

eCVSP

AMERICAN SAMOA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
Annual Update FY 2025**

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2025:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Department of Public Safety (DPS), Motor Carrier Safety Assistance Program (MCSAP) is the agency responsible for implementing federally funded commercial vehicle safety projects in the Territory. This program is spearheaded by the MCSAP Coordinator who is also taking up the role of the Fiscal Officer and also the MCSAP/Safetynet. A Police Captain and 4 Police Officers who have already been certified as MCSAP Inspectors. As a critical part of improving the quality of life for its citizens and visitors to 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.

Update FY2024

The Department of Public Safety Deputy Commissioner and Police Chief has issued a Memo for the Police Captain from the MCSAP be transferred over to the Police Services bureau (Tafuna Sub Station) due to shortage of manpower and the lack of Watch commanders for this station. With the removal of the Police Captain from the MCSAP program, it is requested that this position be replaced by (1) Law Enforcement Officer to join the MCSAP program in the new FY, this is an effort to establish 2 shifts for the Commercial Vehicle Enforcement during the evening hours (1400hrs - 2100hrs). Plans to have 2 shifts starting October 2023 will have 3 Officers plus the Officer in Charge to work the Day shift shift and 3 Officers to work the night or evening shift. All 7 Officers will be dedicated 100% to MCSAP work only and will also assist Traffic and Patrol Units when called upon.

AS doesn't have Migrant Worker Transportation.

All MCSAP Inspectors are Law Enforcement Officers and are called upon immediately to perform Law Enforcement work such as (Assisting Patrol Officers Radio calls, Assist Traffic Officers on vehicle accidents etc). These are some of the tasks the AS MCSAP Inspectors can assist the Department and they cannot neglect these duties. To be clear, the Inspectors are 100% dedicated to conducting Roadside Inspections and Traffic Enforcement for CMVs and will only provide assistance to Patrol and Traffic Officers when they are called upon and these cases are not regularly occurring. MCSAP Inspectors are called upon to respond when they are the closest officers to the incident. Also when MCSAP officers is called to a traffic scene often times there is a CMV involved or MCSAP officers are assisting with traffic enforcement and monitoring the roadways where CMVs are travelling.

UPDATE 2025:

Since FY2023 the AS MCSAP had a total of 7 Certified Inspectors to meet its inspection and Traffic Enforcement goals, As of the 2nd Qtr of 2024 there was a decrease of manpower. The Police Captain was transferred over to the Tafuna Sub station and one of the Certified Inspector was terminated from the Department due to personal reasons. The AS MCSAP Officer in Charge has requested to the Chief of Police on multiple occasions for 2 Law Enforcement Officers to fulfill the 2 available positions the AS MCSAP has. Beginning FY2025 the AS MCSAP gained one new officer and is working to fill one vacant position.

Part 1 Section 4 - MCSAP Structure

Please review your State’s MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	8
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	7
Traffic Enforcement Activities	7
Investigations*	0
Public Education and Awareness	7
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
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.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State’s crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA’s primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.*
 - *In the **Actual 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

Update FY 2024 :The AS MCSAP maintains its goal of 0 Crashes, injuries and fatalities involving Commercial Motor Vehicles. The AS MCSAP roadside inspections and Traffic enforcements together with the Departments Traffic Division has achieved this goal. According to the data retrieved from the AS Office of Highway Safety Plan as of 09/30/2023. AS MCSAP maintains at 0 Fatality for 2022.

Based on these data it appears that the AS MCSAP Inspection and Traffic Enforcement activities are having a positive impact in maintaining the goal of 0 fatality rate for Commercial Motor Vehicles.

UPDATE 2025: The AS MCSAP has encountered the same problem within the past FY, requesting for Law Enforcement Officers to be transferred to the MCSAP Unit to fulfill the available positions listed on the ecvsp. Also, when Law Enforcement Officers are sent off island for Training they do not reach the Passing score. During the FY2024, 2 Officers were sent to attend the NAS Part A and B training, One Officer passed the Part B and Failed Part A, while the other Officer failed both Part A and B. Both took the Virtual Training in October 2023 and Passed.

The AS MCSAP has identified high crash areas upon the American Samoa Public Highway through Crash Data obtained from Ledge Light Technologies (LLT) Centralized Crash Database. Areas identified of having the most Crashes are from the Nu'uuli PHWY to the Atu'u Cannery Area, it is to be noted that this stretch of Highway is the most traveled on at all times of the day. The AS MCSAP plans to conduct Morning and Evening Traffic Enforcement and High Visibility within the above mentioned areas. The AS MCSAP plans to have 2 shifts starting in FY2025 depending on manpower, Dayshift will begin at 0600hrs-1400hrs and Night Shift from 1400hrs-2200hrs. It is to be noted that most crashes received on the data from LLT are mostly Non CMV and that only a few crashes involved a CMV that resulted in a fatality, tow-away, and treating injuries away from the scene. In addition the AS MCSAP will also be conducting roadside inspections and traffic enforcement in rural areas and continue to conduct public education and outreach to prevent and to reduce the CMV crashes.

