



## **AMERICAN SAMOA**

### ***Commercial Vehicle Safety Plan***

### **Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program**

**Fiscal Years 2020 - 2022  
Annual Update FY 2022**

**Date of Approval: August 16, 2022**

**FINAL CVSP**



**U.S. Department of Transportation  
Federal Motor Carrier Safety Administration**

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2020 - 2022)
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

#### REMINDERS FOR FY 2022:

**Multi-Year plans**—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

**Annual Updates for Multi-Year plans**—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

**Personally Identifiable Information - PII** is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

**Part 1 Section 2 - Mission/Goal Statement**

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

**Instructions:**

*Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.*

**NOTE:** Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

American Samoa Department of Public Safety, Motor Carrier Safety Assistance Program's mission is to reduce fatal and non-fatal CMV crashes and through consistent and effective CMV safety programs. We support the National CMV Fatality Reduction Goal of reducing the rate of truck-related fatalities, and will strive to reduce fatality rate. We want to be part of the force multiplier in improving the safety of CMV operations by implementing policies, enforcement programs, and regulations that support FMCSA's four principles:

- Raising the safety bar to those seeking to enter the motor carrier industry
- Maintaining high safety standards for those operating in the industry
- Removing high-risk carriers, drivers, and vehicles from roadways
- Citing impaired, speeding, and unbelted drivers

### Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

#### Instructions:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☒ Initiatives involving "rural roads" are specifically included in this CVSP.
- ☐ The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

The Department of Public Safety (DPS), Motor Carrier Safety Assistance Program (MCSAP) is the agency responsible for implementing federally funded commercial vehicle safety projects in the Territory. This program is spearheaded by the MCSAP Fiscal Officer Coordinator who is taking up the role of the MCSAP Coordinator, a Lieutenant Police Officer/Supervisor, a Sergeant Police Officer, and 4 civilian Inspectors who will be attending a NAS Part A and Part B training in the near future. Our MCSAP/SAFETYNET Coordinator position has been vacant since July 2017 and still remains vacant. Our Fiscal Officer is working on loading our Safetynet inspections. As a critical part of improving the quality of life for its citizens and visitors of the territory, the mission of the DPS/MCSAP consist of two goals:

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

The Motor Carrier Safety Assistance Program (MCSAP) will provide the required resources to plan and carry out activities to fulfill these goals. To ensure effectiveness, relationships will be developed and maintained with advocacy groups, citizens, community business groups, complementary government and Federal agencies, and law enforcement. MCSAP will also conduct data analysis to monitor crash trends in the territory and to ensure that Federal resources target areas of greatest need. MCSAP works closely with DPS Traffic Division and Office of Highway Safety to ensure coordination between the CVSP and the Transportation Improvement Plan, ideally resulting in one comprehensive and strategic commercial vehicle safety program for the Territory.

#### FY2021 UPDATE

Currently we have MCSAP Fiscal officer/Coordinator, a Cpt. Police Officer/Supervisor, a Lt. Police Officer, and 4 new Police Officers recruit before recruit before the end of December 2020. These new officers will be attending a nAS Part A and Part B next year. Cpt. and Lt also help Fiscal officer/Coordinator collecting data for our quarterly and monthly report.

#### FY2022

AS MCSAP Fiscal Officer is still working as Coordinator, Cpt Police Officer/Supervisor, a Lt. Police Officer, and 4 new Police Officers started working in the program on January 31, 2021. These 4 new officers took the NAS Part A and Part B this year on June 7, 2021 thru June 18, 2021. Cpt. and Lt also helps our Fiscal/Coordinator collecting data for our quarterly report.



**Part 1 Section 4 - MCSAP Structure**

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

**Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	AMERICAN SAMOA DPS
Enter total number of personnel participating in MCSAP activities	7
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	6
Traffic Enforcement Activities	6
Investigations*	0
Public Education and Awareness	6
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0



## Part 2 - Crash Reduction and National Program Elements

### Part 2 Section 1 - Overview

*Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2020 - 2022 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

**Note:** For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

*In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.*

## Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

### Trend Analysis for 2014 - 2018

#### Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
  - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
  - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

### ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

**Goal measurement as defined by your State:** Actual # Fatalities

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	1	0	1

## MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

**Goal measurement as defined by your State:** Actual # Fatalities

**If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:**

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

**Goal measurement as defined by your State:** Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0

**Enter the data sources and capture dates of the data listed in each of the tables above.**

AS MCSAP SAFETY NET AS OF JULY 18, 2019.

**Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

To date, there are no fatalities in 2018. There are no fatalities in 2017. AS had one fatality incident in 2016 - A pedestrian walked into a CMV's path. To maintain our crash rate at 0, AS MCSAP will continue to conduct educational awareness and outreach efforts and be proactive in enforcing traffic speed limits to promote safe CMV operating practices.

#### **Narrative Overview for FY 2020 - 2022**

##### **Instructions:**

*The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.*

**Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.**

AS MCSAP will continue to maintain 0 crashes, injuries, and fatalities involving commercial motor vehicles by identifying the most effective intervention strategies to raise the carrier safety standard and evaluating the FMCSA and NHTSA regulations, policies, processes, and tools.

**Enter the data source and capture date:**

American Samoa MCSAP SAFETY NET AS OF JULY 18, 2019.

#### **Projected Goal for FY 2020 - 2022:**

**In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.**

<b>Fiscal Year</b>	<b>Annual Crash Reduction Goals</b>
2020	0
2021	0
2022	0

AS recorded a very low CMV related crash rate per year from 2017 to 2013. AS MCSAP's goal is to maintain the CMV crash rate to 1.0 or less per year over the next five year period. This will continue the reduction in crash rate as we are currently experiencing.

**Program Activities for FY 2020 - 2022: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.**

1. Conduct stationary road checks at designated locations. Safety checks consist of Level I, II, & III inspections. See roadside inspections section.
2. Conduct traffic enforcement campaigns throughout the year inclusive of long weekends and holidays when warranted. Traffic enforcement campaigns consist of Impaired Driving/Open Container, Vehicle Inspection, Speeding, and Seat Belt enforcement selective events. While the primary focus of these campaigns by the AS MCSAP team is upon CMVs, the AS MCSAP team will keep an eye out for non-CMV driver violations committed in the vicinity of CMV traffic at each event and enforce traffic laws upon these drivers where possible to aid in the crash reduction efforts. See traffic enforcement section.
3. Conduct driver education classes and training at the AS Office of Motor Vehicles (OMV) to improve safe driving habits on AS roadways. See public education and outreach section.

**FY 2021 UPDATE:**

There are no changes to this section. The yes button was selected by mistake.

**FY 2022 UPDATE**

There are no changes to this section. The YES button was selected by mistake.

***Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).***

***Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.***

1. AS MCSAP Officers will print out their ASPEN inspection summary reports at least once a month and submit to Acting MCSAP Coordinator for review and development of the PPR. We'll compare ASPEN report to the SAFETYNET report to ensure all inspections are accounted for.
2. AS MCSAP Officers will log citations issued during traffic enforcement selective events in a log book daily to be used for quarterly reporting. Activities will be measured further by the overall number of inspections conducted, the number of OOS violations discovered, and the number of citations issued. No specific goal will be established for a number of non-CMV traffic enforcement stops to be made. AS will, however, monitor and track the number of stops and non-CMV driver violations enforced during these selectives for statistical analysis purposes.
3. AS MCSAP will keep a dated sign in sheet to track the number of attendees for each driver education class. This sign in sheet will be used for quarterly reporting regarding public education and outreach. Additionally, AS MCSAP will evaluate the impact of these classes by monitoring driver violation trends and adjusting driver education and outreach efforts accordingly.

**Part 2 Section 3 - Roadside Inspections**

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2020 - 2022. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

**Note:** In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

**Trend Analysis for 2014 - 2018**

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	236	281	176	67	112
Level 2: Walk-Around	330	203	166	80	111
Level 3: Driver-Only	340	271	240	180	88
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	30	71	14	43	26
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>936</b>	<b>826</b>	<b>596</b>	<b>370</b>	<b>337</b>

**Narrative Overview for FY 2020 - 2022****Overview:**

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

**Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.**

AS MCSAP maintains a strong Roadside Inspection program that keeps Unsafe CMV and Unsafe/Unqualified Drivers off of American Samoas Public Highway. AS MCSAP Inspectors utilizes a Public Park Parking lot in Fagaalu as a Fixed site for Roadside Inspections of HM and Non HM Commercial Vehicles on the Eastern and Central part of the Island. The Fagatogo Market place as a fixed Inspection site for Passenger carrying vehicles also located on the Central part of the Island, The Stadium Parking lot on the Western side of the Island as a Fixed Inspection site for HM and Non HM Commercial Vehicles.

Daily operations conducted by AS MCSAP Certified Inspectors include; Daily Traffic Enforcement on all Commercial Vehicles, conduct Roadside Inspections at the above mentioned fixed sites, conduct AS Commercial Permit classes at the Office of Motor Vehicles, conduct Level I, and Level V follow up Inspections at Motor Carrier Place of Bussiness.

AS MCSAP will ensure effectiveness and consistency of its Inspection program through Roadside Inspections, CMV Traffic Enforcement (Speeding, Seatbelt, Careless Driving violations etc.) Public awareness via Media platforms (TV, Radio, Social media etc)

**FY2022**

Since AS MCSAP fulfilled its 4 vacant positions with Part A and B passed AS is looking to increase our inspections to 1,000 or more inspections and this is how we calculated our inspections for our 6 inspectors for Level 1-350, Level 2-312, Level 3-300 and Level 5-134 which total up to 1,096.

## Projected Goals for FY 2020 - 2022

### Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2022, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

**Note:** Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

### MCSAP Lead Agency

**Lead Agency is:** AMERICAN SAMOA DPS

**Enter the total number of certified personnel in the Lead agency:** 6

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	162	8	180	350	31.93%
Level 2: Walk-Around	162		150	312	28.47%
Level 3: Driver-Only	132		168	300	27.37%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	72	8	54	134	12.23%
Level 6: Radioactive Materials				0	0.00%
<b>Sub-Total Lead Agency</b>	<b>528</b>	<b>16</b>	<b>552</b>	<b>1096</b>	



**MCSAP subrecipient agency**

**Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.**

**Subrecipient is:**

**Enter the total number of certified personnel in this funded agency:** 0

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2022:	

**Summary**

## Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
<b>MCSAP Lead Agency: AMERICAN SAMOA DPS</b>					
<b># certified personnel: 6</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified personnel:</b>					
<b># projected inspections:</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	162	8	180	350	31.93%
Level 2: Walk-Around	162		150	312	28.47%
Level 3: Driver-Only	132		168	300	27.37%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	72	8	54	134	12.23%
Level 6: Radioactive Materials				0	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>528</b>	<b>16</b>	<b>552</b>	<b>1096</b>	

**Note:** If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

**Note:** The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	800	0	0	800
Enter total number of certified personnel	4	0	0	4
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	800	0	0	800
Enter total number of certified personnel	4	0	0	4

**Part 2 Section 4 - Investigations**

**Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**

- ☐ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- ☐ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

*Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

☒ **The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.**

## Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

*Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

### Trend Analysis for 2014 - 2018

#### Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	337	117
01/01/2017	12/31/2017	204	231
01/01/2016	12/31/2016	86	102
01/01/2015	12/31/2015	87	109
01/01/2014	12/31/2014	63	105

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

Internal AS MCSAP records were used for FY2018. A&I data used for calendar years 2014 to 2018 as of July 19, 2019. FY2014 data obtained from the FY2019 CVSP.

