

# American Samoa Highway Safety Plan

Federal Fiscal Year 2018

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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  
Pago Pago, AS 96799

Honorable Lolo M. Moliga,  
Governor

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American Samoa  
Highway Safety Plan  
Federal Fiscal Year 2018

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- **1.0 Introduction to the American Samoa Highway Safety Planning Process**

- **1.1 Executive Summary**

This American Samoa Highway Safety Performance Plan (HSPP) for Federal Fiscal Year (FFY) 2018 serves as the Territory's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available Section 402 State and Territory Highway Safety grants program and the Section 405 National Priority Safety Program of Moving Ahead of Progress in the 21st Century (MAP-21). The Government of American Samoa, Department of Public Safety (DPS) Office of Highway Safety's (OHS) goals, performance measures, and strategies related to the program areas are described in this plan.

To identify the issues to be addressed in the FFY 2018 highway safety program, OHS relied primarily on 2011 to 2015 trend data and whenever possible. When assessing safety needs and programming potential, it is important to understand how American Samoa differs from the nation and other territories. The Territory's annual motor vehicle population, annual crashes, and number of fatalities are significantly lower compared to other territories and states. As such, one fatality is significant and can impact the analysis results. Increase or decrease in percentages, particularly from one year to the next must be carefully analyzed for true impact.

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

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

- **Occupant Protection** - For the past four years American Samoa has been using the sampling procedures which were put into effect by the National Highway Traffic Safety Administration (NHTSA) for seat belt survey. There has been a slow, but steady increase in overall usage rates from 75% in 2013, 76% in 2014, and 77% in 2015 to 83% in 2016. We had witnessed a significant increase of 6% on seat belt usage in 2016 from the three previous years' average putting American Samoa closer to the national level. Although improving, American Samoa usage still remains below the nation for restraint and seatbelt use, this is an area that OHS will continue to monitor and emphasize through enforcement

and media campaign. In addition to enforcement, public awareness of the Child Safety Restrain law on the Island continues through paid media.

**Impaired Driving** - Alcohol impaired driving has been significantly decreased 79% from 48 crashes in 2014 to 10 crashes in 2015 on the Island as alcohol related.

- **Speed** - American Samoa recorded two speed related fatalities in 2015. An unhelmeted motorcyclist speeding to avoid a traffic officer, and a runaway vehicle off the road. Speed comprised a large share of the territory's motor vehicle crashes due to new improved resurfacing of major avenues of American Samoa's highway. Everyday enforcement continued to deter speed related crashes.
- **Traffic Records** - The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State. The Traffic Records Coordinating Committee (TRCC) started working on the American Samoa Traffic Records Coordinating Committee Five-Year Strategic Plan (FY 2013-FY 2018). OHS safety stakeholders have continued to improve the exchange of information but still need improvement in the areas of a timely, accurate, complete, uniform, and integrated system. Traffic Records Assessment was completed in February 2016.
- **Planning and Administration** - The OHS will continue to serve as the primary agency responsible for insuring that highway safety concerns for American Samoa are identified and addressed through the development and implementation of appropriate programs and countermeasures.

American Samoa expects to receive an estimated \$800,000.00 in highway safety grants in Federal Fiscal Year 2018 (October 1, 2017 through September 30, 2018).

• **1.2 American Samoa Traffic Safety Trend**

Core Outcome Measures	Progress Report Data 2011 to 2015				
	2011	2012	2013	2014	2015
C-1 – Traffic Fatalities <i>Reduce total fatalities by 50 percent from 2 (2011-2015 average) to 1 by 2018</i>	0	1	2	2	2
C-2 – Serious Traffic Injuries (Incapacitating) <i>Reduce serious traffic injuries by 66 percent from 3 (2011-2015 average) to 1 by 2018</i>	8	5	1	1	1
C-3 – Fatalities/VMT Total <i>Reduce fatalities/VMT by __ percent from __ ( __ _ average) to ____ by ____</i>	N/A	N/A	N/A	N/A	N/A
C-3- Fatalities/VMT – Rural	N/A	N/A	N/A	N/A	N/A
C-3-Fatalities/VMT -Urban	N/A	N/A	N/A	N/A	N/A
C-4-Unrestrained Passenger Vehicle Occupant Fatalities in all seating positions. <i>Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 100 percent from 1 (2011-2015) to 0 by 2018</i>	0	0	1	0	1
C-5-Alcohol Related Fatalities <i>Reduce alcohol impaired driving fatalities 100 percent from 1 (2011-2015 average) to 0 by 2018</i>	0	0	1	0	0
C-6-Speed Related Fatalities <i>Reduce speeding-related fatalities by 100 percent from 1 (2011-2015 average) to 0 by 2018</i>	0	1	1	0	2
C-7-Motorcycle Fatalities <i>Reduce motorcyclist fatalities by 100 percent from 1 (2011-2015 average) to 0 by 2018</i>	0	0	0	0	1
C-8-Unhelmeted motorcyclist fatalities <i>Reduce unhelmeted motorcyclist fatalities of 100 percent from 1 (2011- 2015 average) to 0 by 2018</i>	0	0	0	0	1
C-9-Drivers Age 20 or younger involved in fatal crashes <i>Reduce drivers age 20 or younger involved in fatal crashes by 100 percent from 1 (2011-2015 average ) to 0 by 2018</i>	0	0	0	0	1
C-10-Pedestrian Fatalities <i>Maintain pedestrian fatalities of 0 percent from (2011-2015 average)to 0 by 2018</i>	0	0	0	0	0
C-11 Bicyclist Fatalities <i>Maintain bicyclist fatalities of 0 percent from ( 2011-2015 average) to 0 by 2010</i>	0	0	0	0	0
Not In Traffic System (NITS)	1	1	1	2	NC

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B-1 Observe seat belt use for passenger vehicles, front seat outboard occupants (%)	77	75	75	76	77
<i>Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.5 percentage points from 77 percent in 2015 to 84 percent in 2018</i>					
A-1 Seat Belt citations issued during grant funded enforcement activities	1723	1185	NC	1139	1085
A-2 Impaired driving arrests made during grant funded enforcement activities	201	139	106	117	76
A-3 Speeding citations issued during grant funded enforcement activities	1590	1660	1770	1961	1268
Number of Persons Injured	78	70	68	108	76
Total Crash	688	437	590	680	544
Alcohol Related Crashes	6	13	66	48	10
Speed Related Crashes (by Community / municipality)	6	2	4	0	2
Total DUI Arrest					76
	201	146	106	117	
Alcohol Related Injuries	78	58	53	78	74
Child Restrain Citations	N/A	N/A	N/A	193	167