2 Inspectors were also sent in FY 2024 for the General Hazardous Materials training and both successfully passed. However, they were unable to achieve the required # of Non Bulk HM Inspections for their Initial Certification citing that there are not enough Non Bulk HM Shipments transported to achieve this Certification.

Enter the data source and capture date:

American Samoa MCSAP SAFETY NET AS OF Sept. 13, 2022. Update for FY 2024: AS FY 2022 Office of Highway Safety Captured Dates from Office of Highway Safety October 01, 2022 - September 30, 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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

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.

UPDATE FY2024: AS MCSAP plans to conduct Roadside Inspections during off peak hours (1600-1800hrs). We have noticed an influx of Commercial Motor Vehicles into the territory and mostly are on the Highways during off peak hours, either returning to the PPOB or transporting cargo and Passengers. Given the amount of man power and Certified Inspectors, the AS MCSAP plans to achieve this goal by having 2 shifts. Day shift (0600-1400hrs) and Night or Evening Shift (1400-2200hrs).

AS MCSAP currently has 4 certified Level I/PCV inspectors and 2 certified HM inspectors. 2 Officers from the Department will be attending the NAS Part A&B in Arizona on August 28 - September 8,2023. If both Officer are successfull they will be transfered to work under the MCSAP program.

UPDATE 2025: AS MCSAP currently has 5 Certified Level I Inspectors to conduct Roadside and Traffic Enforcement on Commercial Motor Vehicles, 3 are certified for Passenger Carrying Vehciles and only 1 Certified HM Inspector. AS MCSAP plans to send 2 Inspectors for the General Hazardous Materials training to be certified to conduct HM Inspections. Currently, the AS MCSAP is working on sending off 2 more Law Enforcement Officers to fulfill 2 positions vacant within the AS MCSAP, Once these 2 Law Enforcement Officers successfully complete the NAS Part A and Part B course they will then be requested through the proper channel to be transfered to the AS MCSAP.

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.

FY 2024 Update: The AS MCSAP will monitor the progress by evaluating crash reports from previous Fiscal years, determining the cause of the crash (e.i location, time of day, road condition) and will share the information with the AS Office of Highway Safety, Traffic Division and Department of Public works, this is to determine if enforcement in these areas, time of day and locations will be necessary.

Part 2 Section 3 - Roadside Inspections

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 the Trend Analysis table, 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., SafeSpect) used by the State.

AS MCSAP is Utilizing the ASPEN Roadside Inspection Application. FY 2024 Update: The AS MCSAP has been selected to be an early adopter of the Safespect Inspection tool, the Officer in charge is currently working on obtaining the Government/Department emails for all Level I Inspectors, and to have each set up a Login.gov account which is a requirement to utilize Safespect. A teams meeting was conducting on July 10,2023 to shed more light on utilizing this new platform. FY2025 Update: The AS MCSAP is 100% utilizing the Safespect Inspection tool since December 2024.

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)

FY 2024 Update The AS MCSAP strives to keep unsafe Commercial Motor Vehicles and Unqualified Drivers off of American Samoas Public Highway, The AS MCSAP Officers utilizes any Public Park parking lot that is not too close to main Highway to conduct all Roadside Inspections, in an event the Inspectors feel unsafe about the location the Driver and Vehicle is directed towards a more open and safe area for both the Inspector and Driver. Since late December of 2022 the AS MCSAP Inspectors were not able to issue any traffic citations to Drivers of both CMV and Non CMV vehicles due to the fact that the AS District Court has required the Department of Public Safety to purchase equipments for the citation program, this has been a problem for the AS MCSAP during the 2nd and 3rd Quarters of FY2023.

The Officer in charge is responsible to verify each inspectors ASPEN for accuracy every week and will transfer the inspections to the Safetynet. This was implemented to make sure that the inspectors are conducting Roadside Inspections daily and that all informations entered are correct as well as to monitor the effectiveness of the Roadside Inspection program.

Roadway Work zone: There is No Data on crashes occuring near or around work zone areas, the AS MCSAP has included in the Commercial Courses a short video clip on Driving in and near a work zone area for CMV operators and Privately owned vehicles.

Human Trafficking and Drug Interdiction: The AS MCSAP participates in the CVSA sponsored operations such as: Operation Safe Driver, International Roadcheck, Human Trafficking prevention etc. All MCSAP Officers have been trained on signs of impairment from the Driver, tell tale signs that the Driver is transporting illegal substance or has unauthorized passengers on board the vehicle.

AS MCSAP does not have a Compliance Review program that would eventually place a Motor Carrier Out of Service.

FY 2025 Update: The AS MCSAP has faced challenges in the past years and has adapted to these challenges, the AS MCSAP has observed throughout the past 3 years difficulties in locating suitable Law Enforcement Officers to sit in the NAS Part A and B courses and the Department of Public Safety has had limited man power to man the Headquarters and the 3 Sub stations located within the Territory, thus making it difficult to transfer Officers to fulfill the positions within the MCSAP program. The Officer in charge has also factored in the Annual Leaves and Sick Leaves per Inspector for the decrease in the Inspection goals.

