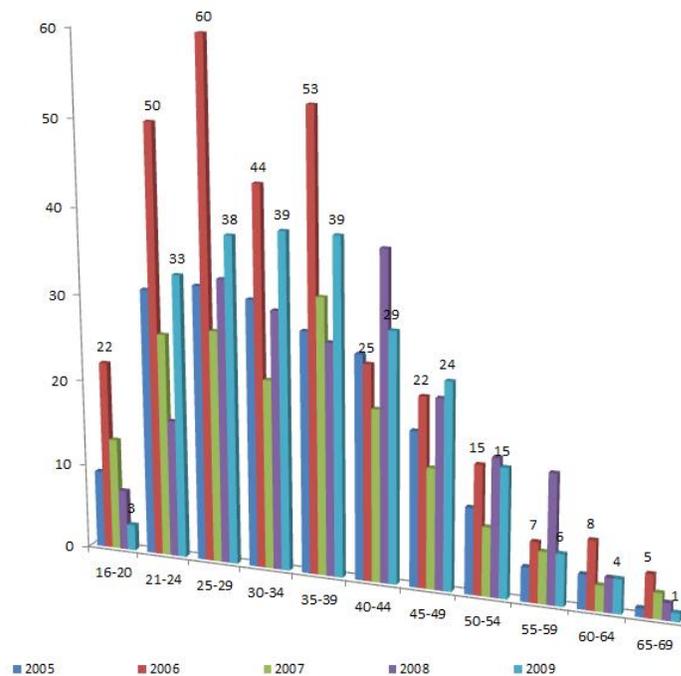


Figure 14. DUI Citation by Age Group

**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 2011.
- Reduce DUI related traffic injuries by 5% in FY 2011.
- Increase DUI arrest by 10% in FY 2011.
- Reduce Had Been Drinking (HBD) drivers in all age groups in fatal and injury collisions by 5% by September 2011.

**Programs/Strategies**

- Increase frequency, consistency, and publicity of sobriety checkpoint operations by DPS in areas on the island with highest crash rates.
- Fund a comprehensive Islandwide “Sobriety Checkpoint” program to include all law enforcement stations on the Island (sub-stations east, west, CID, Airport, and liquor control) to conduct checkpoints during “Drunk Driving, Over the Limit Under Arrest” mobilization period.

- Support law enforcement with training and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking.
- 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.
- Promote youth programs to prevent underage drinking.
- 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.

Include program management and oversight for all activities within this priority area.

### **Strategic Partners**

OHS will continue its relationship with law enforcement that does 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. OHS will send police officers to training to increase the number of Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) trained personnel in FY 2011.

## ■ **3.3 Speeding and Aggressive Driving**

Crashes related to speed continue to be a problem in American Samoa. The two recorded fatalities in 2009 are speed related. There were 209 speeding tickets issued in 2009 compared to 133 speeding violations issued in 2008 by DPS.

Based on the two fatalities recorded in 2009 which was speed related and involved young drivers, OHS has again selected speeding as a focus area in

FFY 2011. The program will continue to focus on males between the ages 16 and 39 which accounted for the majority of speed related crashes and involved in the fatal crashes. The FFY 2009 speed violations data shows that majority of the violations was issued to age group 30-34.

In an effort to provide more reliable data, the new Crash Reporting System now includes information on speed violations. The transition to this new system was fully implemented on January 1, 2009, thereby allowing law enforcement the opportunity to more properly document vehicle crashes related to speed. This will greatly assist in identifying the problems and developing improvements at locations where speed crashes might be more prevalent.

### Problem Identification and Analysis

As shown in Figure 15 below, ages 16 through 39 accounts for the most speed violations in 2008 on the island.