Legend: NC=Not Collected / NA=Not Applicable / NO = Not Observed

**C-1: Traffic Fatalities in American Samoa, 2011-2015**

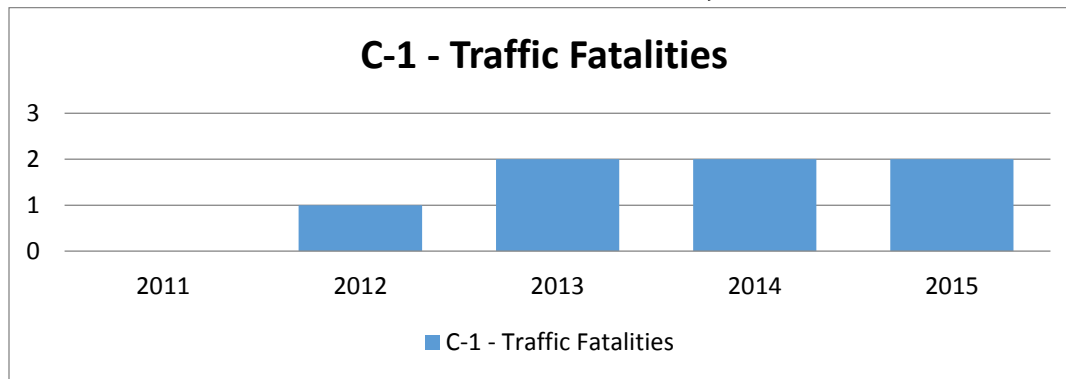
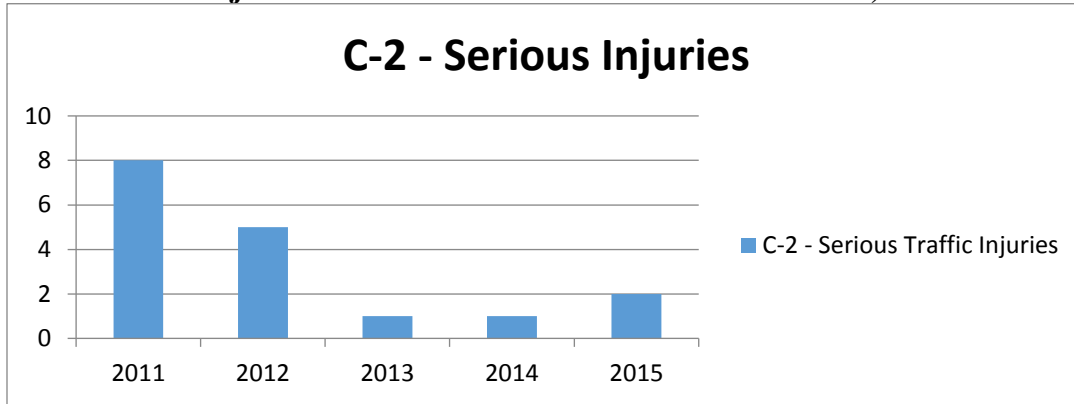


Figure 1. Traffic Fatality Trends (2011 - 2015) in American Samoa

American Samoa did not accomplish its goal of maintaining “Zero” deaths on its roadways. Hoping to reduce traffic fatalities by 100 percent of 2 (2011-2015 average) to 0 by 2018.

**C-2: Serious Injuries in Traffic Crashes in American Samoa, 2011-2015**



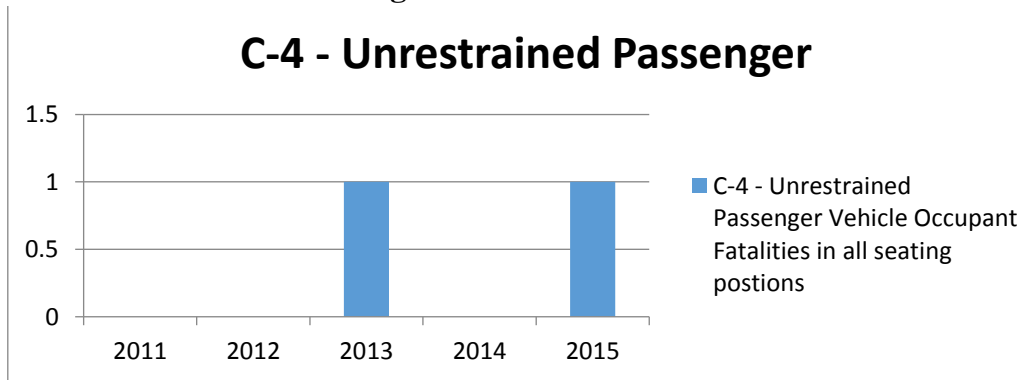
**Figure 2. Injury Trends (2011-2015)**

Motor vehicle related injury crashes have been steadily decreasing in American Samoa. A significant decrease of 88% in 2015 from 2011. American Samoa’s goal is to reduce serious traffic injuries by 66% from an average of 3 (2011-2015) to 1 by 2018.

**C-3: Fatalities/VMT Total 2011-2015**

Not Applicable to American Samoa.

**C-4: Unrestrained Passengers**



**Figure 4. Unrestrained Trend 2011-2015**

American Samoa did not accomplish its goal of maintaining zero unrestrained passenger fatality rate. Our goal is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 100 percent from 1 (2011-2015 average) to 0 by 2018.



**C-5: Drivers Age 21+ Involved in Fatal Crashes 2011- 2015**

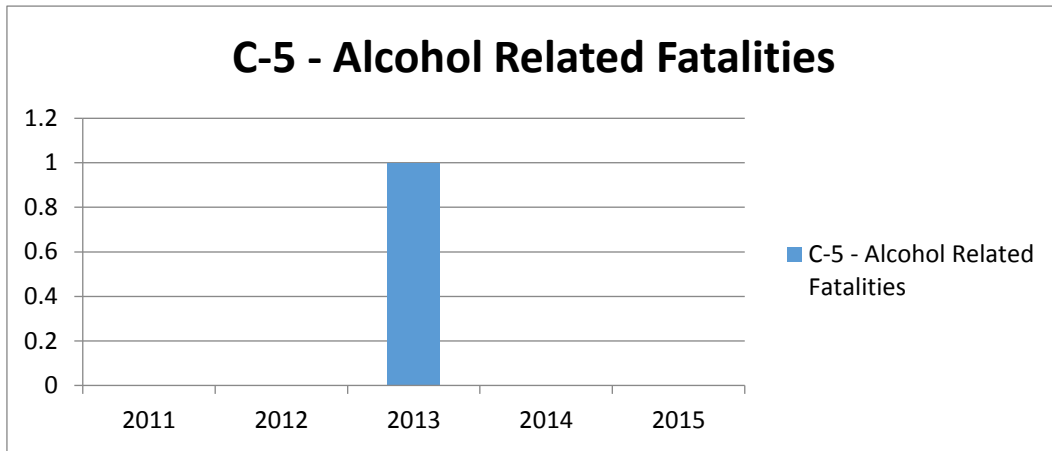


Figure 5. Alcohol Related Fatalities Trend.

American Samoa continues to maintain zero alcohol related fatalities 2014-2015. Our goal is to reduce alcohol impaired driving fatalities 100 percent from 1 (2011-2015 average) to 0 by 2018.

**C-6: Speed Related Fatalities 2011 -2015**

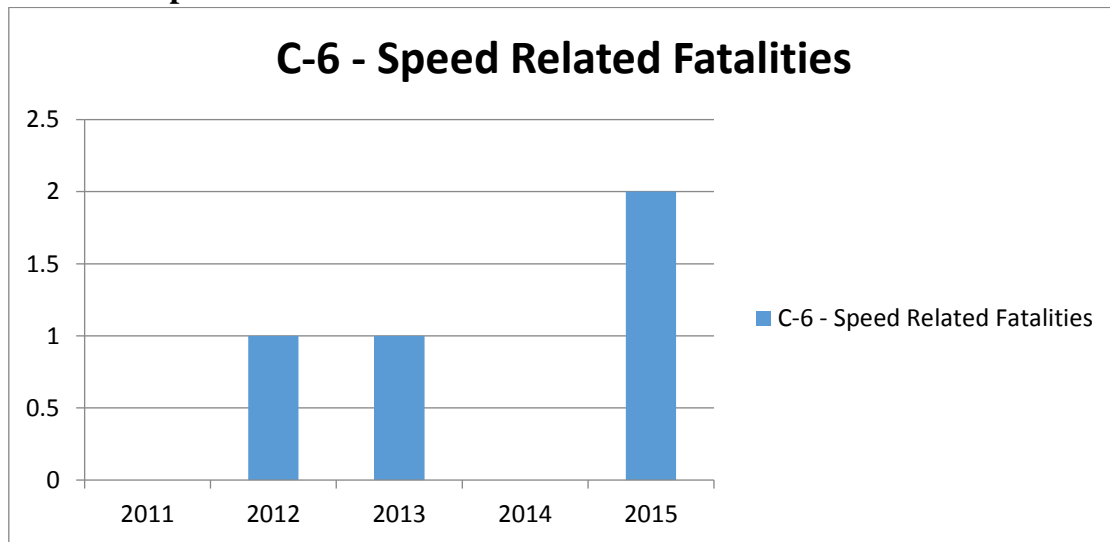


Figure 6. Speed Related Trend.

American Samoa did not maintain “Zero” speed related fatalities over a five year span (2011-2015). Our goal is to Reduce speeding-related fatalities by 100 percent from 2 (2011-2015 average) to 0 by 2018.