### **Narrative Overview for FY 2020 - 2022**

#### **Instructions:**

*Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).*

AS MCSAP currently has 2 sworn In Officers who are qualified to enforce Local Traffic laws on AS Public Highway, these 2 AS MCSAP Officers are Assisted by the Traffic Division Officers of 10 or more on a day to day basis conducting Traffic stops on Unsafe CMV and Non CMV (Privately Owned) Vehicles. Traffic Officers are not assigned to the MCSAP program .

AS MCSAP Officers work from Monday - Friday from 0600AM - 0200PM, conducting Roadside Inspections, daily Traffic Enforcement, responding to CMV and Non CMV crashes to assist Traffic Officers, Assist Patrol Division of the Department when called upon. All MCSAP time performed is using PARs.

#### **FY 2021**

We currently have 2 officers with 4 vacancies to be fill after the academy by December 2020 to make up the total 6 officers to help do inspections. Traffic enforcement campaigns consist of Impaired Driving/Open Container, vehicle inspection, Speeding, and seat belt enforcement selective events. While the primary focus of these campaigns by the AS MCSAP team is upon CMVs, the AS MCSAP team will keep an eye out for non-CMV driver violations committed in the vicinity of CMV traffic at each event and enforce traffic laws upon these drivers. We currently have 2 lidars help to track on our speeding violations and we're looking for another 2 more lidars to carry out speeding enforcement.

#### **FY 2022**

We just filled our 4 vacancies on January 31, 2021 and that make up the total of 6 officers to do inspections. Although we're currently under COVID 19 AS MCSAP conduct its virtual training for these 4 officers on June 2021, however, they all passed Part A and Part B. They work closely with our certified inspectors on the field to fulfill the criteria of the program in order to become MCSAP Inspectors. AS MCSAP team will be focusing on CMV when conducting traffic enforcement activities upon these drivers.

#### **FY2022 CVSP BUDGET INCREASE**

Overtime is for 6 Level I Certified Police Officers, they will be conducting Level II and level III Inspections at various locations in conjunction with a traffic enforcement stop. Inspector will be verifying if Drivers of Commercial Motor Vehicles have the proper documents as required by Local laws and Federal Regulations. As part of traffic enforcement activities, inspectors will be on the lookout for unauthorized passengers, speeding, seat belt usage, distracted driving, drivers under the influence, overloading of Passengers for Passenger carrying vehicles, and all other moving traffic violations involving commercial Motor Vehicles. Overtime will be time spent either before or after the regular workshift.

It is calculated there are more Non-CMV than CMVs in the territory. To promote AS MCSAP's crash reduction goal, the program will also be on the lookout for Non-CMV operating unsafely within the vicinity of CMVs and issue citations accordingly. All certified police officers will be used for this effort.

### **Projected Goals for FY 2020 - 2022**

*Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.*

**Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.**

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	200	200	200
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV			500
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
1096	6	0	1102	885

***Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.***

#### **FY 2022 BUDGET INCREASE**

The territory records all CMV and Non-CMV citations in a ledger. The territory will also be tracking Non CMV traffic enforcement contact for violations impacting CMV safety. All traffic enforcement activities will be documented in the PPRs. Public education and outreach efforts will be geared towards the most common violations found by MCSAP. The program will adjust its inspection efforts after evaluating violations found quarterly.

**Part 2 Section 6 - Safety Technology**

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

*Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines "fully participating" in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.*

*PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).*

**Safety Technology Compliance Status**

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Not Active	No
PRISM	Less Than Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: na

Enter the agency name responsible for PRISM in the State: na

**Narrative Overview for FY 2020 - 2022****Problem Statement Narrative and Projected Goal:**

**If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.**

N/A - American Samoa is not included on the SSDQ map and does not have a color rating.

**Program Activities for FY 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.**

N/A - American Samoa is not included on the SSDQ map and does not have a color rating.



As a territory FMCSA has exempted American Samoa from PRISM compliance until such time as legislation, rulemaking, or a Territorial action requires compatibility with the PRISM program.

***Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.***

N/A - American Samoa is not included on the SSDQ map and does not have a color rating.

## Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

### Trend Analysis for 2014 - 2018

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	24	30	34	12	28
CMV Safety Belt Education and Outreach	28	16	11	12	6
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	1	1	1	5	1
Local Educational Safety Events	14	17	13	10	12
Teen Safety Events	2	2	4	12	6

### Narrative Overview for FY 2020 - 2022

**Performance Objective:** To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

**Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.**

AS does not have a state trucking association. All AS outreach events are inclusive of a safety belt education component. For 2020, AS MCSAP education program will focus on increasing knowledge related to structure requirements for passenger CMVs, problematic traffic violation of CMV drivers inclusive of prohibition rules regarding open alcohol containers on CMVs, as well as safe driving and carrier operational practices aimed at reducing CMV related crashes and general overall compliant practices. All MCSAP officers will accomplish this by conducting outreach events to schools and businesses; by holding public educational events, conducting media ad campaigns promoting CMV safety, conducting educational classes with CMV carriers, conducting CMV rule presentations on public television broadcast, and by conducting safety presentations at driver education classes in partnership with the AS office of Motor vehicle (OMV).

### Projected Goals for FY 2020 - 2022

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	12	12	12
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	12	12	12
<input type="radio"/>	<input type="radio"/>	State Trucking Association Meetings			
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	12	12	12
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	8	8	8

**Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.**

AS MCSAP will conduct 12 safety talks with CMV/Carrier Owners to include CMV safety belt outreach each month; will participate in Flag Day (April) to promote CMV safety; will hold at least 1 OMV commercial driver class each month and 4 paid media advertising campaigns; and hold at least 2 OMV driver education for students every quarter to promote CMV safety. Number of activities conducted and attendees will be tracked using a sign-up sheet. The MCSAP Coordinator will utilize the sign-up sheets for reporting purposes. The MCSAP Coordinator as well as all sworn officers of the AS MCSAP program will be utilized to facilitate these goals. Educational/Outreach brochures will be distributed at these events and tracked where applicable, although there are no specific brochure (ETA) distribution goals.

### Part 3 - National Emphasis Areas and State Specific Objectives

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2020 - 2022).*

#### Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

#### Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.*

#### Check this box if:

☒ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

**Part 3 Section 2 - Passenger Carrier Enforcement**

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

**Instructions:**

*FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.*

**Check this box if:**

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

### Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

#### Instructions:

*Describe any State-specific CMV problems that were addressed with FY 2019 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2019 CVSP.*

#### **Progress Report on State Specific Objectives(s) from the FY 2019 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

#### Activity #1

##### **Activity: Describe State-specific activity conducted from previous year's CVSP.**

Maintain CMV driver seatbelt usage rate of at least 85% over a one year period for all CMV drivers operating on AS three highest CMV corridors as recognized by DPS.

##### **Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).**

A goal of 85% seat-belt usage by CMV drivers over a one-year period was anticipated.

##### **Actual: Insert year to date progress (#, %, etc., as appropriate).**

There were 3 seatbelts survey conducted during FY2019 . A total of 138 drivers were observed and 132 drivers were found wearing their seatbelts. A 96% seatbelt usage by CMV Drivers was achieved. In the first quarter of FY2020, AS MCSAP will evaluate all MEC violations found to establish a baseline. .

##### **Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

Difficulties and problems encountered towards achieving the goal is due to modifications and conversions of FORD CHASSIS Heavy Duty Trucks into Aiga Buses for local businesses which carries a maximum passengers amount of 26 but does not have seat-belts for passengers after conversion.

#### Activity #2

##### **Activity: Describe State-specific activity conducted from previous year's CVSP.**

Many CMV drivers have been found utilizing outdated medical examiner's certificates. While AS MCSAP does not have baseline data available, a significant amount of drivers contacted roadside have this issue. AS MCSAP will evaluate all MEC violations found to establish a baseline.

##### **Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).**

The goal is to achieve 85% or more MEC compliance by the project's end.

##### **Actual: Insert year to date progress (#, %, etc., as appropriate).**

First quarter FY2019 51% of all driver violations were due to medical cards violations. Second quarter FY 2019 41% of all driver violations were due to medical cards violations. Third quarter FY 2019 17% of all driver violations were due to medical cards violations. Fourth quarter FY 2019 20% of all driver violations were due to medical cards violations. The inspectors were successful in reducing the numbers of violations found during the life of this project. They were very close in achieving the 85% MEC compliance goal.

##### **Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

One of our inspector didn't load his inspections until the last month. We experience problems with our internet lines due AS ASTCA is still updating their cable lines. We also have raining weather almost a 3 weeks or more even a month.

### Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

#### Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2020 - 2022. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

#### State Objective #1

**Enter the title of your State-Identified Objective.**

MEC modernization.

#### **Narrative Overview for FY 2020 - 2022**

**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Many CMV drivers have been found utilizing outdated medical examiner's certificates. While AS MCSAP does not have baseline data available, a significant amount of drivers contacted roadside have this issue.

#### **Projected Goals for FY 2020 - 2022:**

**Enter performance goal.**

In the first quarter of FY2020, AS MCSAP will evaluate all MEC violations found to establish a baseline. The goal is to achieve 85% or more MEC compliance by the project's end.

**Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.**

AS MCSAP will track all MEC violations each quarter through the life of the project and adjust education and enforcement efforts accordingly. All MCSAP officers will educate CMV drivers on the medical examiner's certificate during OMV commercial driver education classes and during contacts roadside. SAFETYNET reports will be evaluated quarterly to track changes in the number of MEC violations found during roadside inspections to evaluate effectiveness. All education and outreach events conducted in AS will incorporate an MEC education component.

**Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.**

The MCSAP Coordinator will record the number of MEC violations in the quarterly PPRs. Subsequent SAFETYNET quarterly reports will be use to determine if MEC education and enforcement efforts in AS are effective.



## Part 4 - Financial Information

### Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
  - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

#### Instructions

The Spending Plan should include costs for FY 2022 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

#### On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP		
	100% Federal Share	Total Estimated Funding
Total	\$450,838.00	\$450,838.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$67,626.00
MOE Baseline:	\$1,857.67

## Part 4 Section 2 - Personnel

*Personnel costs are salaries for employees working directly on a project.*

**Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.**

*Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.*

*List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.*

*The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.*

**Note:** Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

*In the salary column, enter the salary for each position.*

*Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).*

*If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.*

*Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.*

### Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$67,626.00
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Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal)	Federal Share	MOE
PSO1/MCSAP Inspector	1	100.0000	\$16,467.00	\$16,467.00	\$16,467.00	\$0.00
Coordinator/Safetynet	1	100.0000	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
Lt./MCSAP HM/CR SUPERVISOR	1	100.0000	\$35,500.00	\$35,500.00	\$35,500.00	\$0.00
CPT/MCSAP HM/Inspector	1	100.0000	\$33,217.00	\$33,217.00	\$33,217.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$19,067.00	\$19,067.00	\$19,067.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$19,067.00	\$19,067.00	\$19,067.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$19,067.00	\$19,067.00	\$19,067.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$192,385.00</b>	<b>\$192,385.00</b>	<b>\$0.00</b>
Overtime Project Costs						
6 MCSAP Inspectors	6	100.0000	\$558.08	\$3,348.48	\$3,348.48	\$0.00
<b>Subtotal: Overtime</b>				<b>\$3,348.48</b>	<b>\$3,348.48</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$195,733.48</b>	<b>\$195,733.48</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Accrual</b>					

**Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.**

Personnel salaries adjusted to coincide with ASG Human Resources pay scale regulations that include planned and annual increments.