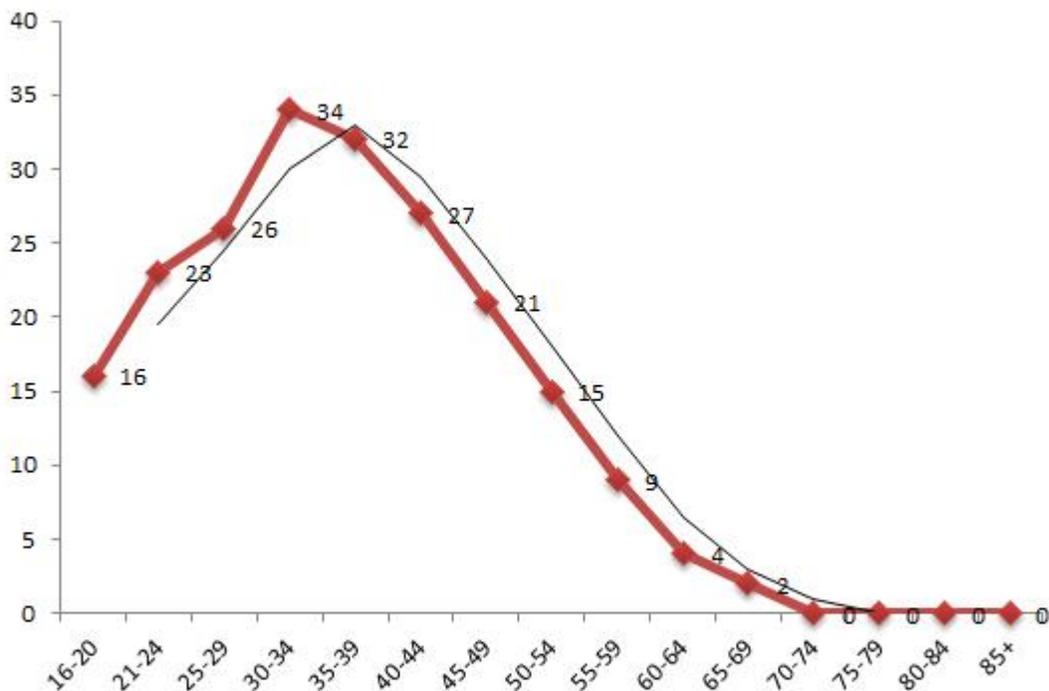


Figure 15. Speeding Citations Issued By Age Group

## **Goal**

- Reduce the total number of persons injured in traffic collisions 5% by September 2011.
- Reduce the role of speeding in highway injuries and fatalities.

## **Programs/Strategies**

- To address aggressive driving through enforcement targeting aggressive behavior that leads to crashes.
- To provide funds for full-time officers, overtime, laser and radar units, changeable message signs, preliminary alcohol screening devices, automated citation devices, and computer equipment.
- Support law enforcement with training and technical assistance aimed at increasing their effectiveness to reduce speeding and other aggressive driving behaviors.
- To encourage the involvement of village-based organizations in program planning and participation in activities to promote traffic safety.
- To promote village speed alert programs and fund movable speed bumps for use in villages with speed problems.
- To increase public awareness of the speed law and its enforcement.
- Implement an Islandwide speeding/aggressive driving campaign targeted to males 16 to 39 years old.
- Target speed enforcement patrols in school zone while school is in session.
- Continue overtime speed patrols with the DPS.
- Employ speed-activated roadside displays showing speed limit and actual speed traveled.
- Develop culturally sensitive messages as part of the program outreach efforts.

Include program management and oversight for all activities within this priority area.

## **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.

## ■ 3.4 Young Drivers

### **Problem Identification and Analysis**

The young drivers, age 16-20 years involved in DUI decreased by 7% in 2009 and speeding violations decreased to 7% in 2009 from 10% in 2008. Due to the success of the youth driver program last year, OHS have chosen to continue the Young Drivers program in FFY2011.

### **Goals**

- To decrease by 5% the number of crashes involving age 20 years or younger by September 2011.
- To reduce by 10% the number of drivers 20 years or younger in serious injury crashes crash involvement by September 2011.