**C-7: Motorcycle Fatalities 2011-2015**

American Samoa has one fatality from 2011 to 2015.

**C-8: Unhelmeted Motorcyclist Fatalities 2011-2015**

American Samoa has one unhelmeted fatality from 2011 to 2015.

**C-9: Drivers Age 20 or younger involved in fatal crashes 2011-2015**

American Samoa has one age 20 involved in fatal crashes from 2011 to 2015.

**C-10: Pedestrian Fatalities 2011-2015**

American Samoa maintains zero pedestrian fatalities from 2011 to 2015.

**C-11: Bicyclist Fatalities 2011-2015**

American Samoa maintains zero bicyclist fatalities from 2011-2015.

**2018 Performance Goals**

**Table 1. Performance Goals**

Program Areas	Performance Measures	Base Level	Base Date	Goal	By Year
<b>Total Program</b>					
C-1: Total Fatalities	Fatalities	2	2014	Decrease to 0	2018
C-2: Total Serious Injuries	Serious Injuries	1	2014	Decrease to 0	2018
<b>Occupant Protection</b>					
C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities, all seats positions	All Occupants	0	2014	Decrease to 0	2018
B-1: Observed Seat Belt Use for Passenger Vehicles, front seat outboard occupant (Islandwide observational surveys)	Front seat Occupant	76%	2014	Increase to 84%	2018
B-2: Child Passenger Restraints Use	All Children	23%	2014	Increase to 28%	2018

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All Occupant Fatalities	Restraints	0	2014	Maintain 0	2018
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**Alcohol**

C-5: Alcohol Impaired Driving Fatalities (fatalities involving driver or a motorcycle operator with BAC of .08 or above)	Drivers or motorcycle operator with .08 & above BAC	0	2014	Maintain 0	2018
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C-6: Alcohol Related Crashes	Alcohol related crashes	48	2014	Decrease to 24	2018
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**Speed**

C-7: Speed Related Fatalities	Speed related fatalities	2	2011-2015	Maintain 0	2018
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**Motorcycle**

C-8: Motorcycle Fatalities -Unhelmeted Motorcyclist Fatalities	Unhelmeted Motorcyclist fatalities	0	2014	Maintain 0	2018
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**Drivers age 20 or younger**

C-9: Drivers age 20 or younger involved in fatal crashes	Drivers age 20 or younger involved in fatal crashes	0	2014	Maintain 0	2018
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**Pedestrians**

C-10: Pedestrian Fatalities	Speed related	0	2014	Maintain 0	2018
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## • **2.0 Highway Safety Performance Plan**

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

To reduce the traffic crashes, traffic fatalities, injuries and property damage on American Samoa roadways, and

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 its partners to ensure coordination between the Highway Safety Plan (HSP) and other related highway plans, 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 2018 outlines the process used to identify specific highway safety problem areas, develop countermeasures to correct those problems, and monitor the performance of those countermeasures.

### • **2.1 Proposed Timeline and Process**

Under the American Samoa Office of Highway Safety management staff, the following timeline and process described in Table 2 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 2. American Samoa Office of Highway Safety Annual Safety Planning Calendar.**

<b>Month</b>	<b>Activities</b>
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. Draft the Performance Plan for review and approval. Attend Pre-HSP meeting at a location designated by NHTSA 9. Hold meetings with potential subgrantees.
June - July	Conduct strategic planning with key stakeholders to review recent highway safety trends and issues to create project proposals for staff review. Submit the final Performance Plan (HSP) to NHTSA.
August -September	Issue Request for Proposals (RFP) and applications for Grant Funding (HS-1) based on availability of Federal funding. FFY 2018 Year grants and contracts are finalized.
October	Implement grants and contracts. Begin work on the FY 2017 Annual Report.
November - December	OHS closeout the prior fiscal year.

## **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 Human and Social Services
- American Samoa Fire Bureau
- Emergency Medical Services
- Religious Groups
- Department of Health
- Department of Public Works
- Department of Information (KVZK – Media)
- Samoa News (Osini Faleatasi, Inc.)
- Radio Station – 92.1 KSBS – FM

## **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; Traffic (Speed); Other Road Users; and Traffic Records.

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

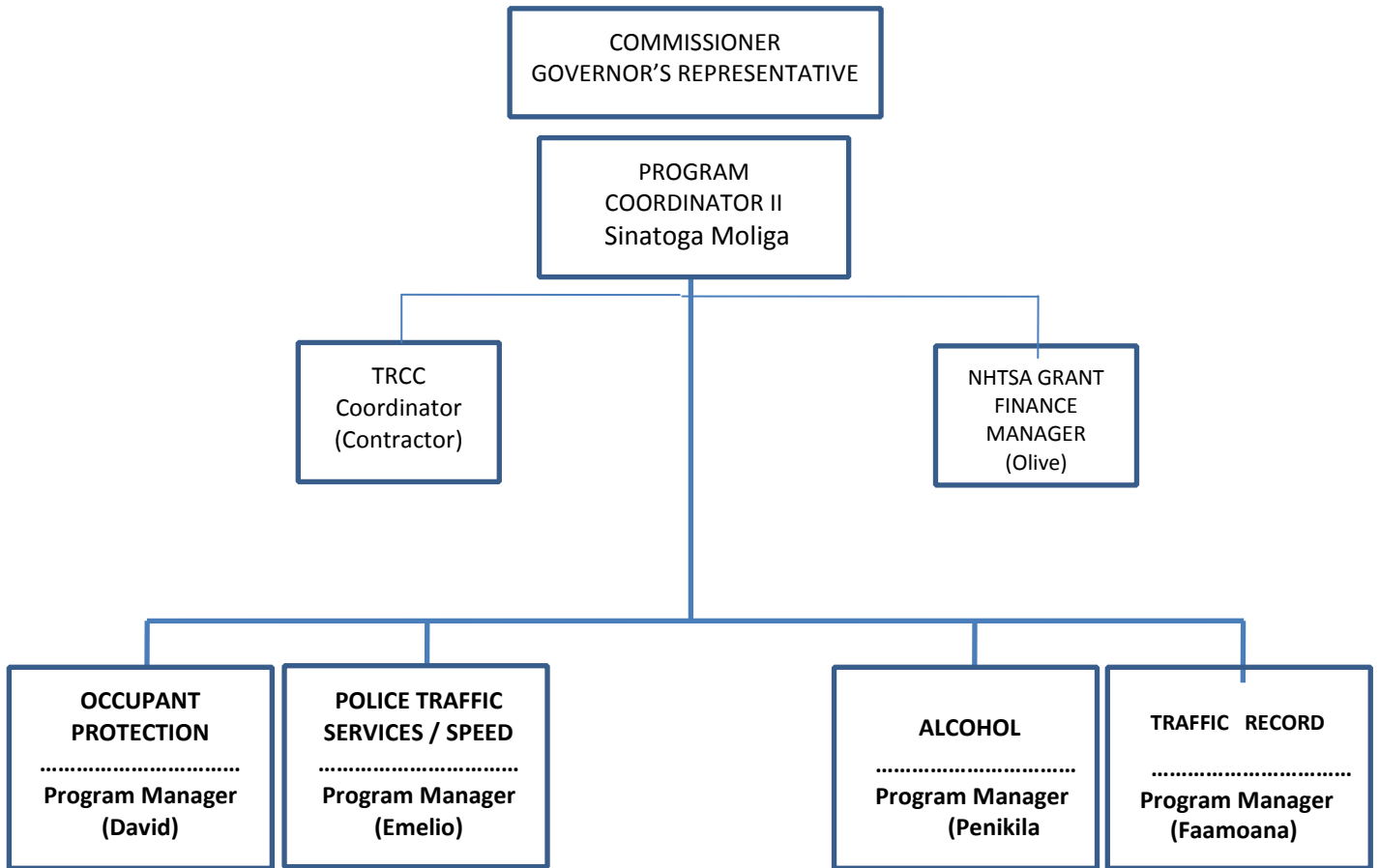
All grantees will be required to provide quarterly reports to the Program Manager, including invoices, timesheets, and any other documentation necessary for monitoring, reporting, and overseeing of program areas. Field visits also may be required for evaluation of the effectiveness of the program and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

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

- **2.2 Organization**

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.