**FY 2022**

**7 personnel will be paid under MCSAP with percentage provided. Presently MCSAP consists of two sworn officers plus 4 new Police Officers filling our vacancies on February this year. These new officers already passed NAS Part A & B during the virtual training during the month of June this year. Cpt. and Lt are assisting these new officers with their inspections inorder to become MCSAP inspectors.**

**AS Department of Public Safety is planning to have a Lieutenant to head the MCSAP in the near future. We request if the Cpt. salary to add 1 new Officer for MCSAP plus the replacement for the Cpt. slot. We have 8 Police Officers sit in the NAS Part A and B virtual training passed the test. We currently have the 4 working under MCSAP and the other 4 is back to their work station in Department Public Safety.**

**FY2022 CVSP BUDGET INCREASE**

The AS MCSAP fulltime Fiscal Officer is removed due MCSAP has now updated all its quarterly report and financial reports on time. American Samoa Govt. financial system is all computerized and the MCSAP Coordinator can handle quarterly reports and financial reports.

MCSAP /SNET Coordinator continues to perform full time duties of the Safetynet Operator while training staff members on the functions and how to operate the SafetyNet System.

The Department of Public Safety recently adjusted its personnel salaries which included MCSAP employees. Personnel salaries in the above table have been adjusted to coincide with ASG Human Resources pay scale regulations that include planned and annual increments. The increase was based on years of services, and also officers with degrees and non degrees. We have one officer without a degree with the starting salary of \$16,467.

OT costs as outlined in the table are in the furtherance of the planned Traffic Enforcement activities outlined in the CVSP(see Part 2 Crash Reduction Section 5) which includes 6 PSOs incurring 8 hours of OT per quarter (32 hours per Inspectors PER YEAR) for the planned MCSAP TE selective events. The OT hourly cost is the average of 6 officers' hourly rate at time and a half (\$17.44) plus related OGTfringe costs 18.70% (rate computation explained in the fringe table. Conduct Level II and Level III inspections at various locations. As part of traffic enforcement activities, inspectors will be on the lookout for unauthorized passengers, speeding, seat belt usage, distracted driving, drivers under the influence, overloading of Passengers for Passenger carrying vehicles, and all other moving traffic violations involving commercial Motor Vehicles.

6 PSOs x 8 hours of OT per quarter x 4 quarters in a year x \$17.44 = \$3,348.48 Total OT cost.

### Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

*Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).*

*Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.*

**Actual Fringe Rate:** a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

**Aggregated Rate:** a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

*Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid](#) below.*

**Fringe costs method:** Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

**Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.**

**Fringe Benefit Rate:** The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

**Base Amount:** The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs						
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal)	Federal Share	MOE
LT.Inspector HM/Supervisor	18.7000	100.0000	\$35,500.00	\$6,638.50	\$6,638.50	\$0.00
Coordinator/Safetynet	18.7000	100.0000	\$50,000.00	\$9,350.00	\$9,350.00	\$0.00
CPT. MCSAP Inspector	18.7000	100.0000	\$33,217.00	\$6,211.57	\$6,211.57	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$16,467.00	\$3,079.32	\$3,079.32	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$19,067.00	\$3,565.52	\$3,565.52	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$19,067.00	\$3,565.52	\$3,565.52	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$19,067.00	\$3,565.52	\$3,565.52	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$35,975.95</b>	<b>\$35,975.95</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.**

American Samoa's fringe benefit remains at 16.7% unless otherwise. Fringe benefits consist of FICA, Workmen's Comp, and Retirement for career employees.

*Breakdown:* FICA = 7.65%, Workmen's Comp = 1.05%, and Retirement = 8%.

#### FY2022 CVSP BUDGET INCREASE

American Samoa's fringe benefit recently approved and passed 2% by American Samoa Legislature.

*Breakdown:* FICA+ 7.65%, Workmen's Comp = 1.05%, and Retirement = 10%



**Part 4 Section 4 - Travel**

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs						
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
Passenger Vehicle Inspection	1	7	100.0000	\$3,756.00	\$3,756.00	\$0.00
COHMED HM Training	1	7	100.0000	\$4,326.00	\$4,326.00	\$0.00
MCSAP Planning Meeting	1	10	100.0000	\$4,280.00	\$4,280.00	\$0.00
CVSA IT Workshop	2	6	100.0000	\$7,376.00	\$7,376.00	\$0.00
MCSAP Officer Refresher Training	2	7	100.0000	\$7,376.00	\$7,376.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$27,114.00</b>	<b>\$27,114.00</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.**

CVSA IT Workshop program is scaling back planned travel due to COVID-19 travel restrictions imposed by the (American Samoa Government) . (ASG).

**FY2022**

Passenger Vehicle Inspection training(date and time will be determined later )is needed to certify inspector who recently joined MCSAP which has completed and passed Part&A and Part B training and PVI is the next certification course needed. Travel days is inclusive of anticipated training duration plus additional travel days needed to travel to the training and return back to AS taking into consideration time the limited flights schedules in and out AS (7days). Total cost is inclusive of airfare(\$2,300.00), lodging (\$980.00), including M&IE costs of (\$476.00) for total cost of \$3,756.00.

COHMED Cooperative Hazardous Materials Enf. Development is needed to upgrade our HAZ inspector for new hazardous materials every year. Total travel days is inclusive on the meeting. AS is taking into consideration the limited flight schedule in and out (7 days total.) Total cost of airfare is (\$2,500.00), lodging (\$780.00) ,M&IE cost of (\$476.00) for a total cost of \$4,326.00.

MCSAP Planning meeting travel is for the MCSAP Coordinator to attend the annual FMCSA MCSAP planning meeting. Total travel days is inclusive of the conference duration plus additional travel days needed to travel to the meeting and return back to AS taking into consideration the limited flight schedule in and out AS (10days) Total cost is inclusive of airfare (\$2,200.00) lodging (\$1,400.00) and M&MIE(\$680.00) for a total cost of \$4,280.00.

**FY2022 CVSA BUDGET INCREASE**

CVSA IT Workshop is necessary for MCSAP Coordinator and a senior inspector to attend. The senior inspector is a backup to operate safety net when MCSAP Coordinator is not available. AS last attendees attended this training since January 2019 workshop. It will also benefit for AS to continue participate in this event to understand more on SAFETYNET other FMCSA IT systems, and also for our own system to improve the data reported to SafetyNet. AS will send two attendees to complete the training and updates. The dates and location of this IT Workshop are pending, however, costs are based off of the training taking a known three days, plus an additional 3 days travel time due to the limited flights going into and out of AS (6 days total) Total cost is inclusive of airfare(\$5,000.00, lodging (\$1,560.00) and M&MIE (\$816.00) for a total cost of \$7,376.00.

Refresher trainings (e.g. HM, Passenger, Cargo Tank, Other Bulk) are necessary for two police officer inspectors to enhance their knowledge with the inspection aspect of the program and keep current with policy and regulatory changes. Total travel days is inclusive of the meeting duration in Honolulu, HI plus additional travel days needed to travel to the meeting and return back to AS taking into consideration the limited flight schedule in and out of AS (6 days

total. Total cost is inclusive of airfare (\$5,000.00 two travelers), lodging (\$1,560.00) and M&IE(\$816.00 two travelers) for a total cost of \$7,376.00.



**Part 4 Section 5 - Equipment**

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
VEHICLE	1	\$60,000.00	100	\$60,000.00	\$60,000.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>						

**Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.**

AS MCSAP Office kindly propose to allocate funds in the amount of \$60,000.00 to purchase another vehicle due to the fact that one of the vehicle currently utilized by the MCSAP inspectors has run into mechanical problems as of lately due to road conditions within our island.

In addition, this same vehicle has reached its 10 years of service and will be recommended by the office of Property Management to have this vehicle survey to be auction off within the next government auction beginning of the new year.

**FY2022 CVSP BUDGET INCREASED**

Due to covid season AS still on going and we noticed that cost of vehicles on island is increasing, we request to increase to \$60,000.00.

**Part 4 Section 6 - Supplies**

*Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.*

*Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.*

*Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.*

*Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.*

Supplies Project Costs						
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
Media Aids (Outreach & Education)	4 Quarters	\$550.00	100.0000	\$2,200.00	\$2,200.00	\$0.00
MCSAP Inspection Supplies	4 Quarters	\$1,000.00	100.0000	\$4,000.00	\$4,000.00	\$0.00
Vehicle Parts	4 Quarters	\$1,000.00	100.0000	\$4,000.00	\$4,000.00	\$0.00
Office Supplies	4 Quarters	\$2,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00
Lap Top	1	\$1,800.00	100.0000	\$1,800.00	\$1,800.00	\$0.00
Uniforms, shoes Replace	6	\$600.00	100.0000	\$3,600.00	\$3,600.00	\$0.00
Tablet/portable printer	2	\$7,200.00	100.0000	\$14,400.00	\$14,400.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$38,000.00</b>	<b>\$38,000.00</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.**

MCSAP Inspection supplies budget is inclusive of all items needed to effectively conduct MCSAP inspections in the field (e.g., inspection road block signs, heavy-duty creepers and wheel blocks, gloves, forms etc.).

Note that these costs are higher in AS compared to mainland due to high shipping costs associated with getting the supplies to AS since they cannot be obtained on island. Based on the condition of supplies currently on hand in the AS MCSAP and known upcoming needs, we anticipate the costs to be approximately \$750.00 per quarter this year for a total annual need of approximately \$3,000.00.

Media Ad costs are to support education & outreach CMV safety initiatives outlined in the planned activities and based on known past expenditures. These paid radio and newspaper advertisements are used to increase attendance at outreach events and promote MCSAP safety initiatives which are critical to the success of the AS Education and Outreach component of our planned activities. ASG Finance treats paid media advertising as supplies. Media costs has increased slightly, so the cost to conduct advertising campaign per quarter is estimated at \$400.00 for a total amount of annual \$1,600.00.

Vehicle Parts purchase has become a problem locally because of the ASG financial system and the local Auto Shops require AS MCSAP to furnish its own Vehicle Parts including tires to replace worn out tires prior to the shop(s) repairs are done. Given that some parts have to be ordered from off-island vendors, shipping and duty costs are added to the cost of each Vehicle Part ordered. The estimated cost is \$1000.00 for each set of Order throughout the fiscal year which will cost the program a total of \$4,000.00. This total will include the purchase of the radio for communication

Office supplies cost was based off on our past expenditures, needed to support AS MCSAP program and its inclusive of all general supplies used within our office (e.g. filing folders, xerox papers, pens, staplers, staples, printers inks. Toners for our printers and xerox machine is very expensive on island also the cost of living in AS has increased significantly whereby today's known average, expenditures is approximately \$2,000.00 per quarter amounting to an annual need of approximately \$8,000.00. This total will include the purchase of the radio for our new vehicle.

#### **FY2022 CVSP BUDGET INCREASE**

Laptop requested for MCSAP Coordinator to assist carry out daily duties and completing administrative tasks remotely. It will allow to work on grant related items, attend virtual trainings and conference while shuffling from Headquarters or in between offices. With the purchase of the new laptop, the Coordinator will be also be able to work remotely and manage program while attending program conferences and off island training. The allocated estimate will cost the program \$1,800.00.