### **Programs/Strategies**

- Reduce crash injuries among young drivers.
- Reduce by 10% the number of crashes that drivers 20 years old and younger are involved in (312 crashes in 2009).
- 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 20% in 2011.
- 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 2011/2012 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.
- Implement the young driver component of the “100 Days of Summer” Program.
- Collect and analyze age-related data on highway safety.

Include program management and oversight for all activities within this priority area.

### **Strategic Partners**

The American Samoa Office of Motor Vehicles is in charge of 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.

## ■ **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’s pedestrian safety data for FY 2009 shows a 30% of the total crashes (24) involve pedestrians involved in motor vehicle crashes in 2008. As illustrated in figure 16, total crashes involving pedestrians have decreased from 35 in 2005, to 24 in 2009.

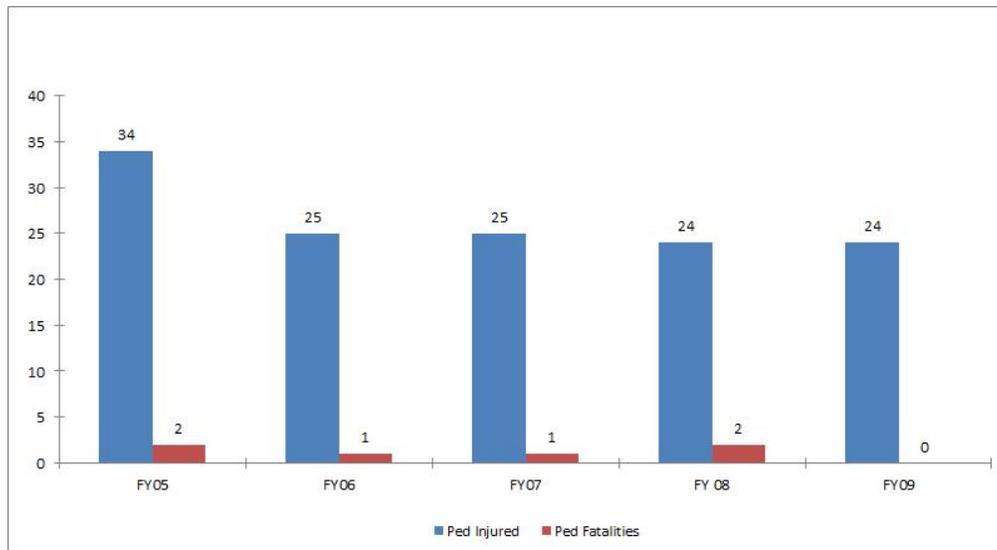


Figure 16. Total Crashes and Number of Pedestrians Involvement (2005-2009)

### Goals

- To maintain FFY 2009 0 fatalities among pedestrians.
- To reduce the total number of pedestrians injured 10% by September 2011.
- To maintain 0% of school buses fatalities and school age pedestrians injured at school zones during school hours.

### Programs/Strategies

- Fund Islandwide community pedestrian safety training project to increase knowledge of pedestrian best practices by identifying the top 10 pedestrian crash locations; training will be conducted and pedestrian safety action plan will be developed in communities with high pedestrian risk locations.
- Increase awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.

- Create a cultural and age specific public education campaigns addressing safer driving and walking behavior conducive to pedestrian safety for high risk villages and locations.
- OHS will continue to work with DPW to identify areas needing safety devices and crosswalks.

### **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.

Include program management and oversight for all activities within this priority area.

## ■ **3.6 Traffic Records**

### **Problem Identification and Analysis**

OHS plans to conduct a Traffic Records Assessment in March 2011. At that time, a revised plan will be developed that address the current improvement made to-date and recommends new improvements and enhancements that are necessary to keep moving the American Samoa Traffic Records System forward. OHS and other stakeholders have continued to improve their systems to enable exchange of information but improvements are still needed in the areas of timeliness, accuracy, completeness, uniformity, and integration. 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**

- To implement and deploy an ECitation System by June 2011.
- Expand and improve Traffic Records System databases to enable timely data exchange among highway safety systems.

- 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).