The Level III has increased and has displayed 34 percent for total Level III Inspections. The AS MCSAP is setting an inspection goal of 1750 after consideration of the number of certified inspectors it has. We feel this is an attainable goal.

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 2025, 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: 7

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	250	18	250	518	29.60%
Level 2: Walk-Around	160	18	150	328	18.74%
Level 3: Driver-Only	400	10	200	610	34.86%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	200	10	84	294	16.80%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	1010	56	684	1750	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2025 - 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 Subrecipients	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 2025:	

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: AMERICAN SAMOA DPS					
# certified personnel: 7					
Subrecipient Agencies:					
# 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	250	18	250	518	29.60%
Level 2: Walk-Around	160	18	150	328	18.74%
Level 3: Driver-Only	400	10	200	610	34.86%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	200	10	84	294	16.80%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	1010	56	684	1750	

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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

Part 2 Section 5 - Traffic Enforcement

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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.

UPDATE FOR FY2024

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. The AS MCSAP plans to increase its traffic enforcement CMV with an inspection activity from 200 to 220 stops.

UPDATE FY2025: The AS MCSAP in partnership with the Departments Traffic Division in the past FY2024 has been participating in the National Traffic Enforcements such as (Click it or Ticket, Driver sober or Get Pulled over etc.) Since the Court house issued a Memo on discontinuing the issuing of the Paper Citation booklets per Law Enforcement Officer, each Division was to purchase new Equipments (Toughbook laptop and portable printers) in order to issue traffic summons to Violators. Presently, Only the AS MCSAP and Traffic Division has secured the above mentioned equipments. AS MCSAP plans to utilize the Overtime Funds in FY2025 to increase Traffic Enforcement activities on the Public Highway. The Traffic Division has played a vital role on enforcing traffic laws pertaining to Commercial Motor Vehicles during off peak hours, it is to be noted that the AS MCSAP Officers work schedule is 0600 hrs to 1400hrs and are Off on Weekends, the Traffic Officers make up the absence of the MCSAP officers on the Highways during the Night and Weekends.

Overtime Narrative: The AS MCSAP plans to conduct Traffic Enforcement Overtime hours for FY2025. These Enforcements will focus solely on moving traffic violations such as: Speeding,Careless, Reckless Driving, Vehicle Loads, overloading Passengers etc. The increase of Commercial Motor Vehicles being shipped into the territory is one of the main reasons for the Overtime hour enforcement, according to the Data from the ASG Department of Commerce a total of 12,167 vehicles were Registered in 2021 and Commercial Vehicles are accounted close to 10% of Registration. The 3 year crash data obtained from the Office of Highway Safety has pin pointed the areas of high crash for CMVs in the territory, the data identifies a crash by issuing a case # for the Crash report and does not detail what type of accident it was. The AS MCSAP plans to conduct high visibility traffic enforcement in these areas during off peak and the early morning rush hour. Below are the amount of OT hours per Month in FY2025. The increased hours in some months are due to Holidays such as Christmas and New Years, Graduation season etc.

Monthly MCSAP OT Enforcement

January	16
Feburary	16

March	20
April	44
May	88
June	44
July	88
August	16
September	16
October	32
November	44
December	88

512

	Hourly Rate	OT Rate	Total OT Hrs	Est. OT	Est FICA	Est. W/C	Total Cost
Captain	\$19.03	\$28.55	512	14,616.75	1,118.18	153.48	
Officer	\$8.54	\$12.81	512	6,558.72	501.74	68.87	
Officer	\$8.23	\$12.35	512	6,320.64	483.53	66.37	
Officer	\$9.48	\$14.22	512	7,280.64	556.97	76.45	
Officer	\$9.48	\$14.22	512	7,280.64	556.97	76.45	

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.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	200	220	300
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	100	100	500
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			300

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, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2025 Planned Safety Activities					
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities
1750	6	0	0	1756	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.

Update for FY 2024: With the citation software up and running, the AS MCSAP no longer require its Officers to record Traffic citations issued to CMV drivers on a ledger, the Administrator is able to enter the Officers name on a website while connected to the VPN and retrieve all citations issued by the Officer for records and reporting purposes only.

AS MCSAP will measure the effectiveness of its Traffic Enforcements on a monthly basis to determine which area of traffic violations we should focus on during Roadside Inspections (Inspector and Driver communication), the Educational and Awareness programs and Media platforms.

UPDATE 2025: The AS MCSAP will measure the effectiveness of its Traffic Enforcement activities by utilizing the citation software that can record the Issuing Officers name, Vehicle Plate Number, Date/Time and Type of Violation, this can only be accessed by IT Personel within the Office of Highway Safety and Senior Officers within the AS MCSAP and Traffic Division. Data will also be used to identify on what moving traffic violations the AS MCSAP Officers should focus on.

The AS MCSAP plans to utilize the OT funds to increase Traffic Enforcement Activities in FY2025 with the Assistance of the Traffic Division.