## Organization Chart



### Office of Highway Safety Staff

Sinatoga Moliga, Program Coordinator

Olive Leulu, Financial Manager

Faamoana "Ina" Roe, Traffic Record, Program Manager

David G. Bird, Occupant Protection Program Manager

Penikila Solomon, Alcohol Program Manager

Emelio Fruean, Police Traffic Services / Speed, Program Manager



## • **2.3 Evidenced Based Enforcement Plan (EBE)**

In 2018, American Samoa Department of Public Safety plans to maintain its goal of reducing fatalities, injuries and fatal crashes. In formulating a strong enforcement plan, DPS-OHS in American Samoa will utilize data collected from previous years to present, to pinpoint the exact location or locations of crashes. Based on this information, DPS-OHS will be able to identify the most critical problem areas where critical projects are to be focused on and increase in the enforcement and needs of the community.

In order to reduce fatalities, injuries and crashes, the American Samoa Department of Public Safety-Office of Highway Safety focuses its enforcement around the following core programs:

- ❖ Impaired Driving
- ❖ Occupant Protection to Include Child Restraints and
- ❖ Speed

Section 402 and funding is targeted to the areas of the highest incidence of traffic problems and/or alcohol related problems. As outlined in the problem identification section of the plan, the sub-grantees are notified by American Samoa Department of Public Safety-Office of Highway Safety. The sub-grantees use data information to support their enforcement strategies, equipment needs and educational material requests. American Samoa DPS-OHS will conduct enforcement activities combining with Speed and Impaired Driving in 2018 with emphasis on the location of high crash incidences.

For the past five years, alcohol impaired driving has been significantly decreased 79% from 48 crashes in 2014 to 10 crashes in 2015. Currently, DPS-OHS is unable to determine or recognize other impairments such as illegal drug as a contributing factor to these crashes.

The American Samoa Office of Highway Safety continues to record safety belt usage rates at a high level and recognizes the efforts to increase usage on a continuity level. For the past four years, there has been a steady increase in overall usage rates from 75% in 2013, 76% in 2014 and 77% in 2015. In 2016, American Samoa DPS-OHS analyzed the observational safety belt usage information along with crash data and identified the low usage rate to compare with the areas of high crash incidences to determine if it is tied into the unrestrained vehicle occupant fatalities, thus, determining that safety belt usage will be one of the primaries focuses of enforcement and education/community outreach.

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High visibility enforcement efforts are strengthened with the use of data. American Samoa Department of Public Safety-OHS utilizes reports designed by Online State Crash Analysis Reporting System (OSCAR). Standard reports designed by OSCAR breaks down the fatality and serious injury data. Such reports assist in the adjustment of enforcement plan as needed for continuous safety improvements and adjust strategies effective to their needs.

Department of Public Safety Office of High Safety program managers will continue to work closely with agencies to evaluate and assess reports productivity as well as progress towards defined goals.

American Samoa Department of Public Safety Office of Highway Safety will continue to educate and reach out to the general public at large on highway safety issues. With the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national and territory priority areas. These areas include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, and Traffic Records. Funding will be utilized to increase awareness on dangers of drinking and drugged driving, speed, seatbelts on media advertisements.

**Federal Fiscal Year 2018 Highway Safety Plan Cost Summary**

*Table 3. FY 2018 Cost Summary*

<b>Project Title</b>	<b>Carry Fwd.</b>	<b>Propose</b>	<b>Total</b>
Planning & Admin 402	500.00	92,400.00	92,900.00
Planning & Admin FAST ACT 402	10,000.00		10,000.00
Occupant Protection 402	20,000.00	161,936.00	181,936.00
OP-FAST ACT 402	20,000.00		20,000.00
Paid Media 402	20,000.00		20,000.00
PM - FAST ACT 402	10,000.00		10,000.00
Alcohol Countermeasures 402	20,000.00	114,502.00	134,502.00
AL - FAST ACT 402	20,000.00		20,000.00
Police Traffic Services 402	50,000.00	190,190.00	240,190.00
PTS -FAST ACT402	20,000.00		20,000.00
Speed Control 402	15,000.00	13,686.00	28,686.00
SC - FAST ACT 402	20,000.00		20,000.00
Traffic Records 405 ©	0	975,000.00	975,000.00

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Traffic Records 402	20,000.000	152,600.00	172,600.00
TR - FAST ACT 402	25,000.00		25,000.00
<b>Total Program Cost</b>	<b>270,500.00</b>	<b>1,700,314.00</b>	<b>1,970,814.00</b>

• **3.0 Program Areas for FFY 2018**

In the 2018 Highway Safety Plan, American Samoa OHS will fund projects on the condition that federal appropriations are received for FY 2017.

• **3.1 Planning and Administration**

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

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. 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.

### **Program Performance Measures**

- Integrate recommendations from NHTSA's Program Management Review Performance Enhancement Plan (PEP) within specified timeframe.
- Conduct a Stakeholders' meeting to receive input for development of the FFY 2018 Highway Safety Performance Plan.
- Deliver the FFY 2017 Annual Report by December 31, 2017.
- Deliver the Federal Fiscal Year 2018 Highway Safety Performance Plan by July 1, 2017.

## **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 DPS and all grant recipients.

## **Planned Activity**

- Fund travels

1	<p>Project Number – PA-18-01                  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, consultant service, and most operating costs. The portion of all other OHS personnel salaries, as well as certain operating expenses directly related to program development, coordination, monitoring, and evaluation are charged to the appropriate program area. Funds will also be used for travel to meetings and conferences for both staff and Governor’s Representative (GR).</p> <p>Fiscal Manager salary: \$8,400 (20%)                  FM Travel: \$10,000.00                  Program Coordinator salary: \$26,000 – 50%                  PC Travel: \$20,000.00                  GR Travel:\$10,000.00                  Other Direct Cost: \$18,000</p>
<b>Project Budget/Source - \$92,400.00 of Section 402</b>	

**Project Cost Summary**

Project Number	Project Title	Budget
PA-18-01	Program Management	\$92,400.00

**• 3.2 Occupant Protection**

*Table 4. Occupant Protection Behavior Measures (Observed Seat Belt Usage Rate)*

Core Behavior Measure	2011	2012	2013	2014	2015
B-1: Seat Belt Rate (Islandwide observational surveys)	77%	75%	75%	76%	77%
B-2: Child Passenger Restraints Use	27%	23%	NC	NC	NC

*Table 5. Yearly Comparison for Seatbelt Usage 2011 – June 2015*

Year	June 2011	June 2012	June 2013	June 2014	June 2015
Observed:	Post	Post	Post	Post	Post
Vehicles					3501
Total					3501
Compliance	77%	75%	75%	76%	77%

American Samoa’s goal is to increase Islandwide observed seat belt use of front seat outboard occupants in passenger vehicles by 6% of 77% from May 2015 to 84% by June 2018.

### **Occupant Protection Countermeasures**

1	<p><b>Project Number - OP-18-01</b></p> <p>Project Title - Program Development and Management</p> <p>Project Description - Provide sufficient staff to conduct occupant protection-related programming described in this plan as well as cover training, travel, conference fees, office space, storage lease and miscellaneous expenses. Provide funding for community incentive outreaches in support of OP goals.</p> <p>Program Manager: <b>David Bird</b></p> <p>Program Management salary, including increment, promotion, fringe and indirect cost: \$30,800.00</p> <p>Fiscal Manager: \$8,400.00 (20%)</p> <p>Partnership Meeting &amp; Lifesaver Conference \$8,300</p> <p>Program Management Training \$5,500</p> <p>Office cost: \$5,000.00</p> <p><b>Project Cost: \$58,000</b></p>
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**2 Project Number – OP-18 -02**

Project Title – CIOT Enforcement Campaign and Fitting Station

Project Description – Provide funds for overtime enforcement by DPS to participate in the CIOT Mobilization and monthly enforcements. Also fund CPS fitting station overtime.