### **Programs/Strategies**

- 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.
- Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data.
- Conduct six (8) TRCC meetings.
- Utilize NHTSA 408 Grant Funding to partner with other state agencies in data coordination, management, and analysis.
- Increase the availability of safety data and traffic records to highway safety stakeholders.
- Use the new Online System for Crash Analysis and Reporting (OSCAR) to generate island-wide safety data analysis. This analysis will be made available to highway safety stakeholders.
- Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees.
- Develop a Web site for OHS to include a public page for public access to highway safety information and static data.

Include program management and oversight for all activities within this priority area.

### ■ 3.7 Planning and Administration

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, 2010.
- 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, 2010.

- 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.

## 4.0 Program Areas

### ■ 4.1 Occupant Protection Program Area

#### Seat Belt

Even though seat belt use rate increased by 13% this year from 60% to 73%, American Samoa is still below the National average. Through partnership with local radio and television stations, OHS will fund the “Next Generation – Click It or Ticket” (FUSI PE TUSI) campaign by conducting two well publicized seat belt enforcement mobilizations. To promote sustained enforcement, Department of Public Safety, Law Enforcement Division will carry out one to four days and/or nights of intensified seat belt enforcement bi-monthly. The goal of the “Next Generation – Click It or Ticket” (FUSI PE TUSI) campaign is to increase seat belt use rate to 80% by December 2011. OHS will fund DPS to offset overtime and reporting cost for the campaign.

#### Child Passenger Safety (CPS)

Child Passenger Safety Restraint use remains a difficult topic to master because of the way the primary seat law is interpreted and enforced. Child restraints use fell last year from 16% to 11%. OHS’s focus is to increase the child passenger safety compliance rate. Program will train NHTSA Child Passenger Safety technicians and instructors, but most of all, conduct child passenger safety restraint checkups, create fitting stations, and conduct educational presentations.

#### Project Number - OP-11-01

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 2010 and May-June, September 2011). 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.

**Project Number – OP-11-02**

Project Title – CIOT and Bi-Monthly Law Enforcement Campaign

Project Description – Provide funds for overtime enforcement by DPS to participate in the CIOT Mobilization and bi-monthly enforcements.

DPS will implement community outreach and enforcement measures Islandwide that are designated to increase seat belt usage for all as well as to increase the proper use of child passenger restraint systems (CPRS) for children at or below the age of six.

Enforcement efforts will focus on increasing compliance with occupant protection laws and will be implemented at high risk locations. The project goals are to reduce the number of fatalities and injuries in collisions in which victims were not using safety equipment.

**Project Number – OP-11-03**

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-11-04**

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 recertification 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 FY2011.

**Project Number – OP-11-05**

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-11-06**

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-11-07**

Project Title – Comprehensive Community Occupant Protection Grants

Project Description – Provide funding for the development of a community-based network to promote safety community programs that addresses the Island Occupant Protection problems. This grant includes activities with schools, churches, medical facilities, law enforcement, courts, media, village police, government agencies, etc. This grant develops child safety seat programs that educate and train on the correct use of safety belt and child safety seats. Activities include: conducting media events, public information campaigns, child safety check ups, child safety seat and seat belt surveys, educational presentations, providing NHTSA Certified Child Passenger Safety Technician training, disseminating educational literature, distributing low cost or no cost child safety seats to low income families, and serving as fitting stations.