Because of poor weather condition in American Samoa, the MCSAP Officer/Inspectors need to replace their uniforms and shoes on annual basis. The estimated uniform-shoe re-placement cost is based on previously recorded costs of uniform shoes purchased. The allocated amounted for 6 sets of uniforms including 6 pairs of shoes is \$3,600.00

Media Ad costs are to support education and outreach CMV safety initiatives outlined in the planned activities. Due increase of commercial vehicles on island we need to increase our advertisement on the roadside for commercial safety we estimate \$550.00 per quarter which will cost the program \$2,200.00 annually.

MCSAP supplies increased to \$1,000.00 per quarter which will cost the program \$4,000.00 annually due to increase of costs on island wide since covid 19.

AS DPS will be requiring all police divisions to use tablets and portable printers for each officer in order to issue out citations and will no longer be using ticket books beginning Oct. 1, 2022. This is to comply with an order from the Judiciary Court as they moved towards electronic citations. As such, the MCSAP request to procure two tablets and portable printers for its officers. For each tablet, keyboard, portable printer, printer paper, and car adapter for the printer set the estimate cost  $\$6,200.00 \times 2 = \$12,400.00$  plus software installation and testing  $\$2,000.00 = \$14,400.00$ . All costs are rounded up. A vendor invoice has been uploaded under my document. The program intends to purchase additional tablet and portable printers with future MCSAP funding as needed.

## Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

**Contractual** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

**Note:** Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

**Subaward** – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

**Subrecipient** - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

**Operations and Maintenance**-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs						
Legal Name	DUNS/ EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
UNKNOWN	DUNS 854995487	Contract	100.0000	\$7,000.00	\$7,000.00	\$0.00
Description of Services: Maintenance of Office Equipment						
UNKNOWN	DUNS 854995487	Contract	100.0000	\$6,122.75	\$6,122.75	\$0.00
Description of Services: Vehicle Maintenance						
Office Space	DUNS 854995487	Contract	100.0000	\$21,000.00	\$21,000.00	\$0.00
Description of Services: MCSAP rental for office space						
<b>TOTAL: Contractual and Subaward</b>				<b>\$34,122.75</b>	<b>\$34,122.75</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.**

Maintenance of Office Equipment costs to service and maintain MCSAP office printer, xerox printer, desktop computers including the Safetynet system. Laptops with the ASPEN system for MCSAP inspections, air conditioners, maintenance of the building and its water system which houses the MCSAP office is necessary for the operation of the

AS MCSAP. All services for maintaining our office equipments has been increased due to covid 19. Cost estimated at \$4,000.00 on annual basis.

Vehicles maintenance costs is the cost of labor to install the vehicle parts purchase by the MCSAP as well as any labor performed to complete repair and maintenance to MCSAP vehicle. The MCSAP vehicle fleet of four vehicles and a trailer which are not covered under warranty. All vehicles and the trailer are fully dedicated to the MCSAP program. Costs, estimated at \$4,000.00 are based on known past average expenditures needed to maintain the fleet on an annual basis.

#### **FY2022 CVSA BUDGET INCREASE**

Maintenance of MCSAP Office and Equipment increased due to inflation and the covid pandemic. We estimate a total cost of \$13,122.75 for all services pertaining to servicing our office equipment, to include laptops, printers, xerox machine etc..... Maintenance of the office is to include air condition units.

Office space MCSAP is temporarily renting a space. The DPS building in Tafuna where the MCSAP was previously located has been closed by the Department of Public Health as of end of June 2022 due to unsanitary conditions. The space rented is close to OMV and easily accessible for the public for commercial vehicle matters. The rental cost is estimated for our office space at \$2,100.00 a month. The MCSAP anticipates this temporary arrangement to last through April 2023 with the total rental cost to equal \$21,000.00. If anything changes the program will notify the Division Office.

## Part 4 Section 8 - Other Costs

*Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.*

**Operations and Maintenance**—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

### Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

### Your State will claim reimbursement for Indirect Costs.

Indirect Costs				
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share
Salaries and Wages (SW)	19.28	\$192,385.00	\$37,091.82	\$37,091.82
<b>TOTAL: Indirect Costs</b>			<b>\$37,091.82</b>	<b>\$37,091.82</b>

Other Costs Project Costs						
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
CVSA Membership Dues	1 Annual	\$7,800.00	100.0000	\$7,800.00	\$7,800.00	\$0.00
COMMUNICATION	1 Annual	\$5,600.00	65.0000	\$3,640.00	\$3,640.00	\$1,960.00
Fuel	1 Annual	\$9,210.00	100.0000	\$9,210.00	\$9,210.00	\$0.00
Travel - Registration fee	1 Annual	\$2,150.00	100.0000	\$2,150.00	\$2,150.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$22,800.00</b>	<b>\$22,800.00</b>	<b>\$1,960.00</b>

***Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.***

CVSA dues are to maintain membership with CVSA at known annual membership rate.

Communication costs is inclusive of office phone lines, Officers cell iphone and internet for the MCSAP office. Forty percentage (\$5,000 x 4 = \$2,000.00) of communication costs for office phone lines and internet will be used to meet MOE. Communication costs are calculated monthly.

#### **FY2022**

AS has just approved the IDC rate for FY2022. The approved FY2022 IDC Rate agreement for AS is 19.28% which is applied to direct salaries (regular wages and overtime).

Fuel costs are based on average past needs of the department at average market price to support four vehicles and a trailer. This cost is computed to approximately \$1,500.00 per quarter for an annual total cost of \$6,000.00.

COHMED registration fee is \$700.00. but all other costs for COHMED is covered under the Travel section.

#### **FY2022 CVSP BUDGET INCREASE**

Due to high cost of fuel during covid we estimated the total annual cost to be \$9,210.00.

Travel registration fee CVSA IT Workshop registration fee is \$700.00 per attendee which cost the program \$1,400.00 plus COHMED registration fee \$750.00. Total \$2,150.00.

Communicaton costs was updated to account for increase costs. We estimate the costs at \$5,600.00 with 65% be charged under MCSAP and 35% to be used for MOE.

**Part 4 Section 9 - Comprehensive Spending Plan**

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP		
	100% Federal Share	Total Estimated Funding
Total	\$450,838.00	\$450,838.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$67,626.00
MOE Baseline:	\$1,857.67

Estimated Expenditures			
Personnel			
	Federal Share	Total Project Costs (Federal)	MOE
PSO1/MCSAP Inspector	\$16,467.00	\$16,467.00	\$0.00
Coordinator/Safetynet	\$50,000.00	\$50,000.00	\$0.00
Lt./MCSAP HM/CR SUPERVISOR	\$35,500.00	\$35,500.00	\$0.00
CPT/MCSAP HM/Inspector	\$33,217.00	\$33,217.00	\$0.00
PSO1/MCSAP Inspector	\$19,067.00	\$19,067.00	\$0.00
PSO1/MCSAP Inspector	\$19,067.00	\$19,067.00	\$0.00
PSO1/MCSAP Inspector	\$19,067.00	\$19,067.00	\$0.00
<b>Salary Subtotal</b>	<b>\$192,385.00</b>	<b>\$192,385.00</b>	<b>\$0.00</b>
6 MCSAP Inspectors	\$3,348.48	\$3,348.48	\$0.00
<b>Overtime subtotal</b>	<b>\$3,348.48</b>	<b>\$3,348.48</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$195,733.48</b>	<b>\$195,733.48</b>	<b>\$0.00</b>

Fringe Benefits			
	Federal Share	Total Project Costs (Federal)	MOE
LT.Inspector HM/Supervisor	\$6,638.50	\$6,638.50	\$0.00
Coordinator/Safetynet	\$9,350.00	\$9,350.00	\$0.00
CPT. MCSAP Inspector	\$6,211.57	\$6,211.57	\$0.00
PSO 1 / MCSAP Inspector	\$3,079.32	\$3,079.32	\$0.00
PSO 1 / MCSAP Inspector	\$3,565.52	\$3,565.52	\$0.00
PSO 1 / MCSAP Inspector	\$3,565.52	\$3,565.52	\$0.00
PSO 1 / MCSAP Inspector	\$3,565.52	\$3,565.52	\$0.00
<b>Fringe Benefits total</b>	<b>\$35,975.95</b>	<b>\$35,975.95</b>	<b>\$0.00</b>



Travel			
	Federal Share	Total Project Costs (Federal)	MOE
Passenger Vehicle Inspection	\$3,756.00	\$3,756.00	\$0.00
COHMED HM Training	\$4,326.00	\$4,326.00	\$0.00
MCSAP Planning Meeting	\$4,280.00	\$4,280.00	\$0.00
CVSA IT Workshop	\$7,376.00	\$7,376.00	\$0.00
MCSAP Officer Refresher Training	\$7,376.00	\$7,376.00	\$0.00
<b>Travel total</b>	<b>\$27,114.00</b>	<b>\$27,114.00</b>	<b>\$0.00</b>

Equipment			
	Federal Share	Total Project Costs (Federal)	MOE
VEHICLE	\$60,000.00	\$60,000.00	\$0.00
<b>Equipment total</b>	<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>

Supplies			
	Federal Share	Total Project Costs (Federal)	MOE
Media Aids (Outreach & Education)	\$2,200.00	\$2,200.00	\$0.00
MCSAP Inspection Supplies	\$4,000.00	\$4,000.00	\$0.00
Vehicle Parts	\$4,000.00	\$4,000.00	\$0.00
Office Supplies	\$8,000.00	\$8,000.00	\$0.00
Lap Top	\$1,800.00	\$1,800.00	\$0.00
Uniforms,shoes Replace	\$3,600.00	\$3,600.00	\$0.00
Tablet/portable printer	\$14,400.00	\$14,400.00	\$0.00
<b>Supplies total</b>	<b>\$38,000.00</b>	<b>\$38,000.00</b>	<b>\$0.00</b>

Contractual and Subaward			
	Federal Share	Total Project Costs (Federal)	MOE
UNKNOWN	\$7,000.00	\$7,000.00	\$0.00
UNKNOWN	\$6,122.75	\$6,122.75	\$0.00
Office Space	\$21,000.00	\$21,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$34,122.75</b>	<b>\$34,122.75</b>	<b>\$0.00</b>

Other Costs			
	Federal Share	Total Project Costs (Federal)	MOE
CVSA Membership Dues	\$7,800.00	\$7,800.00	\$0.00
COMMUNICATION	\$3,640.00	\$3,640.00	\$1,960.00
Fuel	\$9,210.00	\$9,210.00	\$0.00
Travel - Registration fee	\$2,150.00	\$2,150.00	\$0.00
<b>Other Costs total</b>	<b>\$22,800.00</b>	<b>\$22,800.00</b>	<b>\$1,960.00</b>

Total Costs			
	Federal Share	Total Project Costs (Federal)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$413,746.18</b>	<b>\$413,746.18</b>	<b>\$1,960.00</b>
Indirect Costs	\$37,091.82	\$37,091.82	NA
<b>Total Costs Budgeted</b>	<b>\$450,838.00</b>	<b>\$450,838.00</b>	<b>\$1,960.00</b>

## Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP		
	100% Federal Share	Total Estimated Funding
Total	\$450,838.00	\$450,838.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$67,626.00
MOE Baseline:	\$1,857.67