DPS, OHS, DOH (Prenatal)and Social Services (Child Care)will implement 15 community outreach and enforcement measures Island wide 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.

1-Major Enforcements: 20 Officers x 84hrs x Time ½ =

Average salary for officers for time and a half per hour is= \$14.25 x 20 officers x #hours x IDC (16.70%) = (see table below).

<b>Click It Or Ticket Campaign</b>						
No Officers	Avg. Hrs. per Time and half	Enforcement Hours (per event)	Total	IDC (16.70%) Place Holder	Fringe (16.7%)	Total with IDC &Fringe
<b>20</b>	<b>\$14.25</b>	<b>84</b>	<b>\$23,940</b>	<b>\$3,998</b>	<b>\$3,998</b>	<b>\$31,936</b>

15 Community Outreaches(island wide)

5 for CPS and 10 Seat Belts.

**Project Cost: \$31,936.**

**3 Project Number – OP-18-03**

Project Title – Safety Belt Survey

Project Description – Before and after the May – June CIOT Mobilization, a contractor will conduct a post and pre to include Territory wide telephone survey to determine whether there has been an improvement in American Samoa’s resident’s knowledge and perception of occupant protection laws, enforcement of those laws, and awareness of the media campaign. To fund Paid Media for public education.

1. 2- Surveys: \$15,000.00

2. Paid Media: \$7,000

**Project Cost: \$22,000.00**

<b>4</b>	<p><b>Project Number - OP-18-04</b></p> <p>Project Title - Car Seat</p> <p>Project Description - In FY 2014, 193 Child Restrain citations issued and was slightly decreased to 167 in FY 2015. Funding will be utilized to purchase 50 car seats.</p> <p>1. 100 Car Seats: \$30,000 (50 infants car seats/50 toddler booster seats)</p> <p>2. 4 CPS Technicians for recertification: Travel &amp; per diem - \$20,000.</p> <p><b>Project Cost: \$50,000.00</b></p>
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### Project Cost Summary

Project Number	Project Title	Budget
OP-18-01	Program Development and Management	\$58,000
OP-18-02	CIOT & CPS Campaign / Fitting Station	\$31,936
OP-18-03	Safety Belt Survey	\$22,000
OP-18-04	Car Seat	\$50,000
<b>Total Fund</b>	<b>All Funds</b>	<b>\$161,936.00</b>

- **3.3 Impaired Driving**

The American Samoa Office of Highway Safety (ASOHS) recognizes the magnitude of the impact that alcohol has on roadway safety and also introducing a strong indication of drug use has continued to aggressively address impaired driving through grant funded projects which use proven countermeasures to reduce impaired driving.

American Samoa maintained its “Zero” DUI related fatality from 2014-2015, data collected. American Samoa after three consecutive years of an average of 42 alcohol related crashes, it shows a significant decrease of DUI related crashes by 79% from FY 2014 of 48 to 10 in FY 2015.

Our goal is to reduce FY 2015 DUI related crashes 50 percent of 10 to 5 in FY 2018.



• **3.4 Alcohol Countermeasures**

1	<p><b>Project Number - AL-18-01</b></p> <p>Project Title - Program Development and Management</p> <p>Project Description - Provide for necessary staff time and expenses incurred by OHS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area and the preparation of the 2018.</p>
	<p>Highway Safety Plan. Provide funding to cover training, travel, conference fees, office supplies and other miscellaneous expenses. This includes AL program vehicle mileage.</p> <p>Manager: Penikila Solomona</p> <p>Program Management salary, including increment, promotion, fringe and indirect cost: \$33,400.00</p> <p>Fiscal Manager: \$8,400. - 20%</p> <p>Partnership Meeting &amp; Lifesaver Conference \$8,300</p> <p>Program Management Training \$5,500</p> <p>Office cost: \$5,000.00</p> <p><b>Project Cost: \$60,600</b></p>
2	<p><b>Project Number - AL-18-02</b></p> <p>Project Title -Community Outreach / Incentive</p> <p>Project Description -Provide funding for community outreach, and national campaigns in supporting impaired driving goals. This effort will educate the public about the risks and cost of impaired driving as well as the Territory’s impaired driving laws. Primary audience will be males ages 16 to 39 with a secondary audience of diverse populations. Provide funding for incentives used for community outreach i.e. contests and sponsorships focusing problem area. OHS will support Department of Human and Social Services during the month of December in support of their 3-D, Don’t Drink and Drive, national prevention campaign. Provide funding for Paid Media.</p> <p>10 Community Outreaches / 3-D Prevention (island/statewide)</p> <ol style="list-style-type: none"> <li>1. Materials: \$5,000</li> <li>2. Sponsorship Program: \$1,000</li> </ol> <p><b>Project Cost: \$6,000</b></p>

**3 Project Number - AL-18-03**  
 Project Title - Drive Sober or Get Pulled Over Campaign  
 Project Description - Provide funding for overtime enforcement during campaign period from December 2015 - January 2016 Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and will be conducted during high-risk time and various locations on the Island.  
 1-Major DUI Enforcement: 30 Officers x #hrs. x Time 1/2 and straight time =  
*Average salary for officers for time and a half per hour is= \$14.25 x 30 officers x #hours x IDC (Indirect Cost at 16.70%) = (see table below).*

No Officers	Avg. Hrs. per Time and half	Enforcement Hours (per event)	Total	IDC (16.70%)	Fringe Benefit (16.7%)
30	\$14.25	84	\$35,910.00	\$5,996.00	\$5,996.00
<b>Project Cost: \$47,902.00</b>					

### Project Cost Summary

Project Number	Project Title	Budget
AL-18-01	Program Development and Management	\$60,600
AL-18-02	Community Outreach / Incentive	\$6,000
AL-18-03	DSOGPO Law Enforcement Campaign	\$47,902
<b>Total</b>		<b>\$114,502</b>

### • 3.5 Police Traffic Services

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 strictly data driven. This program gives the law enforcement agency the ability to start effective selective traffic enforcement programs; provide training and appropriate enforcement of impaired drivers, driver license, occupant restraint laws, and speed.

The Department of Public Safety under the management of the newly appointed commissioner, which is also the GR has made some robust decisions/changes to the department. These changes to manpower were deemed necessary to effectively enhancing the performance of their duties

and be mindful when utilizing the department’s assets. These assets include vehicles, motorcycles, equipment and supplies procured by grant funds to be used primarily for enforcement activities or related projects.

Traffic Division’s manpower has since increased to adequately accommodate patrolling high risk areas crashes occurred. To keep our community safe while traveling on our roads, traffic officers must be visible at all times at these areas, thereby minimizing the occurrence of crashes.

Proposing two Ford Interceptors to replace two Impalas currently utilized by the Traffic Division for traffic enforcements activities.

1	<p><b>Project Number - PT-18-01</b></p> <p>Project Title - Program Development and Management</p> <p>Project Description - Provide sufficient staff to conduct police traffic services related programs described in this plan as well as cover travel, conferences fees, and include assistance to staff to attend and participate in technology transfer workshops, training sessions, educational meetings, and seminars. Track and electronically inventory equipment procure under the program. Provide funding for NHTSA approved traffic law enforcement training and prosecutors both technical and tactical. Incentive Program for two officers to attend Lifesavers.</p> <p>Program Manager: Emelio Fruean          Program Management salary, including increment, promotion, fringe and indirect cost: <b>\$30,800.00.</b>          Fiscal Manager: <b>\$8,400. - 20%</b>          Partnership Meeting &amp; Lifesaver Conference: <b>\$8,300.00</b>          Program Management Training: <b>\$5,500.00</b>          Officer/Prosecutor Training: <b>\$8,000.00</b></p> <p>Vehicle: 2 Ford Interceptors @ <b>\$49,000. Ea. x 2 = \$98,000.</b>          Equipment; portable radios, traffic camera for crash, printer and office supplies: <b>\$7,000.00</b></p> <p><b>Project Cost: \$166,000 - Program Management</b></p>
2	<p><b>Project Number - PT-18-02</b></p> <p>Project Title - Traffic Enforcement Mileage Reimbursement</p> <p>Project Description - OHS will provide grant to cover mileage incurred for Alcohol, Occupant Protection, and Speed enforcement as well as for the use of DPS vehicles for enforcements. Two major enforcements are planned for FY2018.</p> <p>Number of days x avg. 25 miles a day x # Vehicles/Motorcycles x rate = Mileage Reimbursement</p> <p style="margin-left: 40px;">a. Enforcements vehicles: 5 vehicles and 6 motorcycles</p> <p style="margin-left: 40px;">b. 25 miles is based on 24 hours average 12.5 miles per vehicle for a 12 hour shift.</p>

