



AMERICAN SAMOA

Commercial Vehicle Safety Plan

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

Fiscal Years 2023 - 2025

Date of Approval: June 07, 2023

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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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 2022 plans. States must carefully review and update this information to reflect FY 2023 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 2023 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**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

Instructions:

Answer the questions about your CVSP 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.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

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 Coordinator who is also taking up the role of the Fiscal Officer and also the MCSAP/Safetynet., a Lieutenant Police Officer/Supervisor, a Police Captain, and 4 Police Officers certify as MCSAP Inspectors. All of these 4 officers took the virtual training for the NAS Part A and Part B and they all passed. 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.

The Department of Public Safety Commissioner, Deputy Commissioner and Police Chief can pulled out MCSAP Inspectors and anytime when they're short of manpower. Once they pull out their officers, MCSAP will discontinue paying under the program. Whenever, we have a new officer transfer to MCSAP we'll have to send to attend training for Part A/B. The program will pay 100% of the salary if it's completely passed and become a certified MCSAP Inspector.

AS doesn't have Migrant Worker Transportation.

Part 1 Section 4 - MCSAP Structure**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
National Program Elements	Enter # personnel below
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:	AMERICAN SAMOA DPS
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
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 2023 - 2025 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

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 2017 - 2021

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			
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	1	0	1
01/01/2016	12/31/2016	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			
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
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

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			
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
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

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

AS MCSAP SAFETY NET AS OF SEPT. 13, 2022.

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

For FY2021, American Samoa had 3 fatalities (2 fatalities in the second quarter and one fatality in the 3rd quarter). American Samoa did not have any fatalities in FY2020, 2019, and 2018. There was one fatality in 2017 and one fatality in 2016 - A pedestrian walked into a CMV's path. To maintain our crash rate at 0, AS MCSAP will continue to conduct roadside inspections, traffic enforcement, and educational awareness and outreach efforts and be proactive in enforcing local and federal rules and regulations to promote safe CMV operating practices.

Narrative Overview for FY 2023 - 2025

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 Sept. 13, 2022.

Projected Goal for FY 2023 - 2025:

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.

Fiscal Year	Annual Crash Reduction Goals
2023	0
2024	0
2025	0

AS recorded a very low CMV related crash rate per year from 2020 to 2016. 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 2023 - 2025: 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.

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 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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	151	242	266	235	222
Level 2: Walk-Around	165	222	206	241	171
Level 3: Driver-Only	348	266	191	332	400
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	182	31	30	38	41
Level 6: Radioactive Materials	0	0	0	0	0
Total	846	761	693	846	834

Narrative Overview for FY 2023 - 2025

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

AS MCSAP is Utilizing the ASPEN Roadside Inspection Application.

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)

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2023, 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 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	288	18	270	576	22.86%
Level 2: Walk-Around	360	18	342	720	28.57%
Level 3: Driver-Only	532	0	332	864	34.29%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	180	10	170	360	14.29%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	1360	46	1114	2520	

MCSAP subrecipient agency

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

Subrecipient is: AMERICAN SAMOA DPS

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

Projected Goals for FY 2023 - 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	%
Sub-Total Funded Agencies	0	0	0	0	

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 2023:	

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: AMERICAN SAMOA DPS					
# certified personnel: 6					
Subrecipient Agencies: AMERICAN SAMOA DPS					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	288	18	270	576	22.86%
Level 2: Walk-Around	360	18	342	720	28.57%
Level 3: Driver-Only	532	0	332	864	34.29%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	180	10	170	360	14.29%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	1360	46	1114	2520	

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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	2520	0	0	2520
Enter total number of certified personnel	6	0	0	6
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	2520	0	0	2520
Enter total number of certified personnel	6	0	0	6

Part 2 Section 4 - Investigations

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

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 2017 - 2021

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		
01/01/2020	12/31/2020	82	159
01/01/2019	12/31/2019	67	133
01/01/2018	12/31/2018	337	117
01/01/2017	12/31/2017	204	231
01/01/2016	12/31/2016	86	102

☒ **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.

