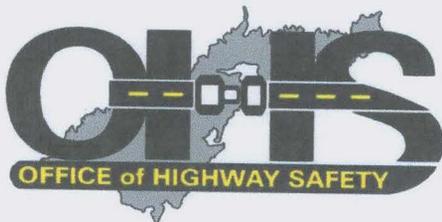


American Samoa Highway Safety Plan

Federal Fiscal Year 2017



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

Save Liuato A. Tuitele,
Commissioner/GR
Department of Public Safety

American Samoa
Highway Safety Plan
Federal Fiscal Year 2017

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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) 2017 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 2017 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 three years American Samoa has been using the new 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 to 76% in 2014, and 77% in 2015. 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 \$900,000 in highway safety grants in Federal Fiscal Year 2017 (October 1, 2016 through September 30, 2017).

■ 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 2017</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 2017</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 2017</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 2017</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 2017</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 2017</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 2017</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 2017</i>	0	0	0	0	1
C-10-Pedestrian Fatalities <i>Maintain pedestrian fatalities of 0 percent from (2011-2015 average)to 0 by 2017</i>	0	0	0	0	0
C-11 Bicyclist Fatalities <i>Maintain bicyclist fatalities of 0 percent from (2011-2015 average) to 0 by 2017</i>	0	0	0	0	0
Not In Traffic System (NITS)	1	1	1	2	NC

American Samoa Highway Safety Plan FFY 2017

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 79 percent in 2017</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

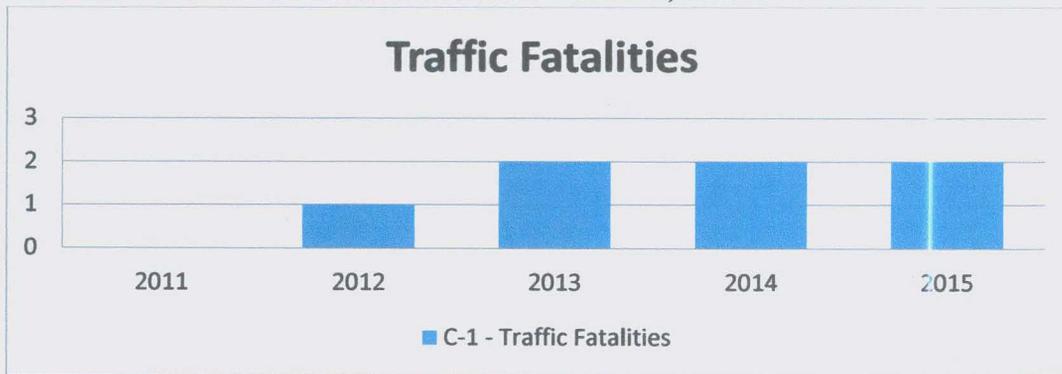


Figure 1. Traffic Fatality Trends (2011 - 2015) in American Samoa

American Samoa did not accomplish its goal of maintaining “Zero” deaths on its roadways. Hoping to reduce traffic fatalities by 50 percent of 2 (2011-2015 average) to 1 by 2017.

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

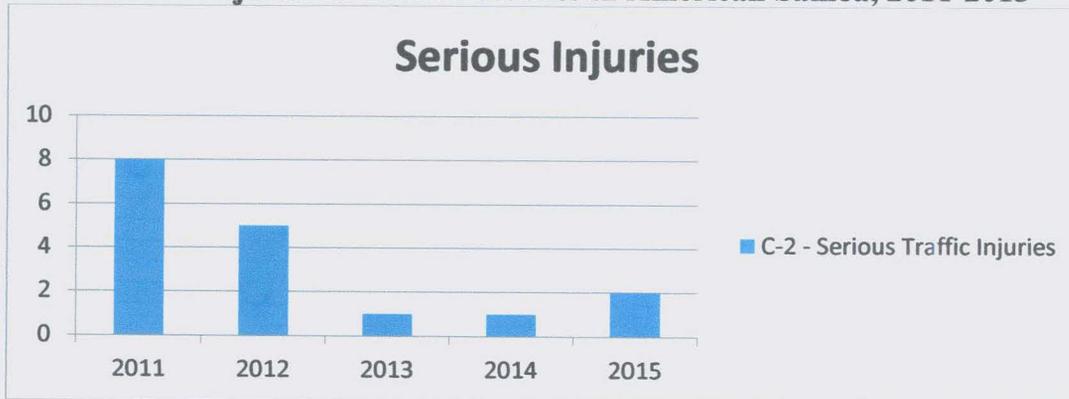


Figure 2. Injury Trends (2011-2015)

Motor vehicle related injury crashes have been steadily decreasing in American Samoa. A significant decrease of 88% in 2011 from 2015. American Samoa’s goal is to reduce serious traffic injuries by 66% from an average of 3 (2011-2015) to 1 by 2017.