AS Rate: \$.56 a mile				
c.				
Days of Enforcement	Miles travel per day	Number of Vehicles including motorcycles	Rate: .56 Placeholder	Mileage Reimbursement
120	25	11	0.56	\$ 18,480
<b>Project Cost: \$18,480.00 - Enforcement Mileage Reimbursement</b>				
3	<p><b>Project Number - PT-18-03</b></p> <p>Project Title - Traffic and Underage Enforcement Equipment</p> <p>Project Description; This project will provide needed equipment to DPS Traffic Enforcement Unit for the enforcement of the island speed, alcohol and occupant protection laws as well as the prosecution of the offenses. The following equipment will be procured:</p> <ol style="list-style-type: none"> <li>1. 10-Police LED Road Flares for Check Points: \$210 per/Total: \$2,100</li> <li>2. 13-High Visibility Raingear: \$70 per/ Total: \$910</li> <li>3. 2 Drygas Tanks: \$1200</li> </ol> <p><b>Project Cost: \$5,710.00 - Enforcement Equipment</b></p>			

**Project Cost Summary**

Project Number	Project Title	Budget
PT-18-01	Program Management	\$166,000.00
PT-18-02	Traffic Enforcement Mileage Reimbursement	\$18,480.00
PT-18-03	Traffic Enforcement Equipment	\$5,710.00
<b>Total</b>		<b>\$190,190.00</b>

• **3.6 Speed Control**

American Samoa was unable to maintain its goal of “Zero” speed related fatalities in FY 2015. However, our goal is to reduce speeding-related fatalities by 100% percent from 1 (2011-2015 average) to 0 by 2018.

**Table 6. Speed Data, 2011 -2015**

Core Behavior Measures	2011	2012	2013	2014	2015
C-6: Speed Related Fatalities	0	1	1	0	2
Speed Violations	1590	1660	1770	1961	1268

1	<p><b>Project Number - SC-18-01</b></p> <p><b>Project Title - Speed Enforcement Campaign</b></p> <p>Project Description - Provide funding for overtime enforcement of the Territory's speed law. DPS Traffic Division will use crash, fatal and injury data to continue to focus their enforcement efforts in those areas that shows speeding and aggressive driving and will be done at high risk locations and times on the Island. Also to conduct community outreach and sponsorship for territorial activities.</p>												
	<p>Minor Enforcements:</p> <p>Average salary for officers (Sergeants and below) for time and a half per hour is= \$14.25 x 10 officers x #hours x IDC (16.70%) x Fringe (16.7%) = (see table below). Supervisors are subject to exempt or not exempt policy but it has to be approved as an exception under ASG/CFR HR ruling. This will allow supervisors to supervise the overtime enforcements. Out of 10, two are in the rank of supervisor, Lieutenant and above.</p>												
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">No Officers</th> <th style="width: 20%;">Avg. Hrs. per Time and half</th> <th style="width: 20%;">Enforcement Hours (per event)</th> <th style="width: 15%;">Total</th> <th style="width: 15%;">IDC (16.7%) Placeholder</th> <th style="width: 15%;">Fringe (16.7%)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">\$14.25</td> <td style="text-align: center;">72</td> <td style="text-align: right;">\$10,260.00</td> <td style="text-align: right;">\$1,713</td> <td style="text-align: right;">\$1,713</td> </tr> </tbody> </table>	No Officers	Avg. Hrs. per Time and half	Enforcement Hours (per event)	Total	IDC (16.7%) Placeholder	Fringe (16.7%)	10	\$14.25	72	\$10,260.00	\$1,713	\$1,713
No Officers	Avg. Hrs. per Time and half	Enforcement Hours (per event)	Total	IDC (16.7%) Placeholder	Fringe (16.7%)								
10	\$14.25	72	\$10,260.00	\$1,713	\$1,713								
	<p><b>Project Cost: \$13,686</b></p>												

**Project Cost Summary**

Project Number	Project Title	Budget
SE-16-01	Speed Enforcement Campaign	\$13,686
<b>Total</b>		<b>\$13,686.00</b>

• **3.7 Traffic Records**

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

American Samoa has embarked on an Island wide Traffic Records System Development, Improvement and Enhancements program with the inception of the Section 405(c) program. An Electronic Crash Reporting System and an E-Citation System have been developed and deployed, 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 made significant progress.

Section 405(c) is not included except for its estimated total availability for submission. All new tasks are reference to FY2018 405(c) application.

<b>Project Number - TR-18-01</b>	
1	<p><b>Project Title - Program Development and Management</b></p> <p>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 405 c grant applications. 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. Also provide cost for local tech support for TRCC systems which cannot be supported by off island contractor. Provide data for media advertisement during campaigns.</p> <p>Program Manager: Faamoana Roe                      Program Management salary, including increment, promotion, fringe and indirect cost: \$33,400.00                      Program Coordinator salary: \$26,000. - 50%                      Fiscal Manager: \$8,400. - 20%</p> <p>Partnership Meeting &amp; Lifesaver Conference: \$8,300                      Program Management Training: \$5,500                      Data Analysis &amp; Evaluation Course: \$6,000                      Traffic Records Forum: \$20,000</p> <p>Office cost: \$6,000.00                      PC Travel: \$10,000.00                      Other Direct Cost: \$5,000.00</p>

*American Samoa Highway Safety Plan FFY 2018*

	Local Tech Support contract=\$24,000.00 <b>Total Project Cost: \$152,600.00 - Section 402</b>
2	<b>Project Number - TR-18-02</b> Project Title - TRCC (Contractual) Section 405 (c) - See application for 2018 Projects proposing \$975,000.00 (includes Contractual)  <b>Total Project Cost: \$975,000.00</b>

**Project Cost Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
TR-18-01 402	Program Development and Management	\$152,600
Section 405c TR-18-02	TRCC Projects and Traffic Record Forum	\$975,000
<b>Total</b>		<b>\$1,127,600.00</b>

## • **4.0 State Certifications and Assurances**

Failure to comply with applicable Federal statutes, regulations, and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12. Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## • **4.1 Certifications and Assurances**

### **Section 402 Requirements**

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

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

At least 40 percent of all Federal funds apportioned to this State under 23 USC 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.

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 (b)(1)(E)).

#### **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. §§ 61016107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace.
  - 2. The grantee's policy of maintaining a drug-free workplace.
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

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

- **4.3 Buy America Act**

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

- Only steel, iron, and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of

domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of nondomestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

- **4.4 Political Activity (Hatch Act)**

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

- **4.5 Certification Regarding Federal Lobbying**

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

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

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

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

- **4.6 Restriction on State Lobbying**

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

- **4.7 Certification Regarding Debarment and Suspension**

**Instructions for Primary Certification**

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

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of

a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.



• **4.9 Instructions for Lower Tier Certification**

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

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

• **4.11 Environmental Impact**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2018 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 of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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LET'S. THOMPSON, Commissioner  
Department of Public Safety  
Governor's Representative for Highway Safety

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Date

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COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

DEPARTMENT OF PUBLIC SAFETY



Ralph DLG. Torres  
Governor

Jose M. Sablan Building, Civic Center Susupe, P. O. Box 500791 Saipan, MP 96950

Telephone: (670) 664-9001 Facsimile: (670) 664-9019

Robert A. Guerrero  
Commissioner

Victor B. Hocog  
Lieutenant Governor

June 16, 2017

Chris Murphy  
Regional Administrator  
U.S. Department of Transportation  
National Highway Traffic Safety  
Administration, Region 9  
201 Mission Street, Suite 1600  
San Francisco, CA 94105

Dear Mr. Murphy

The Commonwealth of the Northern Mariana Islands (CNMI), Department of Public Safety (DPS) – Highway Safety Office is the designated lead State agency to receive NHTSA federal funding and is required to submit certification regarding Maintenance of Effort under 23 CFR 13 Part 1300 Uniform Procedures for State Highway Safety Grant Programs.