A&I data used for calendar years 2016 to 2018. Data for 2019 and 2020 was from AS DPS internal records. Captured date of the data is current as of Sept. 13, 2022.

Narrative Overview for FY 2023 - 2025

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 6 sworn In Officers who are qualified to enforce Local Traffic laws on AS Public Highway, these 6 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.

Overtime Activity Narrative: The AS MCSAP plans to have its Officers work Overtime hours in FY 2023. The OT hours will be from 3pm-6pm, AS MCSAP Officers will be conducting Level 2 and Level 3 Roadside Inspections on Commercial Motor Vehicles. As part of traffic enforcement activities, inspectors will be on lookout for unauthorized passengers, speeding, seatbelt usage, distractractive driving, drivers under the influence, human trafficking, overloading of passengers carrying vehicles, and all other moving traffic violations involving commercial motor vehicles.

Increase Traffic Enforcement with inspection: The AS MCSAP plans to meet the 10% challenge by setting up by Unannounced Roadside Inspections at various locations in the territory, mainly on the Highways used frequently accessed by Commercial Motor Vehicles. Request Assistance from our Traffic Division/Motorcycle Units to redirect any CMV as deemed unsafe by Traffic Officers to the Roadside Inspection Site.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023	FY 2024	FY 2025
<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	100	100	100
<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 (including border inspections, if applicable), 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 (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
2520	6	0	2526	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.

The territory records all CMV citations in a ledger. 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

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		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 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

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

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

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 (e.g., including 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

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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	12	28	27	15	18
CMV Safety Belt Education and Outreach	12	6	3	6	17
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	5	1	6	6	2
Local Educational Safety Events	10	12	7	15	12
Teen Safety Events	12	6	2	2	2

Narrative Overview for FY 2023 - 2025

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 2023, 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).

AS MCSAP has planned to assign 2 Officers to conduct safety talks and Outreaches to Motor Carriers of Property and Passenger Carriers once or twice a Month, Officers will be focusing on the safety components of the Commercial Motor Vehicle, documents required for a Driver/Operator of a Commercial Motor Vehicle, Local and Federal Regulations pertaining to Commercial Vehicles and Carriers. Officers that are assigned to this task are Certified NAS Inspectors.

The program will also target Outreaches and Education campaigns promoting work zone safety: The AS MCSAP Officers plan to have a 15 minute presentation with Drivers who are applying for the Commercial Permit as well as Teen Drivers who are sitting in for the Drivers Education course, this presentation includes Driver and Vehicle Safety, promoting work zone safety and drug interdiction interaction. To promote and raise awareness of human trafficking involving CMVs, we will distribute brochures and handouts on human trafficking and provide information on how and where the general public can report any suspected incidents.

Projected Goals for FY 2023 - 2025

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 2023	FY 2024	FY 2025
<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 MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an Imminent Hazard (IH) or UNSAT/UNFIT 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**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

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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.

MEC Modernization Project - Many CMV drivers have been found utilizing outdated MECs.

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

Achieve 85% or more MEC compliance.

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

FY2020, there were a total of 279 driver violations of which 72 were for MEC violations resulting in a 25.81% MEC violation rate 74.19% drivers in compliance. For FY2021, there were a total 278 driver violations of which 48 were for MEC violations resulting in a 17.27% MEC violation rate 82.73% drivers in compliance. For FY2022, there were a total of 493 driver violations of which 60 were for MEC violations resulting in a 12.17% MEC violation rate 87.83% drivers in compliance.