Estimated Expenditures			
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
Salary Subtotal	\$192,385.00	\$192,385.00	\$0.00
Overtime Subtotal	\$3,348.48	\$3,348.48	\$0.00
Personnel Total	\$195,733.48	\$195,733.48	\$0.00
Fringe Benefits Total	\$35,975.95	\$35,975.95	\$0.00
Travel Total	\$27,114.00	\$27,114.00	\$0.00
Equipment Total	\$60,000.00	\$60,000.00	\$0.00
Supplies Total	\$38,000.00	\$38,000.00	\$0.00
Contractual and Subaward Total	\$34,122.75	\$34,122.75	\$0.00
Other Costs Total	\$22,800.00	\$22,800.00	\$1,960.00
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
Subtotal for Direct Costs	\$413,746.18	\$413,746.18	\$1,960.00
Indirect Costs	\$37,091.82	\$37,091.82	NA
<b>Total Costs Budgeted</b>	<b>\$450,838.00</b>	<b>\$450,838.00</b>	<b>\$1,960.00</b>

## Part 5 - Certifications and Documents

*Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.*

*If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.*

### Part 5 Section 1 - State Certification

*The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.*

1. What is the name of the person certifying the declaration for your State? PC LEFITI ATIULAGI F. PESE
2. What is this person's title? COMMISSIONER
3. Who is your Governor's highway safety representative? PC LEFITI ATIULAGI F. PESE
4. What is this person's title? COMMISSIONER

**The State affirmatively accepts the State certification declaration written below by selecting 'yes'.**

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

#### State Certification declaration:

I, PC LEFITI ATIULAGI F. PESE, COMMISSIONER, on behalf of the Territory of AMERICAN SAMOA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the Territory satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below. AS MCSAP personnel met with the Departments legal Counsel Mr. Ipulasi Sunia and the Governors Legal Counsel Mr. Jason Mitchell. As per Mr. Mitchell the Executive Order signed by the Governor would have minimum chances of surviving a court case if the AUTHORITY is challenged by a Motor Carrier in the Court of law, he suggested to have the ROE bill Re-introduced into the Legislature which would be convening on July 12,2021 to solidify any challenges on the AUTHORITY that may arise in the future. Another option which was discussed was to have the Commerce Commission draft a law in the language proposed to the Legislature and have it become a law within 45 days or less, the problem with the Commerce Commission option is that the Commission members haven't approved by the legislature and therefore could not act on drafting a law. AS MCSAP personnel are working closely with the Department Legal Counsel on having the RIGHT OF ENTRY finding solved by the end of this fiscal year. As of today 10/7/21 Jason Mitchell informed our Department Legal Counsel that he is hesitant on the Executive Order, but wants to have the Chamber of Commerce issue a written decision on this issue. The board hasn't been appointed yet by the Governor, but the Commissioner and our Legal Counsel is waiting to set up a meeting with the Governor when he returned back from offisland.

**Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification**

*You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.*

1. What is the name of your certifying State official? PC LEFITI ATIULAGI F. PESE
2. What is the title of your certifying State official? COMMISSIONER
3. What are the phone # and email address of your State official? 1(684)633-1111, lefiti.pese@dps.as.gov

**The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.**

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, PC LEFITI ATIULAGI F. PESE, certify that the Territory has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the Territory's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means Territory laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below. AS MCSAP personnel met with the Departments Legal Counsel Mr. Ipulasi Sunia and the Governors legal Counsel Mr. Jason Mitchell. As per Mitchell the Executive Order signed by the Governor would have minimum chances of surviving a court case if the AUTHORITY is challenged by a Motor Carrier in the Court of law, he suggested to have the ROE bill Re-introduced into the Legislature which would be convening on July 12,2021 to solidify any challenges on the AUTHORITY that may arise in the future. Another option which was discussed was to have the Commerce Commission draft a law in the language proposed to the Legislature and have it become a law within 45 days or less, the problem with the Commerce Commission option is that the Commission members haven't been approved by the legislature and therefore could not act on drafting a law. The AS MCSAP personnel are working closely with the Departments Legal Counsel on having the Right of Entry finding solved by the end of this year.

**Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety**

**Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?**

☐ Yes ☒ No

**Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?**

☐ Yes ☒ No



# United States Department of the Interior

OFFICE OF THE SECRETARY

Washington, DC 20240

## State and Local Governments Indirect Cost Negotiation Agreement

**EIN:** 97-0000676

**Date:** 12/27/2021

**Organization:**

American Samoa Government  
3rd Floor, A.P. Lutali Bldg  
Utulei, AS 96799

**Report Number:** 2021-0605

**Filing Ref.:**

Last Negotiation Agreement  
dated: 09/20/2021

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which 2 CFR Part 200 applies subject to the limitations in Section II.A. of this agreement. The rate was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in applicable regulations.

### Section I: Rate

Start Date	End Date	Rate Type					
10/01/2021	09/30/2022	Fixed Carry forward	Name	Rate	Base	Location	Applicable To
			Indirect	18.08 %	(A)	All	DOE Unrestricted
			Name	Rate	Base	Location	Applicable To
			Indirect	19.28 %	(A)	All	All Other Programs

**(A) Base:** Total direct salaries and wages, excluding fringe benefits. The rate applies to all programs administered by the non-federal entity. To determine the amount of indirect costs to be billed under this agreement, direct salaries and wages should be summed and multiplied by the rate. All other program costs, including fringe benefits associated with direct salaries and wages, should be eliminated from the calculation.

**Treatment of fringe benefits:** Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

## Section II: General

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- A. **Limitations:** Use of the rate(s) contained in this agreement is subject to any applicable statutory limitations. Acceptance of the rate(s) agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal, (2) all such costs are the legal obligations of the grantee/contractor, (3) similar types of costs have been accorded consistent treatment, and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs (for example, supplies can be charged directly to a program or activity as long as these costs are not part of the supply costs included in the indirect cost pool for central administration).
- B. **Audit:** All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the cost allocation plan or indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.
- C. **Changes:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was submitted. Changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate(s) in this agreement may require the prior approval of the cognizant agency. Failure to obtain such approval may result in subsequent audit disallowance.
- D. **Rate Type:**
  - 1. **Fixed Carryforward Rate:** The fixed carryforward rate is based on an estimate of the costs that will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made to the rate for a future period, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.
  - 2. **Provisional/Final Rate:** Within six (6) months after year end, a final indirect cost rate proposal must be submitted based on actual costs. Billings and charges to contracts and grants must be adjusted if the final rate varies from the provisional rate. If the final rate is greater than the provisional rate and there are no funds available to cover the additional indirect costs, the organization may not recover all indirect costs. Conversely, if the final rate is less than the provisional rate, the organization will be required to pay back the difference to the funding agency.
  - 3. **Predetermined Rate:** A predetermined rate is an indirect cost rate applicable to a specified current or future period, usually the organization's fiscal year. The rate is based on an estimate of the costs to be incurred during the period. A predetermined rate is not subject to adjustment.
- E. **Rate Extension:** Only final and predetermined rates may be eligible for consideration of rate extensions. Requests for rate extensions of a current rate will be reviewed on a case-by-case basis. If an extension is granted, the non-Federal entity may not request a rate review until the extension period ends. In the last year of a rate extension period, the non-Federal entity must submit a new rate proposal for the next fiscal period.
- F. **Agency Notification:** Copies of this document may be provided to other federal offices as a means of notifying them of the agreement contained herein.
- G. **Record Keeping:** Organizations must maintain accounting records that demonstrate that each type of cost has been treated consistently either as a direct cost or an indirect cost. Records pertaining to the costs of program administration, such as salaries, travel, and related costs, should be kept on an annual basis.
- H. **Reimbursement Ceilings:** Grantee/contractor program agreements providing for ceilings on indirect cost rates or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rate in Section I of this agreement, the negotiated rate will be used to determine the maximum allowable indirect cost.

**Section II: General** (continued)

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- I. **Use of Other Rates:** If any federal programs are reimbursing indirect costs to this grantee/contractor by a measure other than the approved rate(s) in this agreement, the grantee/contractor should credit such costs to the affected programs, and the approved rate(s) should be used to identify the maximum amount of indirect cost allocable to these programs.
- J. **Central Service Costs:** If the proposed central service cost allocation plan for the same period has not been approved by that time, the indirect cost proposal may be prepared including an amount for central services that is based on the latest federally-approved central service cost allocation plan. The difference between these central service amounts and the amounts ultimately approved will be compensated for by an adjustment in a subsequent period.
- K. **Other:**
  - 1. The purpose of an indirect cost rate is to facilitate the allocation and billing of indirect costs. Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.
  - 2. Programs received or initiated by the organization subsequent to the negotiation of this agreement are subject to the approved indirect cost rate(s) if the programs receive administrative support from the indirect cost pool. It should be noted that this could result in an adjustment to a future rate.
  - 3. Indirect cost proposals must be developed (and, when required, submitted) within six (6) months after the close of the governmental unit's fiscal year, unless an exception is approved by the cognizant agency for indirect costs



### Section III: Acceptance


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Listed below are the signatures of acceptance for this agreement:

By the State and Local Governments

American Samoa Government

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DocuSigned by:  
  
D95C077C0EC34F1...

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Signature

Levi Reese

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Name:

ASG Deputy Treasurer

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Title:

12/28/2021


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Date

By the Cognizant Federal Government Agency

US Department of the Interior - OIA

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DocuSigned by:  
  
B47DB1F4A5DB4BF...

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Signature

Craig Wills

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Name:

Division Chief  
Indirect Cost Services Division  
Interior Business Center

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Title:

12/28/2021

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Date

Negotiated by: Omar Sheyyab  
Telephone: (916) 930-3806

Next Proposal Due Date: 03/31/2022

THE THIRTY-SEVENTH LEGISLATURE OF AMERICAN SAMOA

Third Regular Session

Begun and held at Fagatogo, Tutuila, American Samoa  
on Monday, the tenth day of January  
two thousand and twenty two

AN ACT INCREASING THE GOVERNMENT'S AND MEMBER'S CONTRIBUTION  
TO THE AMERICAN SAMOA GOVERNMENT EMPLOYEES' RETIREMENT  
FUND; AMENDING SECTIONS 7.1433 AND 7.1434 A.S.C.A.

Preamble:

WHEREAS, American Samoa Government's (ASG) contribution rate for the American Samoa Government Employees' Retirement Fund (ASGERF) has remained at 8.00% for at least the past decade; and

WHEREAS, ASGERF reported the fund had a \$9.4 million shortfall for Fund-year 2019, and the ASG is responsible for the shortfall;

WHEREAS, ASGERF leaders have reported the total of the ASG's (8.00%) and Employee's (3.00%) contribution rates must increase from 11.00% to 20.37% in order to reduce the shortfall; and

WHEREAS, it is imperative to increase the Government's contribution rate to prevent the Fund from becoming insolvent in the next decade.

BE IT ENACTED BY THE LEGISLATURE OF AMERICAN SAMOA:

Section 1. 7.1433 is amended to read:

"7.1433 Government contributions to Fund.