In my capacity as the Commissioner of DPS and as the Governor’s Representative for Highway Safety, I hereby designate the CNMI DPS – Highway Safety Office as the lead State agency responsible for maintaining its aggregate expenditures for the occupant protection program and traffic safety information system improvement programs above the average level of such expenditures in fiscal years 2014 and 2015.

Regards,

Robert A. Guerrero  
Governor’s Representative



State

Northern Mariana Islands

**PART 1: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)**

Check the box only if applying for an Occupant Protection grant

**All States:** [Fill in all blanks below.]

The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

The State occupant protection program area plan for the upcoming fiscal year is provided on HSP page #:

Page 17-23

The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided on HSP page #:

Pages 17-23

A table that documents the State's active network of child restraint inspection stations is provided on HSP page #:

Pages 128-129

*Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.*

A table that identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians is provided on HSP page #:

Page 86, 87, 88, 126, and 127.



**Comprehensive Occupant Protection Program**

Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date:

Multi-year strategic plan is provided on HSP page or attachment #:

Name and title of State designated occupant protection coordinator:

List that contains the names, titles and organizations of the statewide occupant protection task force membership is provided on HSP page #:

**Occupant Protection Program Assessment**

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted within 3 years prior to the application date (enter date):

**Lower Seat belt Use States Only:**

[Check at least 3 boxes below and fill in all blanks related to those checked boxes]

**Primary Enforcement Seat Belt Use Statute**

The State primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

**Occupant Protection Statute**

The State occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

Coverage of all passenger motor vehicles:

Minimum fine of at least \$25:

Exemptions from restraint requirements:

**Seat Belt Enforcement**

The State seat belt enforcement plan is provided on HSP page #:

**High Risk Population Countermeasure Programs**

The State's data-driven programs to improve seat belt and child restraint use for at least 2 of the following at-risk populations (drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other at-risk populations as identified in the occupant protection program area is provide on HSP page #:

## **Department of Public Safety**

### **Section 405b Occupant Protection Grant – *High Seat Belt Use* Saipan Traffic (18-01)**

#### **Problem Identification**

Through surveys conducted by the Traffic Section personnel in the past two years, it is apparent that the combined efforts of the traffic officers from Saipan, Tinian, Rota and the DPS Highway Safety Office through various public education methods, checkpoints, HVEs and other enforcement activities is working towards meeting our goal of maximum usage of seat belts and child restraint devices.

The 2015 seat belt survey revealed usage rate at 95.58% and the child restraint usage was at 64.52%. The seat belt usage increased 4.14%, but the child restraint usage decreased 6.68% from 2014.

The cost of child restraint devices (car seats) in the CNMI is very high, a factor that at times prevent parents or care givers from purchasing them for their children or grandchildren. Even with our current Child Restraint Purchase Assistance Program (CRPAP), some households cannot afford their share of the cost.

Furthermore, the low traffic fine of \$25.00 for seat belt violations on adult occupants does not serve as a helpful deterrence. The Department of Public Safety and the Highway Safety Office have been requesting assistance from the legislators to increase the penalty fines especially for repeated offenders.

#### **Targets and Objectives**

To increase the child restraint usage by 10% from 64.52% in 2015 to 71% by September 2018 by increasing the number of OP/CR enforcement activities to get the general public's attention to ensure increased compliance.

#### **Strategies and Activities**

##### **Strategy (1): Enforcement**

###### **Activity (1.1):**

Increase the number of OP/CR checkpoints, HVEs, and conduct low visibility covert enforcements.

Maximize enforcement visibility by working with various partners to coordinate participation during campaigns such as the Click-It-Or-Ticket and National Child Passenger Safety Week.



**Performance Measures:**

- During the months of May and September 2018, officers will conduct a total of eight (8) OP/CR Check Up Events (8opsX4hrsX10officers = 320hrs. of overtime).
- Beginning October 2017 through September 2018, officers will conduct low visibility covert and high visibility enforcements monthly (6opsX4hrsX10officers = 240hrs. of overtime).

**Strategy (2): Professional Development & Training/  
Coalition**

**Activity (2.1):**

Enhance the expertise of Child Passenger Safety Technicians (CPSTs) by attending national conferences such as Lifesavers and/or Kids-in-Motion.

Continue on the efforts to have the penalty fine for seat belt violations increased from \$25.00.

**Performance Measures:**

- Send two (2) CPSTs to 2017 Lifesavers Conference in San Antonio, Texas OR to the Kids-in-Motion Conference to gain knowledge on national updates of programs.
- To have the CNMI legislators raise the penalty fee from \$25.00 to a stiffer penalty of at least \$150.00 to demand compliance of the law.

## **Department of Fire and Emergency Medical Services**

### **Section 405b Occupant Protection Grant – *High Seat Belt Use* DFEMS (17-02)**

#### **Problem Identification**

The Fire Division separated from the Department of Public Safety on January 25, 2015 and became the Department of Fire and Emergency Medical Services (DFEMS) under the Executive Branch by Public Law 18-73. DFEMS consists of 90 full time employees. Saipan has 106 firefighters/EMTs while Tinian has 13 and Rota has 11. Saipan has six (6) fire stations that are strategically located to cover the entire island from east to west and north to south while both the islands of Tinian and Rota have one each.

The department operates on a 24 hour shift schedule. All firefighters are crossed trained as firefighters and Emergency Medical Technicians (EMTs) and are either assigned on an ambulance, pumper truck or rescue apparatus on any regular shift schedule.

All the fire stations are staffed 24/7 and are fitting stations as well. Since the stations are strategically located on island, it can provide more of the community's needs on public education on child passenger safety. Funds received from this program will be geared towards education and child restraints distribution.

The Traffic Section officers can prioritize their efforts and focus on OP/CR enforcements while the educational presentations will be conducted by the EMTs. DFEMS will commit one (1) personnel to coordinate all program activities for outreach programs such as public education presentations at various schools and the community at large. This coordinator will collaboratively work with the DPS Highway Safety Office.

Each station has a room dedicated for distribution of child restraints, inspections, and for purposes of conducting public education. These rooms need to be provided with tables, chairs, television, multi-media projector and a laptop. Similar equipment will be needed during mobilization for public outreach and educational presentations at other locations with high volume of audience such as street markets, festival events, etc.

Additional DFEMS personnel need to be certified as CPSTs and two (2) Instructors to expand the number already on hand at the department and to maintain continuity for re-certification purposes.

#### **Targets and Objectives**

To maximize OP/CR outreach and education, and provide child restraint inspections throughout the island by outfitting each fitting station with dedicated equipment and dedicated DFEMS personnel.

## **Strategies and Activities**

### **Strategy (1): Education**

#### **Activity (1.1):**

Conduct public education activities at each fire station, at schools, and at public organization activities on the importance of child restraint devices, selection and proper installation, as well as the importance of seat belts.

#### **Performance Measures:**

- Beginning October 2017 through September 2018, DFEMS personnel will conduct monthly public education presentations at schools and public organization activities.
- Beginning October 2017 through September 2018, DFEMS personnel will conduct car inspection & education at the fitting stations as needed by community members either through appointments or walk-ins.
- During the month of May 2018, DFEMS personnel will conduct four (4) educational presentations at schools and community events as part of the Click-It-Or-Ticket campaign.
- During the month of September 2018, DFEMS personnel will conduct four (4) educational presentations at schools and community events as part of the Child Passenger Safety Week campaign.

### **Strategy (2): Professional Development & Training**

#### **Activity (2.1):**

Increase the number of trained personnel as Child Passenger Safety Technicians within the DFEMS; and for personnel to gain knowledge on national updates on programs.