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

During the course of the MEC modernization project, the AS MCSAP has achieved more than 85% Drivers in compliance in FY 2022, this percentage was achieved through emphasizing the importance of the Medical Examiners Certificate form in the Commercial Permit classes held two or three times a month in FY 2021-2022, the Enforcement by the AS MCSAP Inspectors during Roadside Inspections and Traffic Enforcement and the assistance of the AS DPS Traffic Division on enforcing the required documents for a CMV Operator. Problems encountered during the project was that some of the Drivers were complacent with the size of the new MEC form which they are required to be in possession of when operating a CMV, stating that the form is too big to fit in their wallets. Also, one of the Medical Examiners employed by the Department of Health has wrongly issued to Drivers who come in for Examinations the Date of Expiration for their MEC form, this ME would put in the Month, day and year that his Examiners License will Expire which is 09/25/2022. Some CMV Drivers have walked into our Office to express their disappointment with this Medical Examiner.

Activity #2

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

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

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

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

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum 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 2023 - 2025. 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 2023 - 2025

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

Many CMV drivers have been found utilizing outdated medical examiner's certificates.

During FY2022, there were a total 493 driver violations of which 60 were for MEC

violations resulting in a 12.17% MEC violation rate.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

In the first quarter of FY2023, 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 2023 - 2025: 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 2023 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP		
	100% Federal Share	Total Estimated Funding
Total	\$458,504.00	\$458,504.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$68,776.00
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 15 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 15 percent limitation as provided in the MCP. Any deviation from the 15 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 (15% of MCSAP Award Amount):	\$68,776.00
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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
Coordinator/Safetynet	1	100.0000	\$51,417.00	\$51,417.00	\$51,417.00	\$0.00
Lt./MCSAP HM/CR SUPERVISOR	1	100.0000	\$37,060.00	\$37,060.00	\$37,060.00	\$0.00
CPT/MCSAP HM/Inspector	1	100.0000	\$35,037.00	\$35,037.00	\$35,037.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$19,614.00	\$19,614.00	\$19,614.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$19,614.00	\$19,614.00	\$19,614.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$19,614.00	\$19,614.00	\$19,614.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$17,767.00	\$17,767.00	\$17,767.00	\$0.00
Subtotal: Salary				\$200,123.00	\$200,123.00	\$0.00
Overtime Project Costs						
6 PSO	6	100.0000	\$558.08	\$3,348.48	\$3,348.48	\$0.00
Subtotal: Overtime				\$3,348.48	\$3,348.48	\$0.00
TOTAL: Personnel				\$203,471.48	\$203,471.48	\$0.00
Accounting Method:	Accrual					

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.

We have 7 personnel paying under MCSAP with percentage provided. Currently MCSAP consists of 6 sworn officers plus 1 civilian as MCSAP Coordinator which total of 7. The Coordinator continues to perform fulltime duties of the Safetynet Operator while training staff members on the functions and how to operate the Safetynet System.

OT cost 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 hrs OT per quarter (32 hours per Inspectors PER YEAR) for the planned for the MCSAP TE selective events. The OT hourly cost is the average of 6 officers' hourly rate at time an half (\$17.44) plus related OGT fringe cost 18.70% (rate computation rate explained in the fringe table).

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	\$37,060.00	\$6,930.22	\$6,930.22	\$0.00
Coordinator/Safetynet	18.7000	100.0000	\$51,417.00	\$9,614.97	\$9,614.97	\$0.00
CPT. MCSAP Inspector	18.7000	100.0000	\$35,037.00	\$6,551.91	\$6,551.91	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$17,767.00	\$3,322.42	\$3,322.42	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$19,614.00	\$3,667.81	\$3,667.81	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$19,614.00	\$3,667.81	\$3,667.81	\$0.00
PSO 1 / MCSAP Inspector	18.7000	100.0000	\$19,614.00	\$3,667.81	\$3,667.81	\$0.00
TOTAL: Fringe Benefits				\$37,422.95	\$37,422.95	\$0.00

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 18.7% unless otherwise. Fringe benefits consist of FICA, Workmen's Comp, and Retirement for career employees.