High Visibility Traffic Enforcement Activities, in addition to the 2 shifts mentioned prior the AS MCSAP plans to conduct high visibility traffic enforcement at locations identified in the Crash data from the past 3 years. The AS MCSAP will monitor these activities by logging it down on a ledger the type of Enforcement, Officers involved, Date and duration for Enforcement, Citations/Inspections issued, Warnings etc. The AS MCSAP officer-in-charge will maintain the ledger which will be used for reporting traffic enforcement activities in each PPR.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

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 ITD and PRISM 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 ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

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

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

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM 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

Please review the description of your State’s public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

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**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State’s FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: Not Applicable

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

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 3 - Passenger Carrier Enforcement

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past
--

No updates are required for this section.

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 5 - State Specific Objectives – Future

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, 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 FY2024, 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. Update 2024: Since May 2023 the AS MCSAP has stopped issuing MEC forms to operators of Taxi Vehicles, given the fact that Taxis do not meet the definition of a Commercial Motor Vehicle and that it only falls under local laws regarding Commercial Transportation. The Office of Motor Vehicle staff was made aware of this change because a Driver could not be issued a Commercial permit until he/she provides a valid MEC card.

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 justify 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 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's 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	\$473,835.00	\$473,835.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount)	\$71,075.00
MOE Baseline:	\$1,857.67

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	\$71,075.00

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
Cpt./MCSAP HM/CR SUPERVISOR	1	100.0000	\$42,317.00	\$42,317.00	\$42,317.00	\$0.00
PSO1/MCSAP Inspector	1	100.0000	\$18,847.00	\$18,847.00	\$18,847.00	\$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	\$18,417.00	\$18,417.00	\$18,417.00	\$0.00
PSO1/MCSAP INSPECTOR	1	100.0000	\$18,417.00	\$18,417.00	\$18,417.00	\$0.00
PSO1/MCSAP INSPECTOR	1	100.0000	\$16,640.00	\$16,640.00	\$16,640.00	\$0.00
Subtotal: Salary				\$205,283.00	\$205,283.00	\$0.00
Overtime Project Costs						
5 PSO	1	100.0000	\$42,057.39	\$42,057.39	\$42,057.39	\$0.00
Subtotal: Overtime				\$42,057.39	\$42,057.39	\$0.00
TOTAL: Personnel				\$247,340.39	\$247,340.39	\$0.00
Accounting Method:	Accrual					

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

We have 8 personnel paying under MCSAP with percentage provided. Currently MCSAP consists of 6 sworn officers plus 1 civilian as MCSAP Coordinator which total of 7. Currently we have one vacancy waiting to be filled after the Public Safety Police Academy graduation on the month of September 2024.

The AS MCSAP plans to conduct Traffic Enforcement Overtime hours for FY2025. These Enforcements will focus solely on moving traffic violations such as: Speeding, Careless, Reckless Driving, Vehicle Loads, overloading Passengers etc.

The increase of Commercial Motor Vehicles being shipped into the territory is one of the main reasons for the Overtime hour enforcement, according to the Data from the ASG Department of Commerce a total of 12,167 vehicles were Registered in 2021 and Commercial Vehicles are accounted close to 10% of Registration.

The 3 year crash data obtained from the Office of Highway Safety has pin pointed the areas of high crash for CMVs in the territory, the data identifies a crash by issuing a case # for the Crash report and does not detail what type of accident it was. The AS MCSAP plans to conduct high visibility traffic enforcement in these areas during off peak and the early morning rush hour.

Monthly MCSAP OT Enforcement

January	16
Feburary	16
March	20
April	44
May	88

June	44
July	88
August	16
September	16
October	32
November	44
December	88

512

	Hourly Rate	OT Rate	Total OT Hrs	Est. OT	Est FICA	Est. W/C	Tota Cos
Captain	\$19.03	\$28.55	512	14,616.75	1,118.18	153.48	1
Officer	\$8.54	\$12.81	512	6,558.72	501.74	68.87	
Officer	\$8.23	\$12.35	512	6,320.64	483.53	66.37	
Officer	\$9.48	\$14.22	512	7,280.64	556.97	76.45	
Officer	\$9.48	\$14.22	512	7,280.64	556.97	76.45	
				42,057.39			4

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	\$42,317.00	\$7,913.27	\$7,913.27	\$0.00
Coordinator/SafetyNet	18.7000	100.0000	\$51,417.00	\$9,614.97	\$9,614.97	\$0.00
PSO1/ MCSAP Inspector	18.7000	100.0000	\$18,847.00	\$3,524.38	\$3,524.38	\$0.00
PSO1/MCSAP Inspector	18.7000	100.0000	\$19,614.00	\$3,667.81	\$3,667.81	\$0.00
PSO1/MCSAP Inspector	18.7000	100.0000	\$19,614.00	\$3,667.81	\$3,667.81	\$0.00
PSO1/MCSAP Inspector	18.7000	100.0000	\$18,417.00	\$3,443.97	\$3,443.97	\$0.00
PSO1/MCSAP Inspector	18.7000	100.0000	\$18,417.00	\$3,443.97	\$3,443.97	\$0.00
PSO1/MCSAP Inspector	18.7000	100.0000	\$16,640.00	\$3,111.68	\$3,111.68	\$0.00
OT FRINGE FOR 5 PSO	100.0000	100.0000	\$3,659.01	\$3,659.01	\$3,659.01	\$0.00
TOTAL: Fringe Benefits				\$42,046.87	\$42,046.87	\$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%

For the OT fringe costs calculation please refer to the Personnel Section or the OT fringe costs calculation document that was uploaded under My Documents.