- Send two (2) personnel from Rota to become certified CPST
- Send two (2) personnel from Tinian to become certified CPST
- Send one (1) CPST instructor candidate to attend the 2017 Kids-in-Motion Conference.
- Send one (1) CPST instructor candidate to attend the 2017 Lifesavers Conference.



**405b Occupant Protection Grant – High Seat Belt Use**

<b>405b Occupant Protection Grant – High Seat Belt Use</b>	<b>\$103,000.00</b>
Saipan – 405b Occupant Protection Grant – High Seat Belt Use (405b – 18-01)	
<b>- TOTAL PROJECT COST</b>	<b>\$103,000.00</b>

**405b Occupant Protection Grant – High Seat Belt Use**

1.	<p><b>Project Title: 405b Occupant Protection Grant – High Seat Belt Use</b>  <b>Project Number: 405b – 18-01</b></p> <p>Project Description: Funds will be used to pay for 560 overtime hours for checkpoints, HVE / Inspections; funds will be used on travel to send two (2) to Lifesavers Conference and two (2) to Kids-in-Motion Conference in order to gain knowledgeable information that can relate to the safety of our community on our roadways; to use funds to pay for certification &amp; recertification fees for Safe Kids Worldwide; to produce and air advertisements for community awareness; Purchase of car seats.</p> <p><b>Overtime (Task 1): \$12,608.40</b>              8 OP/CR Check Up Events (320 hrs.)</p> <ul style="list-style-type: none"> <li>• 32hrs X 1 – Police Lieutenant (\$30.69) = \$982.08</li> <li>• 32hrs X 1 – Police Sergeant (\$27.84) = \$890.88</li> <li>• 32hrs X 1 – Police Officer III (\$24.05) = \$769.60</li> <li>• 32hrs X 2 – Police Officer II (\$21.81) = \$1,395.84</li> <li>• 32hrs X 5 – Police Officer I (\$19.79) = \$3,166.40</li> </ul> <p style="text-align: right;"><i>Subtotal: \$7,204.80</i></p> <p>6 OP/CR HVE / Inspections (240 hours)</p> <ul style="list-style-type: none"> <li>• 24hrs X 1 – Police Lieutenant (\$30.69) = \$736.56</li> <li>• 24hrs X 1 – Police Sergeant (\$27.84) = \$668.16</li> <li>• 24hrs X 1 – Police Officer III (\$24.05) = \$577.20</li> <li>• 24hrs X 2 – Police Officer II (\$21.81) = \$1,046.88</li> <li>• 24hrs X 5 – Police Officer I (\$19.79) = \$2,374.80</li> </ul> <p style="text-align: right;"><i>Subtotal: \$5,403.60</i>  <b>Subtotal: \$12,608.40</b></p> <p><b>Travel and Training (Task 2): \$25,000.00</b></p> <ul style="list-style-type: none"> <li>• Send two (2) individual to the Lifesavers Conference @\$5,000 ea.= \$10,000</li> <li>• Send two (2) individual to the Kids-in-Motion Conference @\$5,000.00 ea. = \$10,000.00</li> <li>• Certification and Recertification fees for CPS Technicians = \$5,000.00</li> </ul> <p style="text-align: right;"><i>Subtotal: \$25,000.00</i></p> <p><b>Advertisement (Task 3): \$40,000.00</b></p> <p><b>Operational Supplies (Task 4): \$15,000.00</b></p> <p><b>Indirect Cost @ 11.70%: \$ 10,835.18</b></p> <p style="text-align: right;"><i>Subtotal: 103,443.58</i></p> <p><b>TOTAL PROJECT COST: \$103,000.00</b></p>
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**405b Occupant Protection Grant – High Seat Belt Use**

<b>405b Occupant Protection Grant – High Seat Belt Use</b>	<b>\$22,000.00</b>
DFEMS – 405b Occupant Protection Grant – High Seat Belt Use (405b – 18-02)	
<b>- TOTAL PROJECT COST</b>	<b>\$22,000.00</b>

**405b Occupant Protection Grant – High Seat Belt Use**

<b>1.</b>	<p><b>Project Title: 405b Occupant Protection Grant – High Seat Belt Use</b>  <b>Project Number: 405b – 18-02</b></p> <p>Project Description: Funds will be used on travel to send one (1) to both Lifesavers Conference and Kids-in-Motion Conference in order to gain knowledgeable information that can relate to the safety of our community on our roadways; to use funds to send two (2) Firefighters/EMT to be certified as CPS Technician from each island of Rota and Tinian.</p> <p><b>Travel and Training (Task 1): \$17,000.00</b></p> <ul style="list-style-type: none"> <li>• Send one (1) individual to the Lifesavers Conference @\$5,000 each</li> <li>• Send one (1) individual to the Kids-in-Motion Conference @\$5,000.00</li> <li>• Send two (2) individuals from Rota to Saipan for CPST Certification @\$2,000.00 ea. = \$4,000.00</li> <li>• Send two (2) individuals from Tinian to Saipan for CPST Certification @\$1,500.00 ea. = \$3,000.00</li> </ul> <p style="text-align: right;"><i>Subtotal: \$17,000.00</i></p> <p><b>Office and Operational Supplies (Task 2): \$1,000.00</b></p> <p><b>Educational Materials (Task 3): \$1,500.00</b></p> <p><b>Indirect Cost @ 11.70%: \$ 2,281.50</b></p> <p style="text-align: right;"><i>Subtotal: \$ 21,781.50</i></p> <p><b>TOTAL PROJECT COST: \$22,000.00</b></p>
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## Child Car Seat Inspection Locator

### Saipan

**1.) Department of Public Safety-Highway Safety Office**

Jose M. Sablan Bldg., Susupe  
Saipan MP 96950  
Technician: Conrad Castro (I689783)  
Hours: 9am-11am & 1pm-3pm  
Tel: (670) 664-9122/25 or 483-5817  
Open: Monday-Friday / Closed: Weekends & Holidays

**2.) Department of Public-Highway Patrol Section**

Jose M. Sablan Bldg., Susupe  
Saipan MP 96950  
Technician: Norris Kwon (I689778)  
Tel: (670) 664-9001/9085 or 483-5810  
Open: Monday-Friday 7:30 a.m.- 4:30 p.m. / Closed: Weekends & Holidays

### Fire Station

Open: Monday-Friday 7:30a.m.-4:30p.m. / Contact shift supervisor

**3.) Station 1- Susupe Fire Station**

Tel: (670) 664-9003/9004  
Call shift supervisor

**4.) Station 2-Garapan Fire Station**

Tel: (670) 664-9076  
Call shift supervisor

**5.) Station 4- Koblerville Fire Station**

Tel: 664-9083  
Call shift supervisor

**6.) Station 5- Kagman Fire Station**

Tel: 664-9025  
Call shift supervisor

### Tinian

**7.) Department of Public Safety- Traffic Section**

San Jose Village  
Tinian MP 96952  
Technician: Wally Villagomez  
Tel: (670) 433-2041 / 287-2041  
Open: Monday-Friday 7:30 a.m.04:30 p.m. / Closed: Weekends & Holidays

**Rota**

**8.) Department of Public-Traffic Section**

Songsong Village

Rota MP 96951

Technicain: Tito S. Hocog II (676967)

Tel: (670) 532-9530

Open: Monday-Friday 7:30 a.m.-4:30p.m. / Closed: Weekends & Holidays



The Commonwealth of the Northern Mariana Islands (CNMI) consists of three (3) main islands which are Saipan, Tinian, and Rota. The population breakdown (per the latest-2010 census report) is as follows:

<b>Islands</b>	<b>Population</b>	<b>No. of CPS Technicians</b>	<b>No. of Stations</b>
Saipan	48220	46	05
Tinian	3136	03	01
Rota	2527	12	01

Currently on Saipan, there are five (5) Child Seat Inspection Stations registered with NHTSA which are located in Susupe (central location), in Garapan (northern location), in Kagman (eastern location), and in Koblerville (southern location). All stations are staffed with CPS Technicians.

Inspection station available on Tinian is located in the central location, at the Department of Public Safety-Traffic Section.

And on Rota, inspection station is available at the Department of Public Safety – Traffic Section located at the main village of Songsong.