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
CVSA IT Workshop	2	6	100.0000	\$7,416.00	\$7,416.00	\$0.00
COHMED HAZ TRNG	1	7	100.0000	\$4,326.00	\$4,326.00	\$0.00
Passenger Vehicle Inspection	1	7	100.0000	\$3,756.00	\$3,756.00	\$0.00
MCSAP Planning Meeting	2	10	100.0000	\$8,560.00	\$8,560.00	\$0.00
MCSAP Officer Refresher Training	1	10	100.0000	\$3,688.00	\$3,688.00	\$0.00
MCSAP Part A&B	2	10	100.0000	\$10,920.00	\$10,920.00	\$0.00
DIAP TRAINING	1	10	100.0000	\$3,688.00	\$3,688.00	\$0.00
TOTAL: Travel				\$42,354.00	\$42,354.00	\$0.00

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

Passenger Vehicle Inspection training(date and time will be determined later)is needed to certify 1 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 and Lieutenant Officer 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 (\$4,400.00) lodging (\$2,800.00) and M&MIE(\$1,360.00) for a total cost of \$8,560.00.

CVSA IT Workshop is necessary for AS to attend. AS recently attended the IT workshop that was held in Indianapolis, Indiana on August 2022. It will 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(\$2,500.00 each traveler)x2=\$5,000.00 lodging (\$800.00 each traveler)x2=\$1,600.00 and M&MIE (\$408.00 each traveler)x2=\$816.00 for a total cost of \$7,416.00

Refresher trainings (e.g. HM, Passenger, Cargo Tank, Other Bulk) are necessary for our 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 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 (10 days each

traveler). Total cost is inclusive of airfare (\$2,500.00 one traveler), lodging (\$780.00) and M&IE(\$408.00 one traveler) for a total cost of \$3,688.00.

Part A&B training is needed for 2 new PSO officers if transfers from Public Safety to work to fulfill MCSAP enforcement objectives. This will give our officers to send off island to train in order to be certified as MCSAP Inspectors. Total travel days inclusive of the 2 week class duration plus additional travel days needed to travel to the training and return back to AS taking into consideration the limited flight schedule in and out of AS (16 Days). Total cost is inclusive of airfare (\$2,300.00)x 2 = \$4,600.00 , lodging (\$2,200.00)x 2= \$4,400.00 and M&IE (\$960.00)x = \$1,920.00 for a total cost of \$10,920.00

DIAP Training ; AS MCSAP plans to send (1) Law Enforcement Officer working full time with MCSAP program to attend the DIAP once every year. This training is intended to familiarize and update Law Enforcement Officers and Inspectors on tactics and criminal interdiction techniques involving everyday CMV traffic in transit. Upon completion, the Law Enforcement Officer will be able to recognize the criminal trend and Trafficking patterns, Roadside Interview Techniques items of interest, concealment and search techniques, trucks and terrorism and control deliveries. Total travel days inclusive of the one week class duration plus additional travel days needed to travel to the training and return back to AS taking into consideration the limited flight schedule in and out of AS (10 days). Total cost inclusive of airfare (\$2,500.00), lodging (\$780.00) and M&IE (\$408.00) for one traveler.

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
TOTAL: Equipment				\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.						

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

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	\$1,000.00	100.0000	\$4,000.00	\$4,000.00	\$0.00
MCSAP Inspection Supplies	4 Quarters	\$2,750.00	100.0000	\$11,000.00	\$11,000.00	\$0.00
Vehicle Parts	4 Quarters	\$2,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00
Office Supplies	4 Quarters	\$6,000.00	100.0000	\$24,000.00	\$24,000.00	\$0.00
Uniforms, Shoes Replacement	6	\$800.00	100.0000	\$4,800.00	\$4,800.00	\$0.00
Tablet/portable printer	2	\$7,200.00	100.0000	\$14,400.00	\$14,400.00	\$0.00
TOTAL: Supplies				\$66,200.00	\$66,200.00	\$0.00

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

Office Supplies cost is based off of known past expenditures needed to support the AS MCSAP Program and is inclusive of all general supplies used within the MCSAP office (e.g., filing folders, paper, pens, staplers & staples, printer ink, etc.). Toners for our new printers is very expensive on island also the cost of living in AS has increased significantly whereby today's known average, expenditures is approximately \$6,000.00 per quarter amounting to an annual need of approximately \$24,000.00.