For 5 PSOs OT FICA = \$3,217.39 + WC= \$441.62 = \$3,659.01

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 §200.475](#).

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
OTHER BULK TRNG	1	7	100.0000	\$3,858.00	\$3,858.00	\$0.00
CVSA Conference & Exhibition	1	7	100.0000	\$6,612.00	\$6,612.00	\$0.00
COHMED HAZ TRNG	1	7	100.0000	\$3,756.00	\$3,756.00	\$0.00
Refresher Training	2	10	100.0000	\$7,376.00	\$7,376.00	\$0.00
MCSAP Planning Meeting	2	7	100.0000	\$8,560.00	\$8,560.00	\$0.00
MCSAP Part A&B	1	10	100.0000	\$5,360.00	\$5,360.00	\$0.00
CVSA IT Workshop	2	6	100.0000	\$7,416.00	\$7,416.00	\$0.00
DIAP Training	1	7	100.0000	\$3,688.00	\$3,688.00	\$0.00
Cargo CTI	1	7	100.0000	\$3,790.00	\$3,790.00	\$0.00
TOTAL: Travel				\$50,416.00	\$50,416.00	\$0.00

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

CVSA Annual Conference and Exhibition is necessary for 1 senior officer to attend this conference every year to meet with Government Official, enforcement and industry, and participate in technical and program committees and task forces. 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(\$3,700.00) based on a quote to Seattle Washington and adjusted for inflation, lodging (\$1,960.00), including M&IE costs of (\$952.00) for total cost of \$6,612.00

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 \$3756.00.

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 three day 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 (7days) 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.

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 in 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 our of AS (10days each traveler) Total cost is inclusive of airfare (\$5,000.00 two traveler), lodging (\$1,560.00) and M&IE(\$816.00 two traveler) for a total cost of \$7,376.00.

Part A&B training is needed for 1 new PSO officers requested from Public Safety to work to fulfill MCSAP enforcement objectives. This will give our officer to send off island to train in order to be certified as MCSAP Inspector.

Total travel days is 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 (10 Days). Total cost is inclusive of airfare (\$2,300.00)x 1 = \$2,300.00 , lodging (\$2,200.00)x 1= \$2,200.00 and M&IE (\$860.00)x = \$860.00 for a total cost of \$5,360

Cargo Training is necessary for a new PSO officer to attend in order to become certified inspector. This will train inspector to inspect cargo tank motor vehicles transporting hazardous materials (HM) for compliance with Hazardous Regulations at the weigh/inspection station or a carrier's or shipper's place. The AS MCSAP will make sure the PSO Officer to attend will have met all pre-requisites prior to enrolling in the class. Total travel days is inclusive of 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 (7days). Total airfare (\$2,500.00), lodging (\$780.00) and M&IE (\$510.00) for total cost of \$3,790.

CVSA IT Workshop is necessary for AS to attend. AS attended the IT workshop that was held in Boston, Massachusetts on March 2024. Due to the new changes from SafetyNet to SafetySpec AS will still continue to participate in this event to understand more on SafetySpec. the dates and location of this IT Workshop are pending, however, costs are based off 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 day 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 total cost of \$7,416.00.

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 is inclusive of the 3 day classes 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 (7days.) The total cost inclusive of airfare (\$2,500.00), lodging (\$780.00) and MIE (\$408.00) for one traveler is \$3,688.00.

OBP(Other Bulk Packaging Inspection) this training course is needed for 1 officer. This will train inspector to inspect other bulk packing transporting hazardous materials (HM) for compliance with Hazardous Materials Regulations at the weight/inspection stations or a carrier's or a shipper's place of business. The AS MCSAP will make sure the PSO officer to attend will have met all the required pre-requisites prior to enrolling in this course. Total travel days is inclusive of one week class duration plus additional travel days needed to travel to the training and return back to AS. Total airfare (\$2,500.00), lodging (\$850.00) and M&IE (\$508.00) for total cost of \$3,858.00).

Part 4 Section 5 - Equipment

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

- If your State’s equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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 Equipment in 2 CFR §200.1 Definitions. 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.