(a) The government shall make contributions to the Fund for each member as follows: each year on an actuarially funded basis as determined by the Board. Based on actuarial assumptions adopted by the Board, the actuary, with approval of the Board, will determine the normal cost contribution percentage payable and accrued benefit cost contribution percentage payable by the government during each Fund-year as follows:

(1) ~~The normal cost contribution percentage for each Fund year after 30 September 1981, is the percentage of aggregate compensation of all current~~

members which, if contributed over each member's prospective period of service and added to aggregate member contributions, will be sufficient, with addition of the accrued benefit cost, to provide for payment of all future benefits from the Fund.

(1) 10 percent of compensation earned and accruing to each member from October 1, 2022 through September 30, 2023;

~~(2) The accrued benefit cost contribution percentage for each Fund year after 30 September 1981, is the percentage of expected aggregate compensation of members for that Fund year which, if contributed during that fund year, will be equivalent, as determined by the actuary with approval of the Board, to the accrued benefit cost contribution for that Fund year. The accrued benefit cost contribution for each fund year after 30 September 1981, is the level annual payment required to liquidate the unfunded accrued benefit cost at the beginning of that fund year over the remainder of the period of 30 years beginning 1 October 1981; the accrued benefit cost contribution may not, however, be less than interest for one year on the unfunded accrued benefit cost at the beginning of such Fund year.~~

(2) 12 percent of compensation earned and accruing to each member from October 1, 2023 through September 30, 2024; and

~~(3) The unfunded accrued benefit cost at 1 October 1981, shall be \$10,982,083.00.~~

(3) 14 percent of compensation earned and accruing to each member after September 30, 2024.

~~(4) The unfunded accrued benefit cost at the beginning of a Fund year may, at the discretion of the Board, be adjusted to take account of changes in actuarial assumptions or of changes in cost attributed to service rendered prior to that Fund year. The adjustment resulting from changed actuarial assumptions is liquidated over a period not to exceed 15 years from the date of the adjustment. The adjustment resulting from changes in cost attributed to service rendered prior to the date of such adjustment is liquidated over a period not to exceed 30 years from the date of the adjustment. Liquidation of any adjustment is by level contributions made each Fund year by the government, however, no contribution may be less than interest for one year on the unfunded portion at the beginning of that Fund year.~~

~~(b) The amount of contribution for each Fund year by the government is determined by applying the sum of the normal cost contribution percentage and the accrued benefit cost contribution percentage for that Fund year prescribed by this section to the total salaries paid to members during each payroll period that Fund year, and all these amounts are paid into the Fund following the close of such payroll period concurrently with the member contributions to the Fund for that payroll period.~~

~~(e)(b) All contributions to the Fund, income from investments of the Fund, and any other income accruing to the Fund is held in the Fund and used solely to~~

provide benefits to members of the Fund and to pay administrative expenses of the Fund."

Sec 2. 7.1434 is amended to read:

"7.1434 Members' contributions to the Fund.

(a) Each member of the Fund shall contribute: ~~2.85 percent of the salary earned and accruing to such member subsequent to the operative date. Beginning 1 October 1981, each member of the Fund shall contribute to the Fund each fund year 3 percent of compensation earned and accruing to each member during that year.~~

(1) 4 percent of compensation earned and accruing to each member from October 1, 2022 through September 30, 2023;

(2) 5 percent of compensation earned and accruing to each member from October 1, 2023 through September 30, 2024;

(3) 6 percent of compensation earned and accruing to each member after September 30, 2024. This contribution shall be made as a deduction from salary, and applies only to income earned during regular working hours. Income earned on overtime is not subject to this contribution.

(b) Every employee who is a member of the Fund shall be deemed to consent and agree to the deduction from salary, and payment to such employee of salary less such deduction shall constitute a full and complete discharge and acquittance of all claims and demands whatsoever for the services rendered by such employee during the period covered by such payments, except as to the benefits herein provided."

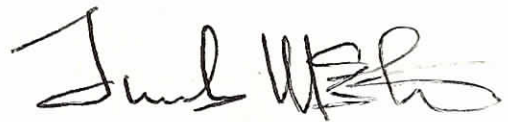
Sec 3. Source of funding.

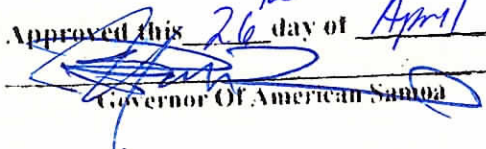
Funds for the government's contributions shall be provided for in the annual appropriation of the American Samoa Government budget for the fiscal year in which the contributions are due.

Sec 4. Effective date.

This bill shall become effective October 1, 2022.

  
SAVALI TALAVOU ALE  
Speaker, House of Representatives

  
TUAOLO MANAIA FRUEAN  
President of the Senate

Hereby Approved this 26<sup>th</sup> day of April 2022  
  
Governor Of American Samoa



## Invoice

Date	Invoice #
05/25/2022	2022-05-25

Bill To
American Samoa Government Department of Public Safety Highway Safety Office Pago, Pago AS 96799  Attn: Duke Vele

Terms	Due Date
Due Upon Receipt	

Quantity	Item #	Description	Unit Price	Amount
4	CF-33SZ018VM,	CF-33SZ018VM, WIN10 PRO, INTEL CORE I7-10810U 1.1GHZ (4.9GHZ), VPRO, 12.0" QHD GLOVED MULTI TOUCH+DIGITIZER, 16GB, 512GB OPAL SSD, INTEL WI-FI 6, BLUETOOTH, 4G LTE BAND 14 (EM7511), DUAL PASS (CH1:WWAN/CH2:WWAN-GPS), INFRARED WEBCAM, 8MP REAR CAM, CONTACTLESS SMARTCARD, SERIAL(TRUE), LONG LIFE BATTERIES (2), TPM	\$4,550.26	\$18,201.05
4	CF-VEK333LMP	Panasonic Prem Kbd for CF-33 Mk1&2. Emissive Red Backlit (4 Levels).	\$674.19	\$2,696.75



		Handle/Kickstand, Ethernet, SDXC (full size), HDMI,VGA,USB 2.0, USB 3.0 (2), Serial (USB)		
4	LN-PA1580-1745	120W Auto Adapter for Panasonic Core Duo CF19/30-31/51-4/74, Output ShenMing Only, 36" Cig Lighter, Auto Reset, Output Short Circuit, Lo Input Volt Protection	\$135.79	\$543.17
4	BR-RJ4040-K	RuggedJet 4 Kit: 4" DT Printer w/ USB, Serial, Wi-Fi & Air Print – Includes Printer, Li-ion battery, documentation set, belt clip, AirPrint, & CPCL	\$838.35	\$3,353.40
1	BR-RDM01U5	Brother Standard 4" Receipt Paper, 123.4 ft. (36.7M) Per Roll, 36 Rolls, 17.8Lbs, OD 4"x17	\$83.52	\$83.52
4	BR-LB3690	Car Adapter – Cig Plug – 3 Foot Length for RuggedJet4 , PocketJet 3, 6, & 7 [205579]	\$24.25 ?	\$97.01
4	BR-LB3834	AC Adapter for RuggedJet 3 & 4 and PocketJet 3, 6, & 7 *includes AC Cable LB3781. See BR-LB3779 for PJ3/3+ AC Adapter.	\$57.36 ?	\$229.45
4	BR-PA-BT-4000Li	Li-ion Rechargeable Battery (for use with RJ4, TD2120N, TD2130N and TD2130NHC*) This product is not covered by the BMS Partner Program.	\$166.04	\$664.15
4	PEL-1495-000-110	Pelican Case Designed for CF-31, Brother PJ3/6/7 w/RAM Caddy or RJ3/4, Cavity Filled w/Pick & Pluck Foam, No Folio. ID8.87x13.12x3.81",OD21.62x17.25x4.87" 9.9Lb	\$271.18	\$1,084.73
1.5	Assembly	Assemble/Make up *One* Kit Only & Photograph. Kit All Else for Efficiency of Shipping.	\$142.89	\$214.33 ?
1	BR-PA-4BC-4000	4 Bay Lithium-Ion Battery Charger (for use for PA-BT-4000LI	\$503.13	\$503.13
1		Estimated Shipping	\$500.00	\$500.00
1		Software Installation & Testing	\$1,829.32	\$1,829.31



Department of Public Safety  
Commissioner's Office

RECEIVED

DATE 07.02.21

TIME 01:00 PM

BY [Signature]

ELMANU P. S. MATIGA

OFFICE OF THE GOVERNOR  
AMERICAN SAMOA GOVERNMENT

TALAUEGA L. V. ALE

DEPUTY GOVERNOR

June 30, 2021

GENERAL MEMORANDUM NO. 121-21

To: Secretary of Samoan Affairs, CEOs, Presidents and Executive Directors of Authorities, Directors, Agency and Office Heads

From: Governor of American Samoa

Subject: Adoption of New Pay Scale

Pursuant to A.S.C.A. §§ 4-0111 and 7-1001, the below listed pay plans are adopted for career service employees. These pay plans will go into effect on July 1, 2021.

This pay plan will include a pay increase for most, if not all, ASG career service employees, and along with that increase there will be increased expectations of employees. We work to serve the public, and I expect an increased level of professionalism from our workforce.

A minimum wage for ASG employees is established based on the following:

Educational Level	White-Collar and Blue-Collar Scale	Educator Pay Scales
Minimum Wage	\$15,080 per annum	\$15,432 per annum
Associate Degree	\$19,000 per annum	\$20,635 per annum
Bachelor Degree	\$28,000 per annum	\$31,560 per annum
Master Degree	\$35,000 per annum	\$41,074 per annum
Doctorate		\$50,233 per annum

Each career service employee on the white-collar or blue-collar wage scales will have their pay adjusted as follows:

1. If an employee makes less than the minimum wage (based on their educational level), then step will be increased within their pay grade until their rate of pay exceeds the minimum wage.
2. Each career service employee will have their pay adjusted as follows:



Years of Service	Step increase
0-3	0 steps
4-7	1 step
8-11	2 steps
12-15	3 steps
16-24	4 steps
25-35	5 steps
36-48	6 steps
49 or more years of service	7 steps plus one additional step for every seven years of service beyond 49

Any contract employee who makes less than the minimum wage, will have their pay adjusted to the minimum wage.