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.). AS has no permanent shade to protect them the sun, so the temporary outdoors tents will help inspectors during their inspections. 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 \$2,750.00 per quarter this year for a total annual need of approximately \$11,000.00.

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 \$1,000.00 for a total amount of annual \$4,000.00

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 \$2,000.00 for each set of Order throughout the fiscal year which will cost the program a total of \$8,000.00. This total will include the purchase of the radio for communication

Due to poor weather condition in American Samoa, the MCSAP Officer/Inspectors need to replace their uniforms and shoes on annual basis. Due to increase of costs living expenses since COVID 19, we estimated costs of uniforms and shoes re-placement. The allocated cost for 6 sets of uniforms including 6 pairs of shoes is \$4,800.00

Although we have 6 Officers we're requesting 2 more tablets in order to comply with the new move by the Judiciary Court to use electronic citations. For each tablet, keyboard, portable printer, printer paper, and car adapter for the printer set the estimate cost \$6,200.00 x 2 = \$12,400.00 plus software installation and testing \$2,000.00 = \$14,400.00. All costs are rounded up.

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
UNKNOWN	UNKNOWN	Contract	100.0000	\$8,000.00	\$8,000.00	\$0.00
Description of Services: Maintenance of Office Equipment						
UNKNOWN	UNKNOWN	Contract	100.0000	\$8,521.86	\$8,521.86	\$0.00
Description of Services: Vehicle Maintenance						
Office Space	UNKNOWN	Contract	100.0000	\$25,000.00	\$25,000.00	\$0.00
Description of Services: MCSAP rental for office space						
TOTAL: Contractual and Subaward				\$41,521.86	\$41,521.86	\$0.00

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

Maintenance of office equipment costs are 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. Cost estimated at \$8,000 are based on known past average expenditures needed on an 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. Due to increased of vehicle labor costs since COVID 19 all vehicles and the trailer are fully dedicated to the MCSAP program. Costs, estimated at \$8,571.86 are based on known past average expenditures needed to maintain the fleet on an annual basis.

The DPS and ASG hasn't come up with a solution on the DPS building in Tafuna where MCSAP was previously located and the office space that we're renting is estimated to \$2,100.00 a month. The MCSAP anticipates the temporary arrangement for one year which is equal to \$25,000.00.

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	\$200,123.00	\$38,583.71	\$38,583.71
TOTAL: Indirect Costs			\$38,583.71	\$38,583.71

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
Fuel	4 Quarter	\$4,000.00	100.0000	\$16,000.00	\$16,000.00	\$0.00
Travel - Registration fee	1 Annual	\$2,150.00	100.0000	\$2,150.00	\$2,150.00	\$0.00
Communication	1 annual	\$5,000.00	60.0000	\$3,000.00	\$3,000.00	\$2,000.00
TOTAL: Other Costs				\$28,950.00	\$28,950.00	\$2,000.00

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.

AS does not yet have a negotiated IDC rate for FY2023. The approved FY2022 IDC Rate agreement for AS is 19.28% which is applied to direct salaries (regula wages and overtime). The 19.28% is from the FY2022 rate agreement to be used as a placeholder until another new agreement is executed.

Communication costs is inclusive of office phone lines, Officers cell phones and internet for the MCSAP office, and MIFIs for the MCSAP officers. Forty percent ($\$5,000 \times .4 = \$2,000.00$) of communication costs for office phone lines and internet will be used to meet MOE. Communication costs are calculated monthly. Due to e-citation now implemented by AS, MCSAP need to purchase MIFIs for each of MCSAP officers.

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 \$4,000.00 per quarter for an annual total cost of \$16,000.00.

COHMED registration fee is \$750.00, CVSA IT WORKSHOP \$1,400.00 but all other costs for is covered under the Travel section.