C-3: Fatalities/VMT Total 2011-2015

Not Applicable to American Samoa.

C-4: Unrestrained Passengers

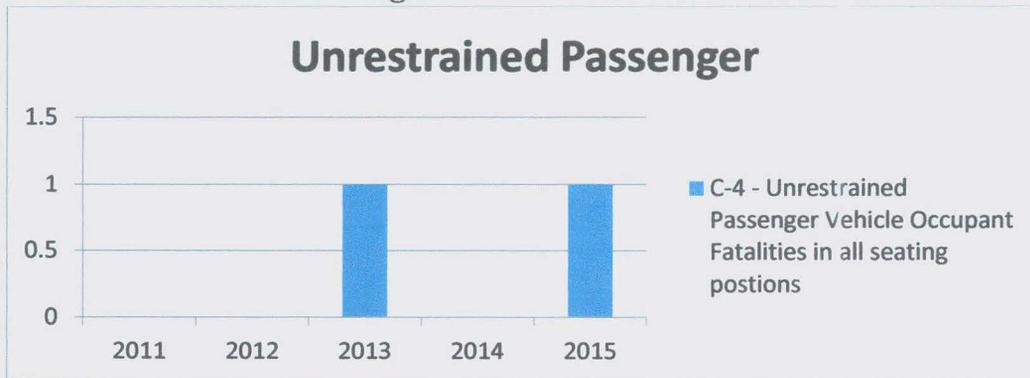


Figure 4. Unrestrained Trend 2011-2015

American Samoa continues to maintain 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 2017.

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

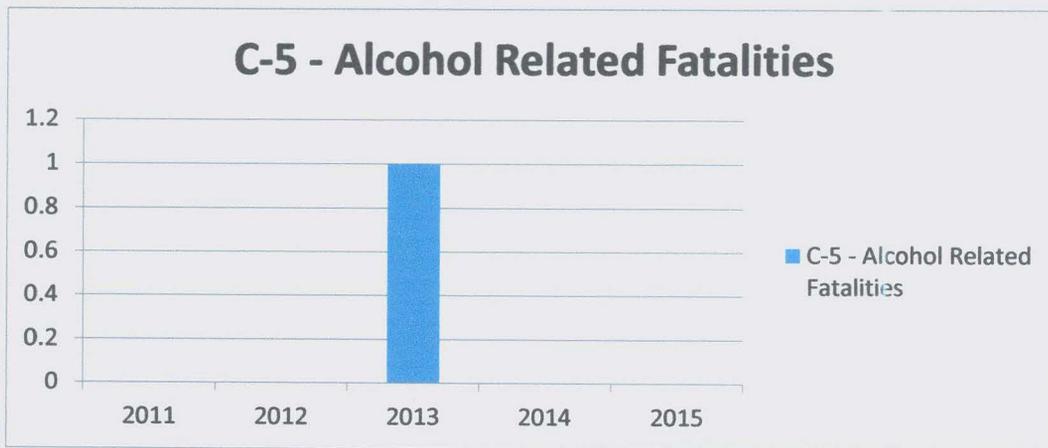


Figure 5. Alcohol Related Fatalities Trend.

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 2017.