**Project Number – OP-11-08**

Project Title – Program Development and 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**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
OP-11-01	Occupant Protection Paid and Earned Media	\$14,000.00	Section 402
OP-11-02	CIOT and Bi-Monthly Law Enforcement Campaign	\$120,000.00	Section 402
OP-11-03	Occupant Protection Community Educational Initiatives	\$80,000.00	Section 402
OP-11-04	Child Passenger Safety (CPS) Program Administration and Training Overtime	\$65,546.00	Section 402
OP-11-05	CPS Equipment Grants - 500 Child Safety Seats @ \$97/Each = \$48,500.00 Shipment = \$3,500	\$52,000.00	Section 406
OP-11-06	Safety Belt Survey	\$17,500.00	Section 402
OP-11-07	Comprehensive Community Occupant Protection Grants	\$20,000.00 \$50,000.00	Section 406 Section 402
OP-11-08	Program Development and Management Salary = \$16,000.00 Other Direct Cost = \$5,280.00 Travel Expenses (Conf) = \$5,500.00 Training = \$5,600.00	\$32,380.00	Section 402
402	Section 402 Funds	\$379,426.00	Section 402
406	Section 406 Funds	\$72,000.00	
<b>Total Fund</b>	All Funds	<b>\$451,426.00</b>	

## ■ 4.2 Impaired Driving Program Area

OHS continues to aggressively address impaired driving through grant funded projects and activities which have proven effective in the past to reduce impaired driving. Development of safety curriculum that compliment enforcement and reinforce the danger of alcohol use; school safety campaigns and pledge cards for high school age; after school safety activities and youth safety clubs are a few of the activities funded by OHS.

In an attempt to reach the 21 to 39 age group, the age group that comprises the most DUI offenders on the Island, OHS will launch multiple grants implementing education, prevention, and alcohol access enforcement efforts. These efforts will be strategically targeted at the local community college and within the surrounding villages. Multiple agencies, village groups, and churches will be asked to participate to provide a comprehensive approach to reducing the increasing alcohol-related traffic crashes among this group.

### **Project Number – AL-11-01**

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 2010 – January 2011, March, June - July 2011, and August – September 2011. Also provide media support to law enforcement Sobriety Checkpoint Partnership and Breath Alcohol Testing Mobile 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-11-02**

Project Title – DD-OL-UA Law Enforcement Campaign

Project Description – Provide for overtime enforcement by DPS for participation in the October-December 2010 – January 2011, March, June-July 2011, and August 2011 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-11-03**

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-11-04**

Project Title - DUI Enforcement/Education/Public Information

Project Description - Provides for comprehensive impaired driving enforcement programs implemented through DPS. The programs under this task are comprised of multiple components including increased enforcement focus on sobriety checkpoint the purchase of specialized equipment (Alco Sensor V; Night Spotter PVS-14 & 65) and the implementation of enhanced alcohol public information and education programs.

**Project Number - AL-11-05**

Project Title -Standardized Field Sobriety Test (SFST) Training/Drug Recognition Evaluator (DRE)

Project Description - This project intends to provide training to law enforcement officers to increase Drug Recognition Evaluator, Standardized Field Sobriety Tests fund the training of two police officers to be certified instructors and calibrators for the Intoximeter RBT IV (IPTM/TSI training). 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-11-06**

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-11-07**

Project Title - Youth Alcohol Purchase Enforcement Program

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. Provide overtime funding for off-duty police officers to conduct saturation patrols during high school graduation week, Teen Driver Safety week.

**Project Number - AL-11-08**

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-11-09**

Project Title - Management Information Systems/Evaluations

Project Description - Provides for the design and enhancement of DUI management information systems to have faster response time. It also provides for a comprehensive traffic safety evaluations of traffic crashes in American Samoa, along with a comprehensive analysis of certain DUI sanctions and their effectiveness.

**Project Number - AL-11-10**

Project Title - Program Development and Management

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 2011 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.