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	\$458,504.00	\$458,504.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$68,776.00
MOE Baseline:	\$1,857.67

Estimated Expenditures			
Personnel			
	Federal Share	Total Project Costs (Federal)	MOE
Coordinator/Safetynet	\$51,417.00	\$51,417.00	\$0.00
Lt./MCSAP HM/CR SUPERVISOR	\$37,060.00	\$37,060.00	\$0.00
CPT/MCSAP HM/Inspector	\$35,037.00	\$35,037.00	\$0.00
PSO1/MCSAP Inspector	\$19,614.00	\$19,614.00	\$0.00
PSO1/MCSAP Inspector	\$19,614.00	\$19,614.00	\$0.00
PSO1/MCSAP Inspector	\$19,614.00	\$19,614.00	\$0.00
PSO1/MCSAP Inspector	\$17,767.00	\$17,767.00	\$0.00
Salary Subtotal	\$200,123.00	\$200,123.00	\$0.00
6 PSO	\$3,348.48	\$3,348.48	\$0.00
Overtime subtotal	\$3,348.48	\$3,348.48	\$0.00
Personnel total	\$203,471.48	\$203,471.48	\$0.00

Fringe Benefits			
	Federal Share	Total Project Costs (Federal)	MOE
LT.Inspector HM/Supervisor	\$6,930.22	\$6,930.22	\$0.00
Coordinator/Safetynet	\$9,614.97	\$9,614.97	\$0.00
CPT. MCSAP Inspector	\$6,551.91	\$6,551.91	\$0.00
PSO 1 / MCSAP Inspector	\$3,322.42	\$3,322.42	\$0.00
PSO 1 / MCSAP Inspector	\$3,667.81	\$3,667.81	\$0.00
PSO 1 / MCSAP Inspector	\$3,667.81	\$3,667.81	\$0.00
PSO 1 / MCSAP Inspector	\$3,667.81	\$3,667.81	\$0.00
Fringe Benefits total	\$37,422.95	\$37,422.95	\$0.00

Travel			
	Federal Share	Total Project Costs (Federal)	MOE
CVSA IT Workshop	\$7,416.00	\$7,416.00	\$0.00
COHMED HAZ TRNG	\$4,326.00	\$4,326.00	\$0.00
Passenger Vehicle Inspection	\$3,756.00	\$3,756.00	\$0.00
MCSAP Planning Meeting	\$8,560.00	\$8,560.00	\$0.00
MCSAP Officer Refresher Training	\$3,688.00	\$3,688.00	\$0.00
MCSAP Part A&B	\$10,920.00	\$10,920.00	\$0.00
DIAP TRAINING	\$3,688.00	\$3,688.00	\$0.00
Travel total	\$42,354.00	\$42,354.00	\$0.00

Equipment			
	Federal Share	Total Project Costs (Federal)	MOE
Equipment total	\$0.00	\$0.00	\$0.00

Supplies			
	Federal Share	Total Project Costs (Federal)	MOE
Media Aids (Outreach & Education)	\$4,000.00	\$4,000.00	\$0.00
MCSAP Inspection Supplies	\$11,000.00	\$11,000.00	\$0.00
Vehicle Parts	\$8,000.00	\$8,000.00	\$0.00
Office Supplies	\$24,000.00	\$24,000.00	\$0.00
Uniforms, Shoes Replacement	\$4,800.00	\$4,800.00	\$0.00
Tablet/portable printer	\$14,400.00	\$14,400.00	\$0.00
Supplies total	\$66,200.00	\$66,200.00	\$0.00

Contractual and Subaward			
	Federal Share	Total Project Costs (Federal)	MOE
UNKNOWN	\$8,000.00	\$8,000.00	\$0.00
UNKNOWN	\$8,521.86	\$8,521.86	\$0.00
Office Space	\$25,000.00	\$25,000.00	\$0.00
Contractual and Subaward total	\$41,521.86	\$41,521.86	\$0.00