C-6: Speed Related Fatalities 2011 -2015

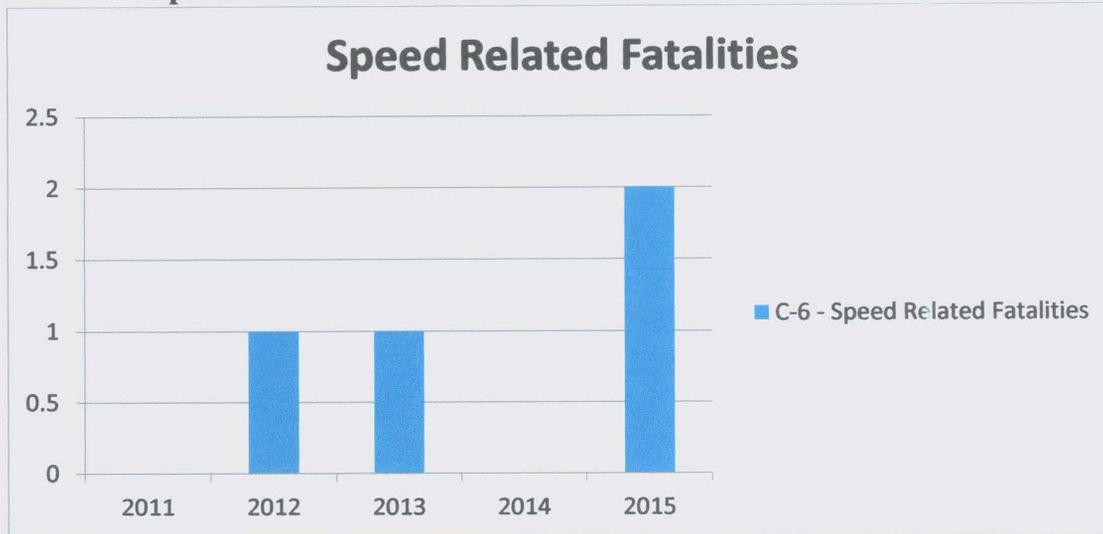


Figure 6. Speed Related Trend.

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 1 (2011-2015 average) to 0 by 2017.

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 fatalities 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.

2015 Performance Goals

Table 1. Performance Goals

Program Areas	Performance Measures	Base Level	Base Date	Goal	By Year

American Samoa Highway Safety Plan FFY 2017

Total Program					
C-1: Total Fatalities	Fatalities	2	2014	Decrease to 0	2017
C-2: Total Serious Injuries	Serious Injuries	1	2014	Decrease to 0	2017
Occupant Protection					
C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities, all seats positions	All Occupants	0	2014	Decrease to 0	2017
B-1: Observed Seat Belt Use for Passenger Vehicles, front seat outboard occupant (Islandwide observational surveys)	Front seat Occupant	76%	2014	Increase to 79%	2017
B-2: Child Passenger Restraints Use	All Children	23%	2014	Increase to 28%	2017
All Occupant Fatalities	Restraints	0	2014	Maintain 0	2017
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	2017
C-6: Alcohol Related Crashes	Alcohol related crashes	48	2014	Decrease to 24	2017
Speed Control					
C-7: Speed Related Fatalities	Speed related fatalities	0	2014	Maintain 0	2017

Motorcycle

C-8: Motorcycle Fatalities -Unhelmeted Motorcyclist Fatalities	Unhelmeted Motorcyclist fatalities	0	2014	Maintain 0	2017
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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	2017
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Pedestrians

C-10: Pedestrian Fatalities	Speed related	0	2014	Maintain 0	2017
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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:

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

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 2017 outlines the process used to identify specific highway safety problem areas, develop countermeasures to correct those problems, and monitor the performance of those countermeasures.

2.1 Proposed Timeline and Process

Under the new American Samoa Office of Highway Safety management staff, the following timeline and process described in Table 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.

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. 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. Prepare section 408 (Traffic Records) grant application. Submit the final Performance Plan (HSP) to NHTSA.

American Samoa Highway Safety Plan FFY 2017

August -September	Issue Request for Proposals (RFP) and applications for Grant Funding (HS-1) based on availability of Federal funding. FFY 2017 Year grants and contracts are finalized.
October	Implement grants and contracts. Begin work on the FY 2016 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 Human and Social Services
- American Samoa Community College
- American Samoa Boys and Girls Club
- Village Police Association
- American Samoa Airport and Port Police
- American Samoa Fire Bureau
- Emergency Medical Services
- LBJ Hospital
- Religious Groups
- Department of Health
- Department of Public Works
- Department of Education

Grant Funding Process

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

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

Applications are reviewed for approval/rejection by the OHS Coordinator and the appropriate Program Manager. OHS has managers for the following programs: Impaired Driving; Occupant Protection; Paid Media; 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.