**Project Cost Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Funding Source</b>
AL-11-01	Drunk Driving. Over the limit Under Arrest (DD-OL-UA) Annual Campaigns Paid Media	\$17,000.00	Section 402
AL-11-02	DD-OL-UA Law Enforcement Campaign	\$43,804.00	Section 402
AL-11-03	Impaired Driving Community Educational Initiatives	\$30,000.00	Section 402
AL-11-04	DUI Enforcement Education/ Public Information  Specialized Equipment - Alco Sensor - 2 @ \$3,00.00 Night Spotters PVS 14 & 65) 5 @ \$3,740.00	\$24,700.00	Section 402
AL-11-05	Standardized Field Sobriety Test (SFST) Training/Drug Recognition Evaluator (DRE)	\$44,500.00	Section 402
AL-11-06	Highway Safety/ Alcohol Education and Presentations	\$20,400.00	Section 402
AL-11-07	Youth Alcohol Purchase Enforcement Program	\$50,000.00	Section 402
AL-11-08	Youth Outreach Program Education and Materials	\$40,000.00	Section 402
AL-11-09	Management Information Systems/Evaluations	\$60,000.00	Section 402
AL-11-10	Program Development and Management - Salary = \$16,000.00 Other Direct Cost = \$5,280.00 Travel Expenses (Conf)= \$5,500.00 Training = \$5,600.00	\$32,380.00	Section 402
402	Section 402 Funds	\$362,784.00	
406	Section 406 Funds		
<b>Total</b>		<b>\$362,784.00</b>	

■ **4.3 Speed Program Area**

**Project Number – SC-11-01**

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-11-02**

Project Title – Speed Enforcement Campaign “Obey the Sign or Pay the Fine”

Project Description – Provide funds for overtime speed enforcement patrol by DPS Traffic, Sub Station East and Sub Station West. Patrol will be conducted during daylight hours and there is mandatory participation in one annual enforcement period. Enforcement efforts will focus on speeding and aggressive driving and will be done at high risk locations and times on the Island.

**Project Number – SC-11-03**

Project Title – Speed Enforcement Equipment

Project Description – Procure Speed monitoring devices to display vehicle speed and serves as a warning and control device. Improve driver’s education and implement Speed Campaign toolkit

**Project Number – SC-11-04**

Project Title – Program Development and Management

Project Description – OHS is employing a full time employee to serve as the program manager to conduct speed-related programs described in this plan as well as cover travel, conference fees, and miscellaneous expenses.

**Project Cost Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
SC-11-01	Community Education	\$10,000.00	Section 402
SC-11-02	Enforcement Campaign Overtime	\$38,837.36	Section 402

SC-11-03	Speed Enforcement Equipment Traffic Monitoring Devices and Message Sign	\$40,000.00	Section 402
SC-11-03	Program Development and Management - (50% cost) Salary = \$16,000.00 Other Direct Cost = \$5,280.00 Travel Expenses (Conf)= \$5,500.00 Training = \$5,600.00	\$16,190.00	Section 402
402	Section 402 Funds	\$105,027.36	
406	Section 406 Funds	\$0.00	
<b>Total Fund</b>		<b>\$105,027.36</b>	

#### ■ 4.4 Pedestrian Program Area

**Project Number** - PS-11-01

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-11-02

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-11-03

Project Title - Program Development and Management

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

**Project Cost Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Funding Source</b>
PS-11-01	Paid Advertising	\$17,000.00	Section 402
PS-11-02	Resource Center/Print/Promotional Materials - Pedestrian/Bicycle	\$10,000.00	Section 402
PS-11-03	Program Management Program Development and Management - Salary = \$16,000.00 Other Direct Cost = \$5,280.00 Travel Expenses (Conf)= \$5,500.00 Training = \$5,600.00	\$32,380.00	Section 402
402	Section 402 Funds	\$59,380.00	
406	Section 406 Funds	\$0.00	
<b>Total</b>		<b>\$59,380.00</b>	

■ **4.5 Traffic Records Program Area**

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.

**Project Number** - TR-11-01

**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-11-02**

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 2010 Annual Report and FFY 2011 Highway Safety Plan and Annual Report. Prepare for TRCC approval a FFY 2011 section 408 Application, including a 2010 update to the American Samoa Strategic Plan for Traffic Records by April 2011.

**Project Number - TR-11-03**

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-11-04**

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-11-05**

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.

Implement a Driver History File in the current Driver License Database to provide the ability to post driver involvement in crashes, convictions of traffic

offenses and disposition in the driver records. This project identify any reporting problems from court conviction to update on the Driver License Database in two ways; checking the accuracy and completeness of driving under the influence (DUI) conviction reporting and improving the court reporting time for DUI convictions.