Other Costs			
	Federal Share	Total Project Costs (Federal)	MOE
CVSA Membership Dues	\$7,800.00	\$7,800.00	\$0.00
Fuel	\$16,000.00	\$16,000.00	\$0.00
Travel - Registration fee	\$2,150.00	\$2,150.00	\$0.00
Communication	\$3,000.00	\$3,000.00	\$2,000.00
Other Costs total	\$28,950.00	\$28,950.00	\$2,000.00

Total Costs			
	Federal Share	Total Project Costs (Federal)	MOE
Subtotal for Direct Costs	\$419,920.29	\$419,920.29	\$2,000.00
Indirect Costs	\$38,583.71	\$38,583.71	NA
Total Costs Budgeted	\$458,504.00	\$458,504.00	\$2,000.00

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	\$458,504.00	\$458,504.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$68,776.00
MOE Baseline:	\$1,857.67

Estimated Expenditures			
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
Salary Subtotal	\$200,123.00	\$200,123.00	\$0.00
Overtime Subtotal	\$3,348.48	\$3,348.48	\$0.00
Personnel Total	\$203,471.48	\$203,471.48	\$0.00
Fringe Benefits Total	\$37,422.95	\$37,422.95	\$0.00
Travel Total	\$42,354.00	\$42,354.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00
Supplies Total	\$66,200.00	\$66,200.00	\$0.00
Contractual and Subaward Total	\$41,521.86	\$41,521.86	\$0.00
Other Costs Total	\$28,950.00	\$28,950.00	\$2,000.00
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
Subtotal for Direct Costs	\$419,920.29	\$419,920.29	\$2,000.00
Indirect Costs	\$38,583.71	\$38,583.71	NA
Total Costs Budgeted	\$458,504.00	\$458,504.00	\$2,000.00

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.

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.

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 Carryforward	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 indirect salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

Section II: General

- 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)

- 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

Listed below are the signatures of acceptance for this agreement:

By the State and Local Governments

By the Cognizant Federal Government Agency

American Samoa Government

US Department of the Interior - OIA

DocuSigned by:

Levi Reese

D95C077C0EC34F1...

DocuSigned by:

Craig Wills

B47DB1F4A5DB4BF...

Signature

Signature

Levi Reese

Name:

Craig Wills

Name:

ASG Deputy Treasurer

Title:

Division Chief

Indirect Cost Services Division

Interior Business Center

Title:

12/28/2021

Date

12/28/2021

Date

Negotiated by: Omar Sheyyab

Telephone: (916) 930-3806

Next Proposal Due Date: 03/31/2022

American Samoa Government
FY 2019 Carryforwards and FY 2022 Rate Computations

Supplement

Title/Description	DOE Unrestricted	All Others
FY 2019 Direct Salaries Bases	\$29,728,586	\$31,856,648
FY 2019 Indirect Cost Rates	22.57%	22.70%
FY 2019 Recoverable Indirect Costs	<u>\$6,709,742</u>	<u>\$7,231,459</u>
FY 2019 Indirect Costs (Including CSCAP)	\$5,582,425	\$6,607,751
FY 2017 Under(Over)recovery Carryforwards to FY 2019	921,205	159,339
FY 2019 Indirect Cost Pools	<u>6,503,630</u>	<u>6,767,090</u>
FY 2019 Recoverable Indirect Costs	(6,709,742)	(7,231,459)
FY 2019 Under(Over)recovery Carryforwards to FY 2022	(206,113)	(464,369)
FY 2022 Indirect Costs (Including CSCAP)	5,582,425	6,607,751
FY 2022 Indirect Cost Pools	<u>\$5,376,312</u>	<u>\$6,143,382</u>
FY 2022 Direct Salaries Bases	<u>\$29,728,586</u>	<u>\$31,856,648</u>
FY 2022 Indirect Cost Rates	<u>18.08%</u>	<u>19.28%</u>