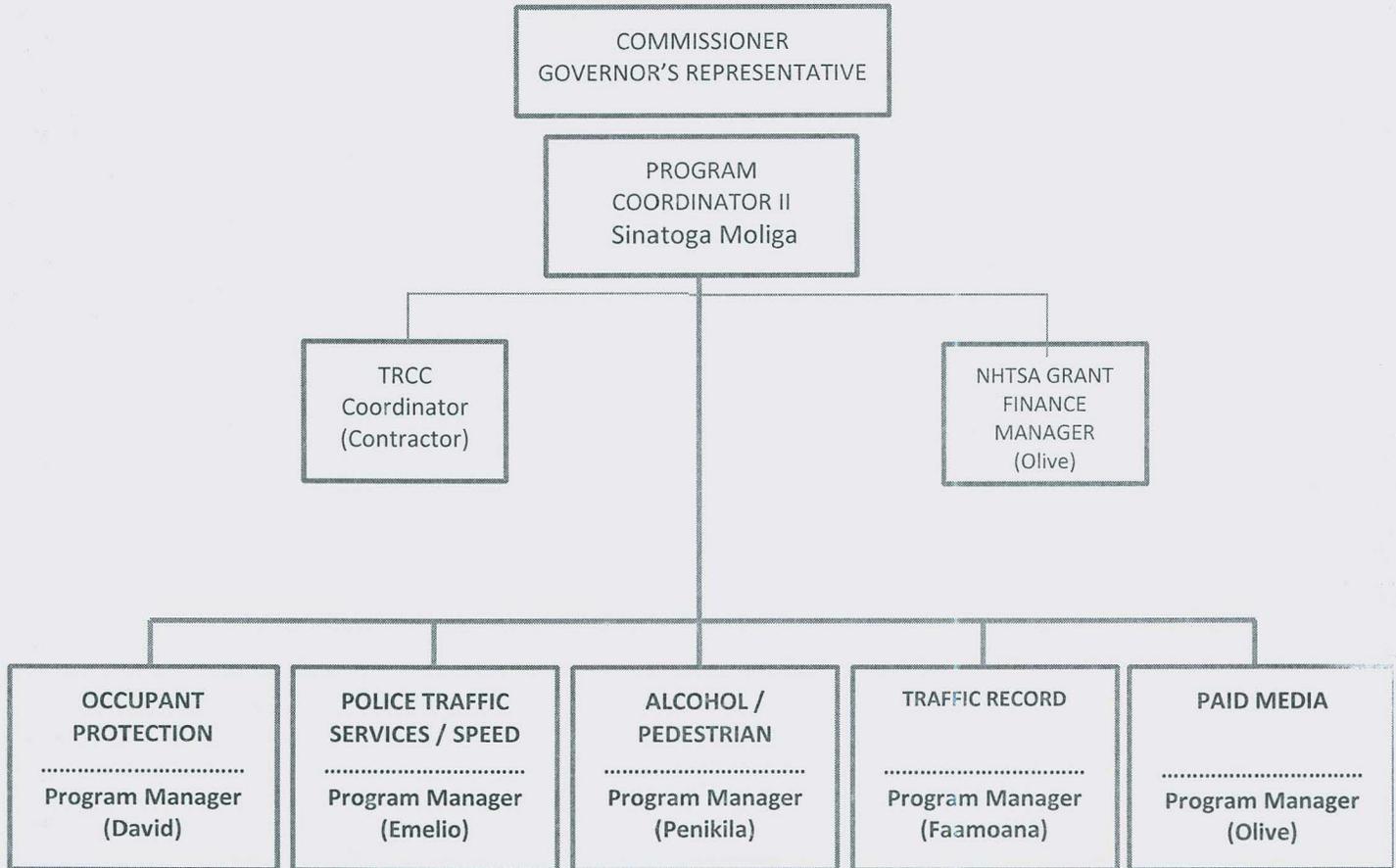
All grantees will be required to provide quarterly reports to the Program Manager, including invoices, timesheets, and any other documentation necessary for monitoring, reporting, and overseeing of program areas. Field visits also may be required for evaluation of the effectiveness of the program and 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 / Paid Media Program Manager

Faamoana "Ina" Roe, Traffic Record, Program Manager

David G. Bird, Occupant Protection Program Manager

Penikila Solomona, Alcohol / Pedestrian Safety Program Manager

Emelio Fruean, Police Traffic Services / Speed, Program Manager

2.3 Process Description

In fiscal year 2017, American Samoa will continue to focus on maintaining a zero fatal crash on our roadways. The Island will concentrate on public awareness, education, and enforcement.

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

- ❖ Programs to enforce traffic laws in the areas of speed, occupant protection, and alcohol
- ❖ Increase media advertisement
- ❖ Programs to increase the use of seat belts for persons 16-45 years and use of child safety seats
- ❖ Program to involve businesses, and local community in traffic safety program and public awareness

All of our safety projects for FY 2017 will be targeted to these key program areas.

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

- Using collected 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 (OSCRS)
- American Samoa Department of Public Safety, Police Traffic Division

American Samoa Highway Safety Plan FFY 2017

- American Samoa Department of Public Safety, Office of Motor Vehicles
- American Samoa High Court
- National Highway Traffic Safety Administration (NHTSA)
- National Occupant Protection Use Survey (NOPUS)

With the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national and territory priority areas. These areas include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Traffic Safety Programs.