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
Uniforms, Shoes Replacement	7 Each	\$800.00	100.0000	\$5,600.00	\$5,600.00	\$0.00
Media Aids (Outreach & Education)	1 Annual	\$9,110.61	100.0000	\$9,110.61	\$9,110.61	\$0.00
MCSAP Inspection Supplies	4 Quarters	\$2,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00
Vehicle Parts	4 Quarters	\$2,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00
Office Supplies	4 Quarters	\$5,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00
Lidar	2 Each	\$2,850.00	100.0000	\$5,700.00	\$5,700.00	\$0.00
Printer (Cannon)	2 Each	\$250.00	100.0000	\$500.00	\$500.00	\$0.00
Desktop Computer	1 Each	\$1,600.00	100.0000	\$1,600.00	\$1,600.00	\$0.00
Office Furnitures	2 Each	\$1,800.00	100.0000	\$3,600.00	\$3,600.00	\$0.00
TOTAL: Supplies				\$62,110.61	\$62,110.61	\$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 \$5,000.00per quarter amounting to an annual need of approximately \$20,000.00.

MCSAP Inspection supplies budget is inclusive of all items needed to effectively conduct MCSAP inspections in the field (e.g., heavy-duty floor jack, gloves, decals, forms etc.). AS has no permanent shade to protect them the sun, so the temporary outdoors tents, folding tables and pipe chairs will help inspectors during their inspections. The heavy-duty floor check will help our inspectors lifting our trailer. 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 \$8,000.00 per year.

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, bill boards 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 is estimated for a total annual amount of \$9,110.61.

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 7 sets of uniforms including 7 pairs of shoes is \$5,600.00

We have 2 lidars but currently we're only using one lidar due to the other lidar has been send back to the vendor for repair. Since we'll fullfill our manpower my December 2024 with our 2 vacancys we requested to add 2 more lidar to add to the one lidar we currently have with estimated at \$2,850.00 for a total amount of \$5,700.00.

Currently we have one printer (Cannon) used by AS MCSAP Inspector to print their inspections out in the field. We need 2 more printers to be used for MCSAP Inspectors. The allocated costs for the printers is \$250.00 each which the total costs is \$500.00.

MCSAP need to replace one desk top computer to replace the stand alone SafetyNet system computer now use for crash only that we purchased in 2017. This desk top computer is for the MCSAP Coordinator to do her her daily work. The desk top computer is estimated to \$1,600.00.

MCSAP Office Furniture costs are for two officers work stations. The work stations consist of a desk and chair for each of the 2 sworn officers, 1 has recently joined and the one for the vacant position to be filled in after the Police Academy graduation before the end of this fiscal year. The costs for these items is estimated \$600.00 per desk and \$300.00 per chair for a total cost of \$900.00 per work station, for a grand total of \$1,800.00.

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

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 §200.1 Definitions).

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 non-proprietary identifier that replaced 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	DUNS/ EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
UNKNOWN	UEI	Contract	100.0000	\$4,000.00	\$4,000.00	\$0.00
Description of Services: Maintenance of Office Equipment						
UNKNOWN	UEI	Contract	100.0000	\$9,505.77	\$9,505.77	\$0.00
Description of Services: Vehicle Maintenance						
TOTAL: Contractual and Subaward				\$13,505.77	\$13,505.77	\$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, and desktop computers. Laptops 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 \$4,000 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. All vehicles and the trailer are fully dedicated to the MCSAP program. Costs, estimated at \$9,505.77 are based on known past average expenditures needed to maintain the fleet on an annual basis.

AS MCSAP will move to the new Police Substation West building before the end of the fiscal year 2024.

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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)	9.01	\$247,340.39	\$22,285.36	\$22,285.36
TOTAL: Indirect Costs			\$22,285.36	\$22,285.36

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
Communication	1 Annual	\$5,330.00	100.0000	\$5,330.00	\$5,330.00	\$0.00
CVSA Membership Dues	1 Annual	\$7,800.00	100.0000	\$7,800.00	\$7,800.00	\$0.00
Fuel	4 Quarter	\$5,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00
Travel - Registration fee	1 Annual	\$3,000.00	100.0000	\$3,000.00	\$3,000.00	\$0.00
MOE - COMMUNICATION	1 ANNUAL	\$2,870.00	0.0000	\$0.00	\$0.00	\$2,870.00
TOTAL: Other Costs				\$36,130.00	\$36,130.00	\$2,870.00

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 has just approved the IDC rate for FY2024. The approved FY2024 IDC Rate agreement for AS is 9.01% which is applied to direct salaries (regular wages and overtime). The 9.01% is from the FY2024 rate agreement to be used as a placeholder until another new agreement is executed.

Communication costs was updated to account the increase costs. We estimate the costs at \$8,200.00 with 65% to be charged under MCSAP = \$5,330.00 and 35% to be used for MOE = \$2,870.00. This inclusive of office phone lines. Cost of cell phones was budgeted under Supplies and internet for the MCSAP office, and MIFIs for the 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 \$5,000.00 per quarter for an annual total cost of \$20,000.00.

COHMED registration fee is \$750.00. CVSA IT registration fee is \$1,500.00.00 (\$750.00 x 2 = \$1,500.00) CVSA Annual Conference Exhibition registration fee is (\$750.00) other certification training doesn't required registration fee, but all other costs for is covered under the Travel section. Most of the trainings doesn't have registration fee. Total cost for registration fee \$3,000.00.