The white-collar pay scale is:

Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
GS-18	32,275	33,575	34,875	36,175	37,475	38,775	40,075	41,375	42,675	43,975
GS-17	28,664	29,834	31,004	32,174	33,344	34,514	35,684	36,854	38,024	39,194
GS-16	25,012	26,052	27,092	28,132	29,172	30,212	31,252	32,292	33,332	34,372
GS-15	21,715	22,755	23,795	24,835	25,875	26,915	27,955	28,995	30,035	31,075
GS-14	19,567	20,477	21,387	22,297	23,207	24,117	25,027	25,937	26,847	27,757
GS-13	18,340	19,120	19,900	20,680	21,460	22,240	23,020	23,800	24,580	25,360
GS-12	17,673	18,323	18,973	19,623	20,273	20,923	21,573	22,223	22,873	23,523
GS-11	17,069	17,719	18,369	19,019	19,669	20,319	20,969	21,619	22,269	22,919
GS-10	16,917	17,567	18,217	18,867	19,517	20,167	20,817	21,467	22,117	22,767
GS-9	16,467	17,117	17,767	18,417	19,067	19,717	20,367	21,017	21,667	22,317
GS-8	16,191	16,711	17,231	17,751	18,271	18,791	19,311	19,831	20,351	20,871
GS-7	15,946	16,466	16,986	17,506	18,026	18,546	19,066	19,586	20,106	20,626
GS-6	15,777	16,297	16,817	17,337	17,857	18,377	18,897	19,417	19,937	20,457
GS-5	15,337	15,727	16,117	16,507	16,897	17,287	17,677	18,067	18,457	18,847
GS-4	15,209	15,599	15,989	16,379	16,769	17,159	17,549	17,939	18,329	18,719
GS-3	15,080	15,471	15,861	16,251	16,641	17,031	17,421	17,811	18,201	18,591



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Grade	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17	Step 18	Step 19	Step 20
GS-18	45,275	46,575	47,875	49,175	50,475	51,775	53,075	54,375	55,675	56,975
GS-17	40,364	41,534	42,704	43,874	45,044	46,214	47,384	48,554	49,724	50,894
GS-16	35,412	36,452	37,492	38,532	39,572	40,612	41,652	42,692	43,732	44,772
GS-15	32,115	33,155	34,195	35,235	36,275	37,315	38,355	39,395	40,435	41,475
GS-14	28,667	29,577	30,487	31,397	32,307	33,217	34,127	35,037	35,947	36,857
GS-13	26,140	26,920	27,700	28,480	29,260	30,040	30,820	31,600	32,380	33,160
GS-12	24,173	24,823	25,473	26,123	26,773	27,423	28,073	28,723	29,373	30,023
GS-11	23,569	24,219	24,869	25,519	26,169	26,819	27,469	28,119	28,769	29,419
GS-10	23,417	24,067	24,717	25,367	26,017	26,667	27,317	27,967	28,617	29,267
GS-9	22,967	23,617	24,267	24,917	25,567	26,217	26,867	27,517	28,167	28,817
GS-8	21,391	21,911	22,431	22,951	23,471	23,991	24,511	25,031	25,551	26,071
GS-7	21,146	21,666	22,186	22,706	23,226	23,746	24,266	24,786	25,306	25,826
GS-6	20,977	21,497	22,017	22,537	23,057	23,577	24,097	24,617	25,137	25,657
GS-5	19,237	19,627	20,017	20,407	20,797	21,187	21,577	21,967	22,357	22,747
GS-4	19,109	19,499	19,889	20,279	20,669	21,059	21,449	21,839	22,229	22,619
GS-3	18,981	19,371	19,761	20,151	20,541	20,931	21,321	21,711	22,101	22,491

Grade	Step 21	Step 22	Step 23	Step 24	Step 25	Step 26	Step 27	Step 28	Step 29	Step 30
GS-18	58,275	59,575	60,875	62,175	63,475	64,775	66,075	67,375	68,675	69,975
GS-17	52,064	53,234	54,404	55,574	56,744	57,914	59,084	60,254	61,424	62,594
GS-16	45,812	46,852	47,892	48,932	49,972	51,012	52,052	53,092	54,132	55,172
GS-15	42,515	43,555	44,595	45,635	46,675	47,715	48,755	49,795	50,835	51,875
GS-14	37,767	38,677	39,587	40,497	41,407	42,317	43,227	44,137	45,047	45,957
GS-13	33,940	34,720	35,500	36,280	37,060	37,840	38,620	39,400	40,180	40,960
GS-12	30,673	31,323	31,973	32,623	33,273	33,923	34,573	35,223	35,873	36,523
GS-11	30,069	30,719	31,369	32,019	32,669	33,319	33,969	34,619	35,269	35,919
GS-10	29,917	30,567	31,217	31,867	32,517	33,167	33,817	34,467	35,117	35,767
GS-9	29,487	30,117	30,767	31,417	32,067	32,717	33,367	34,017	34,667	35,317
GS-8	26,591	27,111	27,631	28,151	28,671	29,191	29,711	30,231	30,751	31,271
GS-7	26,346	26,866	27,386	27,906	28,426	28,946	29,466	29,986	30,506	31,026
GS-6	26,177	26,697	27,217	27,737	28,257	28,777	29,297	29,817	30,337	30,857
GS-5	23,137	23,527	23,917	24,307	24,697	25,087	25,477	25,867	26,257	26,647
GS-4	23,009	23,399	23,789	24,179	24,569	24,959	25,349	25,739	26,129	26,519
GS-3	22,881	23,271	23,661	24,051	24,441	24,831	25,221	25,611	26,001	26,391

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Grade	Step 31	Step 32	Step 33	Step 34	Step 35	Step 36	Step 37	Step 38	Step 39	Step 40
GS-18	71,275	72,575	73,875	75,175	76,475	77,775	79,075	80,375	81,675	82,975
GS-17	63,764	64,934	66,104	67,274	68,444	69,614	70,784	71,954	73,124	74,294
GS-16	56,212	57,252	58,292	59,332	60,372	61,412	62,452	63,492	64,532	65,572
GS-15	52,915	53,955	54,995	56,035	57,075	58,115	59,155	60,195	61,235	62,275
GS-14	46,867	47,777	48,687	49,597	50,507	51,417	52,327	53,237	54,147	55,057
GS-13	41,740	42,520	43,300	44,080	44,860	45,640	46,420	47,200	47,980	48,760
GS-12	37,173	37,823	38,473	39,123	39,773	40,423	41,073	41,723	42,373	43,023
GS-11	36,569	37,219	37,869	38,519	39,169	39,819	40,469	41,119	41,769	42,419
GS-10	36,417	37,067	37,717	38,367	39,017	39,667	40,317	40,967	41,617	42,267
GS-9	35,957	36,617	37,267	37,917	38,567	39,217	39,867	40,517	41,167	41,817
GS-8	31,791	32,311	32,831	33,351	33,871	34,391	34,911	35,431	35,951	36,471
GS-7	31,546	32,066	32,586	33,106	33,626	34,146	34,666	35,186	35,706	36,226
GS-6	31,377	31,897	32,417	32,937	33,457	33,977	34,497	35,017	35,537	36,057
GS-5	27,037	27,427	27,817	28,207	28,597	28,987	29,377	29,767	30,157	30,547
GS-4	26,909	27,299	27,689	28,079	28,469	28,859	29,249	29,639	30,029	30,419
GS-3	26,781	27,171	27,561	27,951	28,341	28,731	29,121	29,511	29,901	30,291

Blue-collar pay scale is:

Grade/ WG	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
20	23,124	23,789	24,454	25,119	25,784	26,449	27,114	27,779	28,444	29,109
19	22,425	23,049	23,673	24,297	24,921	25,545	26,169	26,793	27,417	28,041
18	21,628	22,210	22,792	23,374	23,956	24,538	25,120	25,702	26,284	26,866
17	20,743	21,284	21,825	22,366	22,907	23,448	23,989	24,530	25,071	25,612
16	19,824	20,344	20,864	21,384	21,904	22,424	22,944	23,464	23,984	24,504
15	18,922	19,400	19,878	20,356	20,834	21,312	21,790	22,268	22,746	23,224
14	18,375	18,833	19,291	19,749	20,207	20,665	21,123	21,581	22,039	22,497
13	17,806	18,222	18,638	19,054	19,470	19,886	20,302	20,718	21,134	21,550
12	17,510	17,905	18,300	18,695	19,090	19,485	19,880	20,275	20,670	21,065
11	17,067	17,421	17,775	18,129	18,483	18,837	19,191	19,545	19,899	20,253
10	16,625	16,958	17,291	17,624	17,957	18,290	18,623	18,956	19,289	19,622
9	16,224	16,536	16,848	17,160	17,472	17,784	18,096	18,408	18,720	19,032
8	15,905	16,196	16,487	16,778	17,069	17,360	17,651	17,942	18,233	18,524
7	15,554	15,834	16,114	16,394	16,674	16,954	17,234	17,514	17,794	18,074
6	15,462	15,691	15,920	16,149	16,378	16,607	16,836	17,065	17,294	17,523
5	15,275	15,504	15,733	15,962	16,191	16,420	16,649	16,878	17,107	17,336
4	15,150	15,359	15,568	15,777	15,986	16,195	16,404	16,613	16,822	17,031
3	15,080	15,267	15,475	15,683	15,891	16,099	16,307	16,515	16,723	16,931



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Grade/ WG	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17	Step 18	Step 19	Step 20
20	29,774	30,439	31,104	31,769	32,434	33,099	33,764	34,429	35,094	35,759
19	28,865	29,289	29,913	30,537	31,161	31,785	32,409	33,033	33,657	34,281
18	27,448	28,030	28,612	29,194	29,776	30,358	30,940	31,522	32,104	32,686
17	26,153	26,694	27,235	27,776	28,317	28,858	29,399	29,940	30,481	31,022
16	25,024	25,544	26,064	26,584	27,104	27,624	28,144	28,664	29,184	29,704
15	23,702	24,180	24,658	25,136	25,614	26,092	26,570	27,048	27,526	28,004
14	22,955	23,413	23,871	24,329	24,787	25,245	25,703	26,161	26,619	27,077
13	21,966	22,382	22,798	23,214	23,630	24,046	24,462	24,878	25,294	25,710
12	21,460	21,855	22,250	22,645	23,040	23,435	23,830	24,225	24,620	25,015
11	20,807	20,961	21,315	21,669	22,023	22,377	22,731	23,085	23,439	23,793
10	19,955	20,288	20,621	20,954	21,287	21,620	21,953	22,286	22,619	22,952
9	19,344	19,656	19,968	20,280	20,592	20,904	21,216	21,528	21,840	22,152
8	18,815	19,106	19,397	19,688	19,979	20,270	20,561	20,852	21,143	21,434
7	18,264	18,534	18,804	19,074	19,344	19,614	19,884	20,154	20,424	20,694
6	17,752	17,981	18,210	18,439	18,668	18,897	19,126	19,355	19,584	19,813
5	17,565	17,794	18,023	18,252	18,481	18,710	18,939	19,168	19,397	19,626
4	17,240	17,449	17,658	17,867	18,076	18,285	18,494	18,703	18,912	19,121
3	17,139	17,347	17,555	17,763	17,971	18,179	18,387	18,595	18,803	19,011

Grade/ WG	Step 21	Step 22	Step 23	Step 24	Step 25	Step 26	Step 27	Step 28	Step 29	Step 30
20	36,424	37,089	37,754	38,419	39,084	39,749	40,414	41,079	41,744	42,409
19	34,905	35,529	36,153	36,777	37,401	38,025	38,649	39,273	39,897	40,521
18	33,268	33,850	34,432	35,014	35,596	36,178	36,760	37,342	37,924	38,506
17	31,583	32,104	32,645	33,186	33,727	34,268	34,809	35,350	35,891	36,432
16	30,224	30,744	31,264	31,784	32,304	32,824	33,344	33,864	34,384	34,904
15	28,482	28,960	29,438	29,916	30,394	30,872	31,350	31,828	32,306	32,784
14	27,535	27,993	28,451	28,909	29,367	29,825	30,283	30,741	31,199	31,657
13	26,126	26,542	26,958	27,374	27,790	28,206	28,622	29,038	29,454	29,870
12	25,410	25,805	26,200	26,595	26,990	27,385	27,780	28,175	28,570	28,965
11	24,147	24,501	24,855	25,209	25,563	25,917	26,271	26,625	26,979	27,333
10	23,285	23,618	23,951	24,284	24,617	24,950	25,283	25,616	25,949	26,282
9	22,464	22,776	23,088	23,400	23,712	24,024	24,336	24,648	24,960	25,272
8	21,725	22,016	22,307	22,598	22,889	23,180	23,471	23,762	24,053	24,344
7	20,964	21,234	21,504	21,774	22,044	22,314	22,584	22,854	23,124	23,394
6	20,042	20,271	20,500	20,729	20,958	21,187	21,416	21,645	21,874	22,103
5	19,855	20,084	20,313	20,542	20,771	21,000	21,229	21,458	21,687	21,916
4	19,330	19,539	19,748	19,957	20,166	20,375	20,584	20,793	21,002	21,211
3	19,219	19,427	19,635	19,843	20,051	20,259	20,467	20,675	20,883	21,091