Federal Fiscal Year 2017 Highway Safety Plan Cost Summary

Table 3. FY 2017 Cost Summary

Project Title	Carry Fwd	Propose	Total
Planning & Administration 402	5,000.00	87,000.00	92,000.00
Occupant Protection 402	16,253.79	153,164.00	169,417.79
Alcohol Countermeasures 402	21,901.90	113,694.00	135,595.90
Police Traffic Services 402	62,467.00	87,105.00	149,572.00
Speed Control 402	25,081.20	14,846.00	39,927.20
Pedestrian Safety 402		20,000.00	20,000.00
Traffic Records 405 (c) & 408	146,624.24	500,000.00	146,624.24
Traffic Records 402	37,364.89	376,905.00	414,269.89
Paid Media 402	39,013.01	62,000.00	101,013.01
Total Program Cost	353,706.03	1,414,714.00	1,768,420.03

3.0 Program Areas for FFY 2017

In the 2017 Highway Safety Plan, American Samoa OHS will fund projects on the condition that federal appropriations are received for FY 2016.

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 2017 Highway Safety Performance Plan.
- Deliver the FFY 2016 Annual Report by December 31, 2016.
- Deliver the Federal Fiscal Year 2017 Highway Safety Performance Plan by July 1, 2016.

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
- Office space lease and storage

1	<p>Project Number - PA-17-01 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: \$21,000 - 50% FM Travel: \$9,000 Program Coordinator salary: \$22,000 - 50% PC Travel: \$10,000 GR Travel: \$8,000 Other Direct Cost: \$5,000 Consultant: \$12,000</p>
	Project Budget/Source - \$87,000.00 of Section 402

Project Cost Summary

Project Number	Project Title	Budget
PA-17-01	Program Management	\$87,000.00

■ 3.2 Occupant Protection

Table 5. 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 6. Yearly Comparison for Seatbelt Usage 2011 - June 2015

American Samoa Highway Safety Plan FFY 2017

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 2% of 77% from May 2015 to 79% by June 2017.

Occupant Protection Countermeasures

1	<p>Project Number - OP-17-01</p> <p>Project Title - Program Development and Management</p> <p>Project Description - Provide sufficient staff to conduct occupant protection-related programming described in this plan as well as cover training, travel, conference fees, office space, storage lease and miscellaneous expenses. Provide funding for community incentive outreaches in support of OP goals.</p> <p>Program Manager: David Bird</p> <p>Program Management salary, including increment, promotion, fringe and indirect cost: \$30,800.00</p> <p>Office & Storage Lease Space 247 sq. ft at \$1.50 sq. ft.= \$3,705.00</p> <p>Partnership Meeting & Lifesaver Conference \$8,300</p> <p>Program Management Training \$5,500</p> <p>Office cost: \$5,000.00</p> <p>Project Cost: \$53,305.00</p>
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2 Project Number – OP-17 -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 = \$23,940.00

Average salary for officers for time and a half per hour is= \$14.25 x 20 officers x #hours x IDC (28.91%) = (see table below).

Click It Or Ticket Campaign						
No Officers	Avg Hrs per Time and half	Enforcement Hours (per event)	Total	IDC (28.91%) Place Holder	Fringe (16.7%)	Total with IDC & Fringe
20	\$14.25	84	\$23,940.00	\$6,921.00	\$3,998.00	\$34,859.00

15 Community Outreaches(island wide)

5 for CPS and 10 Seat Belts.

Project Cost: \$34,859.00

3 Project Number – OP-17-03

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: \$5,000

Project Cost: \$20,000.00

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4	<p>Project Number - OP-17-04</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 300 car seats.</p> <p>1. 300 Car Seats: \$30,000</p> <p>2. 4 CPS Technicians for recertification: Travel & per diem \$ 15,000.00</p> <p>Project Cost: \$45,000.00</p>

Project Cost Summary

Project Number	Project Title	Budget
OP-17-01	Program Development and Management	\$53,305.00
OP-17-02	CIOT & CPS Campaign / Fitting Station	\$34,859.00
OP-17-03	Safety Belt Survey	\$20,000.00
OP-17-04	Car Seat	\$45,000.00
Total Fund	All Funds	\$153,164.00

■ **3.3 Impaired Driving**

The American Samoa Office of Highway Safety (ASOHS) recognizes the magnitude of the impact that alcohol has on roadway safety and 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.