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	\$473,835.00	\$473,835.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$71,075.00
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
Cpt./MCSAP HM/CR SUPERVISOR	\$42,317.00	\$42,317.00	\$0.00
PSO1/MCSAP Inspector	\$18,847.00	\$18,847.00	\$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	\$18,417.00	\$18,417.00	\$0.00
PSO1/MCSAP INSPECTOR	\$18,417.00	\$18,417.00	\$0.00
PSO1/MCSAP INSPECTOR	\$16,640.00	\$16,640.00	\$0.00
Salary Subtotal	\$205,283.00	\$205,283.00	\$0.00
5 PSO	\$42,057.39	\$42,057.39	\$0.00
Overtime subtotal	\$42,057.39	\$42,057.39	\$0.00
Personnel total	\$247,340.39	\$247,340.39	\$0.00

Fringe Benefits			
	Federal Share	Total Project Costs (Federal)	MOE
LT.Inspector HM/Supervisor	\$7,913.27	\$7,913.27	\$0.00
Coordinator/Safetynet	\$9,614.97	\$9,614.97	\$0.00
PSO1/ MCSAP Inspector	\$3,524.38	\$3,524.38	\$0.00
PSO1/MCSAP Inspector	\$3,667.81	\$3,667.81	\$0.00
PSO1/MCSAP Inspector	\$3,667.81	\$3,667.81	\$0.00
PSO1/MCSAP Inspector	\$3,443.97	\$3,443.97	\$0.00
PSO1/MCSAP Inspector	\$3,443.97	\$3,443.97	\$0.00
PSO1/MCSAP Inspector	\$3,111.68	\$3,111.68	\$0.00
OT FRINGE FOR 5 PSO	\$3,659.01	\$3,659.01	\$0.00
Fringe Benefits total	\$42,046.87	\$42,046.87	\$0.00

Travel			
	Federal Share	Total Project Costs (Federal)	MOE
OTHER BULK TRNG	\$3,858.00	\$3,858.00	\$0.00
CVSA Conference & Exhibition	\$6,612.00	\$6,612.00	\$0.00
COHMED HAZ TRNG	\$3,756.00	\$3,756.00	\$0.00
Refresher Training	\$7,376.00	\$7,376.00	\$0.00
MCSAP Planning Meeting	\$8,560.00	\$8,560.00	\$0.00
MCSAP Part A&B	\$5,360.00	\$5,360.00	\$0.00
CVSA IT Workshop	\$7,416.00	\$7,416.00	\$0.00
DIAP Training	\$3,688.00	\$3,688.00	\$0.00
Cargo CTI	\$3,790.00	\$3,790.00	\$0.00
Travel total	\$50,416.00	\$50,416.00	\$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
Uniforms,Shoes Replacement	\$5,600.00	\$5,600.00	\$0.00
Media Aids (Outreach & Education)	\$9,110.61	\$9,110.61	\$0.00
MCSAP Inspection Supplies	\$8,000.00	\$8,000.00	\$0.00
Vehicle Parts	\$8,000.00	\$8,000.00	\$0.00
Office Supplies	\$20,000.00	\$20,000.00	\$0.00
Lidar	\$5,700.00	\$5,700.00	\$0.00
Printer (Cannon)	\$500.00	\$500.00	\$0.00
Desktop Computer	\$1,600.00	\$1,600.00	\$0.00
Office Furnitures	\$3,600.00	\$3,600.00	\$0.00
Supplies total	\$62,110.61	\$62,110.61	\$0.00

Contractual and Subaward			
	Federal Share	Total Project Costs (Federal)	MOE
UNKNOWN	\$4,000.00	\$4,000.00	\$0.00
UNKNOWN	\$9,505.77	\$9,505.77	\$0.00
Contractual and Subaward total	\$13,505.77	\$13,505.77	\$0.00

Other Costs			
	Federal Share	Total Project Costs (Federal)	MOE
Communication	\$5,330.00	\$5,330.00	\$0.00
CVSA Membership Dues	\$7,800.00	\$7,800.00	\$0.00
Fuel	\$20,000.00	\$20,000.00	\$0.00
Travel - Registration fee	\$3,000.00	\$3,000.00	\$0.00
MOE - COMMUNICATION	\$0.00	\$0.00	\$2,870.00
Other Costs total	\$36,130.00	\$36,130.00	\$2,870.00

Total Costs			
	Federal Share	Total Project Costs (Federal)	MOE
Subtotal for Direct Costs	\$451,549.64	\$451,549.64	\$2,870.00
Indirect Costs	\$22,285.36	\$22,285.36	NA
Total Costs Budgeted	\$473,835.00	\$473,835.00	\$2,870.00

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	\$473,835.00	\$473,835.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$71,075.00
MOE Baseline:	\$1,857.67