This project will also include the development and implementation of DUI tracking as part of the Electronic Citation System.

**Project Number - TR-11-06**

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-11-07**

Project Title - Section 408 - Emergency Medical Services

Project Description - Procure an Electronic EMS System that is NEMESIS compliant and capable of sharing data with other traffic records systems. The American Samoa EMS Information System (ASEMSIS) will be compliance with and participate in the federal data collections systems; National EMS Information System (NEMESIS) and the National Trauma Data Bank (NTDB). The system will allow for injured patient data to be linked with other systems to assist the territory in injury prevention related to traffic safety.

**Project Number - TR-11-08**

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-11-09**

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.

A web based viewing and analysis system will be created to allow users to query specific Islandwide Integrated Traffic Safety Information System data, interactively build map based reports and incorporate other data in the map (e.g., village population data; roadway feature; location data, etc.,) Users will also be able to conduct basic or advanced spatial analyses on the mapped data.

**Project Number - TR-11-10**

Project Title - Grant and Program Management System

Project Description - With the assistance of the ASOHS's current Highway Safety contractor, Ledge Light Technologies, continue to develop the remaining modules (Sub Grantee; Backup Document Scanning; Reports) of the Grant and Program Management System. The system will be used to track, monitor, and provide management reports for all OHS grants.

**Project Number - TR-11-11**

Project Title - American Samoa Driver Attitudinal Awareness Surveys

Project Description - This project will survey a sample of American Samoa drivers to determine their habits and opinions on selected traffic safety issues. This project will also assess the importance of exposure and territorial risk indices as predictor of traffic crashes beyond that of driver record factors. The information provided from the proposed project will assist traffic safety administrators and legislators in improving services and in developing more effective driver safety programs.

**Project Number - TR-11-12**

Project Title - Program Development and Management

Project Description - This task provides for the necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, and evaluation of grants within this program area, and the preparation of the section 408 grant application. This plan includes grants that will be continued from prior fiscal years. Funding is also provided under

this task to assist individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

**Project Cost Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Funding Source</b>
TR-11-01	Traffic Records Coordinating Committee (TRCC)	\$25,000.00	Section 402
	408 Grant Development	\$60,000.00	Section 408
TR-11-02	Traffic Records Management & OHS Support	\$50,000.00	Section 402
TR-11-03	Data Improvement Programs	\$110,000.00	Section 408
TR-11-04	Electronic Traffic Safety Data Collection/Analysis Tools	\$105,000.00	Section 402
	Map Interface	\$101,580.00	Section 408
TR-11-05	Court Electronic Citation Program	\$300,000.00	Section 408
TR-11-06	DPW Roadway Inventory for Crash Location Identification	\$260,000.00	Section 408
TR-11-07	EMS Software	\$50,000.00	Section 408
TR-11-08	DOH System Integration	\$60,000.00	Section 408
TR-11-09	Traffic Safety Data Portal	\$80,000.00	Section 408
	Traffic Safety Portal	\$50,000.00	Section 402
TR-11-10	Grants and Program Management System	\$80,000.00	Section 402
TR-11-11	American Samoa Driver Attitudinal Awareness Surveys	\$40,000.00	Section 402
TR-11-12	Program Development and Management (Contractual)	\$80,000.01	Section 408
402	Section 402 Funds	\$350,000.00	
406	Section 406 Funds	\$0.00	
408	Section 408 Funds	\$1,071,580.01	
<b>Total</b>		<b>\$1,421,580.01</b>	

## ■ 4.6 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.

### **Project Number – PT-11-01**

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.

### **Project Number – PT-11-02**

Project Title – Selective Traffic Enforcement and Education Program (STEEP)

Project Description – Funding in this task provide personnel, equipment, and operating costs to conduct traffic safety enforcement and education. The primary goal includes reduction of the number of persons killed in alcohol-involved, speed-related and night time collisions. A successful PTS program must also have a community based effort. The purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations and community-based organizations. Under such program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems.

Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers; changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, personnel positions and overtime.

### **Project Number – PT-10-03**

Project Title – Traffic Enforcement Vehicles

Project Description – OHS will procure two patrol police vehicles that were previously approved for purchase in FFY 2010. The vehicles procurement was

delayed pending the acceptance of vendor's proposals. Vehicles on order and will be delivered October 2010.

**Project Number - PT-11-04**

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.

Provide routine maintenance for program vehicles and motorcycles at a pro-rated rate for highway safety use. Each program vehicle will charged at 70% of maintenance cost to highway safety program. The following is the breakdown for vehicle maintenance cost:

Service	Cost	Pro-rated Plan
Complete Service w/Oil Change	\$85 + \$45 = \$130 per qtr. Per Vehicle  4 Qtr. = \$520 x 6 vehicle \$3120.00	PT pays 50%, Local pays 50%  PT % = \$1,560.00
2 OHS Vehicles	4 Qtr. = \$520 x 2	\$1,040.00 (OP & AL)
4 Motorcycles Services	\$75/hr. @ 80hours (annual) = \$6,000.00	PT pays \$3,000.00 Local = \$3,000.00
Major Repair for 2 Program Vehicles	\$85 Labor/hr. @ 12 hours x 2	\$2,040 (OP & AL)
Fuel	See above (PT-11-03) for cost breakdown	\$8,000.00

**Project Number - PT-11-05**

Project Title - Program Development and Management

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

**Project Cost Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Funding Source</b>
PT-11-01	Law Enforcement Training	\$10,000.00	Section 406
PT-11-02	Selective Traffic Enforcement and Education Program (STEEP)	\$231,077.37 \$21,553.76	Section 402 Section 406
PT-11-03	Capital Equipment - Enforcement Vehicles - 2010 Tahoe PPV (2WD) 2 Tahoe @ 41,255.00 = \$82,590 Shipping 2 @ \$3,900 = \$7,800	\$90,310.00	Section 406
PT-10-04	Traffic Enforcement Fuel and Maintenance - Vehicle & Motorcycle (50%) Program Vehicles (100%) Enforcement & Program Vehicle Fuel	\$4,560.00 \$2,040.00 \$8,000.00	Section 406
PT-11-05	Program Management		
402	Section 402 Funds	\$231,077.37	
406	Section 406 Funds	\$136,463.76	
408	Section 408 Funds	\$0.00	
<b>Total</b>		<b>\$367,541.13</b>	

■ **4.7 Planning and Administration**

**Project Number** - PA-11-01

**Project Title** - Administration of the Territory Traffic Safety Program

**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.

Other funds in this program area are used to contract with Ledge Light Technologies for technical and other program management support services.

**Project Staff** - Fred Scanlan, and selected support staff.

**Project Budget/Source** - \$174,323.28 of Section 402

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PA-10-01	Planning & administration		Section 402
	<u>Personnel Cost</u>		
	- Program Coordinator		
	- Fiscal Officer	\$88,000.00	
	- Data Analyst		
	- Procurement Office		
	Travel Expenses (4 Trips)	\$22,000.00	
	Indirect Costs	\$29,040.00	
	Other Direct Costs	\$31,843.00	
	Contractual Services	\$3,440.28	
402	Section 402 Funds	\$174,323.28	
<b>Total Fund</b>		<b>\$174,323.28</b>	

## **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

### **Certifications and Assurances**

#### **Section 402 Requirements**

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,**
- **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.**

**(23 USC 402 (b)(1)(E));**

**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(l)).**

### **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**

The State will report 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 the Office of Management and Budget in subsequent guidance or regulation.

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.

**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.

### **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.

### **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.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

### Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its

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

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

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

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

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

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

## 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.

**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

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**Governor's Representative for Highway Safety**

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AMERICAN SAMOA  
**State or Commonwealth**

2011  
**For Fiscal Year**

11/04/2011  
**Date**