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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 2017.

■ 3.4 Alcohol Countermeasures

Project Number - AL-17-01

1 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 2017.

Highway Safety Plan. Provide funding to cover training, travel, conference fees, office supplies and other miscellaneous expenses to include office lease and storage. This includes AL program vehicle mileage.

Manager: Penikila Solomona

Program Management salary, including increment, promotion, fringe and indirect cost: \$33,400.00

Office & Storage Lease Space 247 sq. ft at \$1.50 sq. ft.= \$3,705.00

Partnership Meeting & Lifesaver Conference \$8,300

Program Management Training \$5,500

Office cost: \$5,000.00

Project Cost: \$55,905.00

2 Project Number - AL-17-02

Project Title -Community Outreach / Incentive

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.

10 Community Outreaches / 3-D Prevention (island/statewide)

1. Materials: \$4,500
2. Sponsorship Program: \$1,000

Project Cost: \$5,500

3 Project Number - AL-17-03

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 28.91%) = (see table below).

No Officers	Avg. Hrs per Time and half	Enforcement Hours (per event)	Total	IDC (28.91%)	Fringe Benefit (16.7%)
30	\$14.25	84	\$32,760.00	\$9,471.00	\$5,471.00

Project Cost: \$52,289.00

Project Cost Summary

Project Number	Project Title	Budget
AL-17-01	Program Development and Management	\$55,905.00
AL-17-02	Community Outreach / Incentive	\$5,500.00
AL-17-03	DSOGPO Law Enforcement Campaign	\$52,289.00
Total		\$113,694.00

■ 3.5 Police Traffic Services Program Area

Police Traffic Services (PTS) is an essential part of any traffic safety program. With few exceptions, most programs depend on the participation and cooperation of the law enforcement community 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.

FY2015 Traffic Division was approved two Ford Interceptors. Traffic Division's manpower was reduced to seven officers and therefore does not meet the standard ratio of officers to enforcement vehicles. This determines the next purchase of enforcement vehicles which will be the four year cycle in 2019.

1	<p>Project Number - PT-17-01</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</p> <p>Program Management salary, including increment, promotion, fringe and indirect cost: \$30,800.00.</p> <p>Office & Storage Lease Space 247 sq. ft. at \$1.50 sq.ft. = \$3,705.00</p>
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Partnership Meeting & Lifesaver Conference: \$8,300.00 Program Management Training: \$5,500.00 Officer/Prosecutor Training: \$8,000.00 Equipment; portable radios, traffic camera for crash, printer and office supplies: \$7,000.00 Project Cost: \$63,305.00

<p>2 Project Number - PT-17-02</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 FY2017.</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> <p>AS Rate: \$.56 a mile</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Days of Enforcement</th> <th>Miles travel per day</th> <th>Number of Vehicles including motorcycles</th> <th>Rate: .56 Placeholder</th> <th>Mileage Reimbursement</th> </tr> </thead> <tbody> <tr> <td align="center">120</td> <td align="center">25</td> <td align="center">11</td> <td align="center">0.56</td> <td align="right">\$ 18,480</td> </tr> </tbody> </table> <p>Project Cost: \$18,480.00 - Enforcement Vehicles</p>	Days of Enforcement	Miles travel per day	Number of Vehicles including motorcycles	Rate: .56 Placeholder	Mileage Reimbursement	120	25	11	0.56	\$ 18,480
Days of Enforcement	Miles travel per day	Number of Vehicles including motorcycles	Rate: .56 Placeholder	Mileage Reimbursement						
120	25	11	0.56	\$ 18,480						

<p>3 Project Number - PT-17-03</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"> 10-Police LED Road Flares for Check Points: \$210 per/Total: \$2,100 13-High Visibility Raingear: \$40 per/ Total: \$520 2 Drygas Tanks: \$1200
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4. Enforcement tent rentals(Sobriety Checkpoints): \$1500

Project Cost: \$5,320.00

Project Cost Summary

Project Number	Project Title	Budget
PT-17-01	Program Management	\$63,305.00
PT-17-02	Traffic Enforcement Mileage Reimbursement	\$18,480.00
PT-17-03	Traffic Enforcement Equipment	\$5,320.00
Total		\$87,105.00

■ 3.6 Paid Media

The Office of Highway Safety will continue to educate and inform the general public at large on highway safety issues and concerns in areas of Alcohol, other Drug Countermeasures, Occupant Protection/Safety Belt, Police Traffic Safety, Pedestrian and Bicycle Safety, Speed Control, and Safe Route to School. This includes non-core programs as it is critical and as a factor in most cases.(motorcycles, distracted driving, roadway safety etc)

Project Number - PM-17-01

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. Salary of 50% to perform duties as a program manager. 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.