Grade/ WG	Step 31	Step 32	Step 33	Step 34	Step 35	Step 36	Step 37	Step 38	Step 39	Step 40
20	43,074	43,739	44,404	45,069	45,734	46,399	47,064	47,729	48,394	49,059
19	41,145	41,769	42,393	43,017	43,641	44,265	44,889	45,513	46,137	46,761
18	39,088	39,670	40,252	40,834	41,416	41,998	42,580	43,162	43,744	44,326
17	36,973	37,514	38,055	38,596	39,137	39,678	40,219	40,760	41,301	41,842
16	35,424	35,944	36,464	36,984	37,504	38,024	38,544	39,064	39,584	40,104
15	33,262	33,740	34,218	34,696	35,174	35,652	36,130	36,608	37,086	37,564
14	32,115	32,573	33,031	33,489	33,947	34,405	34,863	35,321	35,779	36,237
13	30,286	30,702	31,118	31,534	31,950	32,366	32,782	33,198	33,614	34,030
12	29,360	29,755	30,150	30,545	30,940	31,335	31,730	32,125	32,520	32,915
11	27,687	28,041	28,395	28,749	29,103	29,457	29,811	30,165	30,519	30,873
10	26,615	26,948	27,281	27,614	27,947	28,280	28,613	28,946	29,279	29,612
9	25,584	25,896	26,208	26,520	26,832	27,144	27,456	27,768	28,080	28,392
8	24,635	24,926	25,217	25,508	25,799	26,090	26,381	26,672	26,963	27,254
7	23,664	23,934	24,204	24,474	24,744	25,014	25,284	25,554	25,824	26,094
6	22,332	22,561	22,790	23,019	23,248	23,477	23,706	23,935	24,164	24,393
5	22,145	22,374	22,603	22,832	23,061	23,290	23,519	23,748	23,977	24,206
4	21,420	21,629	21,838	22,047	22,256	22,465	22,674	22,883	23,092	23,301
3	21,299	21,507	21,715	21,923	22,131	22,339	22,547	22,755	22,963	23,171

The educator pay scale is:

Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
ES 20	28,605	29,385	30,165	30,945	31,725	32,505	33,285	34,065	34,845	35,625
ES 19	27,613	28,393	29,173	29,953	30,733	31,513	32,293	33,073	33,853	34,633
ES 18	26,621	27,401	28,181	28,961	29,741	30,521	31,301	32,081	32,861	33,641
ES 17	25,629	26,409	27,189	27,969	28,749	29,529	30,309	31,089	31,869	32,649
ES 16	24,694	25,474	26,254	27,034	27,814	28,594	29,374	30,154	30,934	31,714
ES 15	23,812	24,592	25,372	26,152	26,932	27,712	28,492	29,272	30,052	30,832
ES 14	22,980	23,760	24,540	25,320	26,100	26,880	27,660	28,440	29,220	30,000
ES 13	22,195	22,975	23,755	24,535	25,315	26,095	26,875	27,655	28,435	29,215
ES 12	21,226	22,006	22,786	23,566	24,346	25,126	25,906	26,686	27,466	28,246
ES 11	20,328	21,108	21,888	22,668	23,448	24,228	25,008	25,788	26,568	27,348
ES 10	19,496	20,276	21,056	21,836	22,616	23,396	24,176	24,956	25,736	26,516
ES 9	18,552	19,332	20,112	20,892	21,672	22,452	23,232	24,012	24,792	25,572
ES 8	17,852	18,632	19,412	20,192	20,972	21,752	22,532	23,312	24,092	24,872
ES 7	17,292	18,072	18,852	19,632	20,412	21,192	21,972	22,752	23,532	24,312
ES 6	16,795	17,575	18,355	19,135	19,915	20,695	21,475	22,255	23,035	23,815
ES 5	16,317	17,097	17,877	18,657	19,437	20,217	20,997	21,777	22,557	23,337
ES 4	15,680	16,460	17,240	18,020	18,800	19,580	20,360	21,140	21,920	22,700
ES 3	15,432	15,951	16,731	17,511	18,291	19,071	19,851	20,631	21,411	22,191



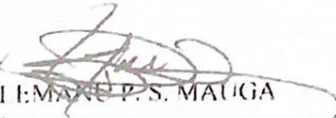
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Grade	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17	Step 18	Step 19	Step 20
ES 20	36,405	37,185	37,965	38,745	39,525	40,305	41,085	41,865	42,645	43,425
ES 19	35,413	36,193	36,973	37,753	38,533	39,313	40,093	40,873	41,653	42,433
ES 18	34,421	35,201	35,981	36,761	37,541	38,321	39,101	39,881	40,661	41,441
ES 17	33,429	34,209	34,989	35,769	36,549	37,329	38,109	38,889	39,669	40,449
ES 16	32,494	33,274	34,054	34,834	35,614	36,394	37,174	37,954	38,734	39,514
ES 15	31,612	32,392	33,172	33,952	34,732	35,512	36,292	37,072	37,852	38,632
ES 14	30,780	31,560	32,340	33,120	33,900	34,680	35,460	36,240	37,020	37,800
ES 13	29,995	30,775	31,555	32,335	33,115	33,895	34,675	35,455	36,235	37,015
ES 12	29,026	29,806	30,586	31,366	32,146	32,926	33,706	34,486	35,266	36,046
ES 11	28,128	28,908	29,688	30,468	31,248	32,028	32,808	33,588	34,368	35,148
ES 10	27,296	28,076	28,856	29,636	30,416	31,196	31,976	32,756	33,536	34,316
ES 9	26,352	27,132	27,912	28,692	29,472	30,252	31,032	31,812	32,592	33,372
ES 8	25,652	26,432	27,212	27,992	28,772	29,552	30,332	31,112	31,892	32,672
ES 7	25,092	25,872	26,652	27,432	28,212	28,992	29,772	30,552	31,332	32,112
ES 6	24,595	25,375	26,155	26,935	27,715	28,495	29,275	30,055	30,835	31,615
ES 5	24,117	24,897	25,677	26,457	27,237	28,017	28,797	29,577	30,357	31,137
ES 4	23,480	24,260	25,040	25,820	26,600	27,380	28,160	28,940	29,720	30,500
ES 3	22,971	23,751	24,531	25,311	26,091	26,871	27,651	28,431	29,211	29,991

Grade	Step 21	Step 22	Step 23	Step 24	Step 25	Step 26	Step 27	Step 28	Step 29	Step 30
ES 20	44,205	44,985	45,765	46,545	47,325	48,105	48,885	49,665	50,445	51,225
ES 19	43,213	43,993	44,773	45,553	46,333	47,113	47,893	48,673	49,453	50,233
ES 18	42,221	43,001	43,781	44,561	45,341	46,121	46,901	47,681	48,461	49,241
ES 17	41,229	42,009	42,789	43,569	44,349	45,129	45,909	46,689	47,469	48,249
ES 16	40,294	41,074	41,854	42,634	43,414	44,194	44,974	45,754	46,534	47,314
ES 15	39,412	40,192	40,972	41,752	42,532	43,312	44,092	44,872	45,652	46,432
ES 14	38,580	39,360	40,140	40,920	41,700	42,480	43,260	44,040	44,820	45,600
ES 13	37,795	38,575	39,355	40,135	40,915	41,695	42,475	43,255	44,035	44,815
ES 12	36,826	37,606	38,386	39,166	39,946	40,726	41,506	42,286	43,066	43,846
ES 11	35,928	36,708	37,488	38,268	39,048	39,828	40,608	41,388	42,168	42,948
ES 10	35,096	35,876	36,656	37,436	38,216	38,996	39,776	40,556	41,336	42,116
ES 9	34,152	34,932	35,712	36,492	37,272	38,052	38,832	39,612	40,392	41,172
ES 8	33,452	34,232	35,012	35,792	36,572	37,352	38,132	38,912	39,692	40,472
ES 7	32,892	33,672	34,452	35,232	36,012	36,792	37,572	38,352	39,132	39,912
ES 6	32,395	33,175	33,955	34,735	35,515	36,295	37,075	37,855	38,635	39,415
ES 5	31,917	32,697	33,477	34,257	35,037	35,817	36,597	37,377	38,157	38,937
ES 4	31,280	32,060	32,840	33,620	34,400	35,180	35,960	36,740	37,520	38,300
ES 3	30,771	31,551	32,331	33,111	33,891	34,671	35,451	36,231	37,011	37,791

Grade	Step 31	Step 32	Step 23	Step 34	Step 35	Step 36	Step 37	Step 38	Step 39	Step 40
ES 20	52,005	52,785	53,565	54,345	55,125	55,905	56,685	57,465	58,245	59,025
ES 19	51,013	51,793	52,573	53,353	54,133	54,913	55,693	56,473	57,253	58,033
ES 18	50,021	50,801	51,581	52,361	53,141	53,921	54,701	55,481	56,261	57,041
ES 17	49,029	49,809	50,589	51,369	52,149	52,929	53,709	54,489	55,269	56,049
ES 16	48,094	48,874	49,654	50,434	51,214	51,994	52,774	53,554	54,334	55,114
ES 15	47,212	47,992	48,772	49,552	50,332	51,112	51,892	52,672	53,452	54,232
ES 14	46,380	47,160	47,940	48,720	49,500	50,280	51,060	51,840	52,620	53,400
ES 13	45,595	46,375	47,155	47,935	48,715	49,495	50,275	51,055	51,835	52,615
ES 12	44,626	45,406	46,186	46,966	47,746	48,526	49,306	50,086	50,866	51,646
ES 11	43,728	44,508	45,288	46,068	46,848	47,628	48,408	49,188	49,968	50,748
ES 10	42,896	43,676	44,456	45,236	46,016	46,796	47,576	48,356	49,136	49,916
ES 9	41,952	42,732	43,512	44,292	45,072	45,852	46,632	47,412	48,192	48,972
ES 8	41,252	42,032	42,812	43,592	44,372	45,152	45,932	46,712	47,492	48,272
ES 7	40,692	41,472	42,252	43,032	43,812	44,592	45,372	46,152	46,932	47,712
ES 6	40,195	40,975	41,755	42,535	43,315	44,095	44,875	45,655	46,435	47,215
ES 5	39,717	40,497	41,277	42,057	42,837	43,617	44,397	45,177	45,957	46,737
ES 4	39,080	39,860	40,640	41,420	42,200	42,980	43,760	44,540	45,320	46,100
ES 3	38,571	39,351	40,131	40,911	41,691	42,471	43,251	44,031	44,811	45,591

Employees, remember that with this increase in pay, I expect to hear from our people that ASG employees are demonstrating increased levels of professionalism and service

  
LEMAR P. S. MAUGA  
Governor