Program Manager: Olive Leulu
 Fiscal Manager salary: \$21,000 - 50%
 FM Travel: \$8,000
 Other Cost: 3,000
Project Cost: \$ 32,000.00

Project Number - PM-17-02

Project Title - Paid Media

Project Description - Funding will be used to advertise in magazines, brochures, as well as contract services for video production, screening, and air-time services on T.V. and on various radio as well as for translation of information from English to Samoan language to include all major campaigns on the NHTSA Communication Calendar.

Advertisement: \$ 30,000

Project Cost Summary

Project Number	Project Title	Budget
PM-17-01	Program Management	\$32,000.00
PM 17-02	Paid Media	\$30,000.00
Total		\$62,000.00

■ 3.7 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 2017.

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 Project Number - SC-17-01

Project Title - Speed Enforcement Campaign

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.

Minor Enforcements:

Average salary for officers (Sergeants and below) for time and a half per hour is= \$14.25 x 10 officers x #hours x IDC (28.91%) 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.

No Officers	Avg Hrs per Time and half	Enforcement Hours (per event)	Total	IDC (28.91%) Placeholder	Fringe (16.7%)
10	\$14.25	72	\$10,260.00	\$2,872.80	\$1,713.42

Project Cost: \$14,846.22

Project Cost Summary

Project Number	Project Title	Budget
SE-16-01	Speed Enforcement Campaign	\$14,846.22
Total		\$14,846.22

■ 3.8 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 has been developed and deployed, an E-Citation System continues 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 made significant progress.

Section 405 C is not included except for its estimated total availability for submission. All new tasks are reference to FY2016 405 C application.

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	<p>Project Number - TR-17-01</p>
<p>1</p>	<p>Project Title - Program Development and Management</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 Office & Storage Lease Space 247 sq. ft at \$1.50 sq. ft.= \$3,705.00 Partnership Meeting & Lifesaver Conference: \$8,300 Program Management Training: \$5,500 Office cost: \$6,000.00 Program Coordinator salary: \$22,000.00 - 50% PC Travel: \$10,000.00 Other Direct Cost: \$5,000.00 Local Tech Support contract=\$24,000.00</p> <p>Total Project Cost: \$117,905.00 - Section 402</p>
<p>2</p>	<p>Project Number - TR-17-02</p> <p>Project Title - TRCC Projects and Travel</p> <p>Section 408 - TRCC Members to attend Traffic Record Forum Costa Mesa, CA and cover cost of ongoing TRCC projects under contractual.</p> <p>Section 405 (c) - See application. Three tasks proposing \$95,000.00 -Travel - 32,000.00 -Contractual - 164,000.00</p> <p>Total Project Cost: 259,000.00</p>

Project Cost Summary

Project Number	Project Title	Budget
TR-17-01 402	Program Development and Management	\$117,905.00
Section 408 & 405c TR-16-02	TRCC Projects and Traffic Record Forum	\$259,000.00
Total		\$376,905.00

■ 3.9 Pedestrian Safety

Pedestrian safety over a period of five consecutive years maintained "Zero" fatalities. OHS through aggressive enforcement and public awareness have prevented recurring events of pedestrian fatality and would like to maintain the "ZERO" number for the unforeseeable future. OHS Pedestrian safety plan for FY2017 include the following with emphasis on media advertisement:

1	<p>Project Number - PS-17-01</p> <p>Project Title -Pedestrian and Bicycle Safety Public Awareness</p> <p>Project Description - Provide funding for public awareness and outreach targeting possible critical schools along the main corridors. OHS, local media along with DPS, Traffic Division will provide island wide service.</p> <p>-Material for outreach</p> <p>Project Cost: \$20,000.00</p>
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Project Number	Project Title	Budget
PS-17-01	Program Development and Management	\$20,000.00
Total		\$20,000.00

4.0 State Certifications and Assurances

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

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

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

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

■ 4.1 Certifications and Assurances

Section 402 Requirements

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 2017 highway safety planning document and hereby declares



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

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

John E. Moss Federal Building
650 Capitol Mall, Suite 5-400
Sacramento, CA 95814
(916) 498-5058
(916) 498-5047 Fax

August 18, 2016

The Honorable Lolo Matalasi Moliga
Governor of American Samoa
Executive Office Building
Third Floor - Utulei
Pago Pago, American Samoa 96799

Dear Governor Moliga:

We have reviewed American Samoa's fiscal year 2017 Highway Safety Plan as received on July 1, 2016. Based on this submission, we find your Territory's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1300 and the Highway Safety Plan is approved.

Specific details relating to the plan will be provided to the American Samoa's Governor Representative for Highway Safety, Save Liuato A. Tuitele, Commissioner of the Department of Public Safety.

We look forward to working with the American Samoa's Office of Highway Safety and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on American Samoa's roads.

If you would like any additional information on American Samoa's FY 2017 Highway Safety Plan review, please feel free to contact me or my staff at (916) 498-5058.

Sincerely,

Christopher J. Murphy
Administrator – Region 9
National Highway Traffic Safety Administration

cc: Mary D. Gunnels, Ph.D. Associate Administrator, NHTSA
Save Liuato A. Tuitele, Governor's Representative for Highway Safety
Mayela Sosa, FHWA Division Administrator for the Paci





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August 18, 2016

Save Liuato A. Tuitele, Commissioner
Governor's Highway Safety Representative
Department of Public Safety
P.O. Box 1086 - Fagatogo
Pago Pago, American Samoa 96799

Dear Commissioner Tuitele:

We have reviewed American Samoa's fiscal year 2017 Highway Safety Plan (HSP) as received on July 1, 2016. Based on this submission, we find your Territory's Highway Safety plan to be in compliance with the requirements of 23 CFR Part 1300 and the Highway Safety Plan is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the Territory on October 1, 2016. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1300.11(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

However, to ensure Federal funds are used effectively and efficiently, NHTSA is conditionally approving your 2017 HSP contingent upon American Samoa satisfactorily addressing the inclusion of your Evidence-Based Enforcement Plan (EBE). 23 CFR 1300.11 (c) require states to include a description of their evidence-based traffic safety enforcement program. States are required to provide a description of the process used to develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets. Please refer to the GHSA Guidance for Developing Highway Safety Plans (page 26) on how to develop an EBE Plan.

Please respond and submit your EBE no later than September 30, 2016. This condition will remain in effect throughout FY 2017 or until you are notified in writing from me that it has been approved.

We congratulate American Samoa on its accomplishments in advancing our traffic safety mission; however, there is more work to do. To that end, I pledge our continued support to you and the American Samoa Department of Public Safety and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on American Samoa's roads.



Enclosed is an addendum with commendations and recommendations for your consideration and action that will strengthen the 2018 HSP. Should American Samoa OHS choose to implement the recommendations for 2018 identified in the addendum, we will gladly provide technical assistance.

We look forward to working with the American Samoa Office of Highway Safety and its partners on the successful implementation of this plan.

As always, please feel free to contact me if you need assistance or if you have questions.

Sincerely,



Christopher J. Murphy
Administrator – Region 9
National Highway Traffic Safety Administration

cc: Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA
Mayela Sosa, Division Administrator, FHWA-Pacific Territories

American Samoa's 2017 Highway Safety Plan Commendations and Recommendations to Strengthen the 2018 Highway Safety Plan

Commendations

We would like to congratulate you on maintaining the low number of two fatalities in American Samoa. Your jurisdiction has one of the lowest number fatalities in the United States.

We also commend you on maintaining zero fatalities in the following areas: alcohol-impaired driving fatalities, pedestrian fatalities, and bicycle fatalities. We note that you had one motorcyclist fatality in 2015. We encourage you to continue your speed management enforcement campaigns to address speed-related crashes.

Recommendations to Strengthen American Samoa's 2018 Highway Safety Plan

- 1) Please use page numbering.
- 2) Please include how you utilize the results of your attitudinal surveys in your problem identification process.
- 3) Please indicate in each program area how you are addressing high-risk populations in planned strategies, activities, and projects to logically and reasonably contribute to achieving the identified target.
- 4) Please include a brief status report from prior year's results for the Core performance measures. Under 23 CFR 1300.11(d) - Performance Report, a state is required to report on their success in meeting their performance targets from previous year's HSP using the most recent data available.
- 5) Expand the Problem Identification section of the Program Areas to include more detailed information on *Who* are the high-risk populations; *What* roads, vehicles are involved in the different types of crashes; *Where* are the (high-crash) locations; *When* are crashes taking place (i.e. daytime, noon, night-time, etc.); and *Why* crashes occur or identify contributing factors. There should be adequate problem identification to support the allocation of countermeasure spending. A clear data-driven safety need will also help to establish meaningful and evidence based performance targets.