Estimated Expenditures			
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
;;;Salary Subtotal	\$205,283.00	\$205,283.00	\$0.00
;;;Overtime Subtotal	\$42,057.39	\$42,057.39	\$0.00
Personnel Total	\$247,340.39	\$247,340.39	\$0.00
Fringe Benefits Total	\$42,046.87	\$42,046.87	\$0.00
Travel Total	\$50,416.00	\$50,416.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00
Supplies Total	\$62,110.61	\$62,110.61	\$0.00
Contractual and Subaward Total	\$13,505.77	\$13,505.77	\$0.00
Other Costs Total	\$36,130.00	\$36,130.00	\$2,870.00
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
Subtotal for Direct Costs	\$451,549.64	\$451,549.64	\$2,870.00
Indirect Costs	\$22,285.36	\$22,285.36	NA
Total Costs Budgeted	\$473,835.00	\$473,835.00	\$2,870.00

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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. The AS MCSAP had 2 qualifying condition findings related to items 23 and 24 on the state certification. The AS MCSAP is working with OMV to distribute a brochure to drivers which contains best practices for safe driving around the CMVs. The AS MCSAP will need to meet with the Commerce Commission to require registrants of CMVs to demonstrate their knowledge of applicable commercial motor vehicle safety laws, regulations, standards, and orders. The AS MCSAP will provide updates to closing out these findings in each PPR.

Part 5 Section 3 - 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 AMERICAN SAMOA 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 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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: 06/20/2024

Organization:

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

Report Number: 2023-0674

Filing Ref.:

Last Negotiation Agreement
dated: 07/11/2023

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	Rate Details				
10/01/2018	09/30/2019	Fixed Carryforward	Name	Rate	Base	Location	Applicable To
			Restricted Indirect	10.60 %	(A)	All	Restricted Programs 2/
10/01/2019	09/30/2020	Fixed Carryforward	Name	Rate	Base	Location	Applicable To
			Restricted Indirect	12.70 %	(A)	All	Restricted Programs 2/
10/01/2020	09/30/2021	Fixed Carryforward	Name	Rate	Base	Location	Applicable To
			Restricted Indirect	11.80 %	(A)	All	Restricted Programs 2/
10/01/2021	09/30/2022	Provisional	Name	Rate	Base	Location	Applicable To
			Restricted Indirect	11.80 %	(A)	All	Restricted Programs 2/
10/01/2023	09/30/2024	Fixed Carryforward	Name	Rate	Base	Location	Applicable To
			Unrestricted Indirect	9.39 %	(A)	All	Unrestricted DOE Programs 1/
			Unrestricted Indirect	9.01 %	(A)	All	Unrestricted All Other Programs 1/

Note: The restricted rates were reviewed and approved by the US DOE who will provide the administrative support and technical assistance in case of an appeal or other disagreement regarding the restricted rates.

Section I: Rate (continued)

1/ Applicable to all programs except as noted in 2/.

2/ Applicable to all Federal programs which require the use of a restricted rate as defined by 34 CFR 75.563 and CFR 76.563.

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

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

Treatment of paid absences: Vacation, holiday, sick leave, and other paid absences are included in salaries and wages and are claimed on grants, contracts, and other agreements as part of the normal cost for the salaries and wages. Separate claims for the costs of these paid absences are not made.

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.
- 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

Section II: General (continued)

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

DocuSigned by:
Levi Reese
D95C077C0EC34F1...

DocuSigned by:
Craig Wills
B47DB1F4A5DB4BF...

Signature

Signature

Levi Reese

Craig Wills

Name:

Name:

Division Chief

Indirect Cost & Contract Audit Division

Interior Business Center

Acting Treasurer

Title:

Title:

6/24/2024

6/21/2024

Date

Date

Negotiated by: Elena Chan
Telephone: (916) 930-3824
Email: elena_chan@ibc.doi.gov

Next Proposal Due Date: 03/31/2024

FY 2025 Certification of MCSAP Conformance (State Certification)

I PC Lefiti, Atiulagi F. Pese, Commissioner on behalf of the State **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, do hereby certify as follows:

1. The State has designated American Samoa Department of Public Safety as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and (names of agencies) to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRS, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.

27. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.

29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 08/27/2024

Signature 

Monthly MCSAP OT Enforcement

January	16
Feburary	16
March	20
April	44
May	88
June	44
July	88
August	16
September	16
October	32
November	44
December	88

512

	Hourly Rate	OT Rate	Total OT Hrs	Est. OT
Captain	\$19.03	\$28.55	512	14,616.75
Officer	\$8.54	\$12.81	512	6,558.72
Officer	\$8.23	\$12.35	512	6,320.64
Officer	\$9.48	\$14.22	512	7,280.64
Officer	\$9.48	\$14.22	512	7,280.64
				42,057.39

Est FICA	Est. W/C	Total Est OT Cost
1,118.18	153.48	15,888.40
501.74	68.87	7,129.33
483.53	66.37	6,870.54
556.97	76.45	7,914.06
556.97	76.45	7,914.06
3,217.39	441.62	45,716.38



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MON, JAN 06, 2025 - TUE, JAN 07, 2025 - Pago Pago (PPG) to Honolulu (HNL) - Confirmed

Hawaiian Airlines Inc (HA) 466

DEPART 11:20 PM PPG NON STOP ARRIVE*1 5:50 AM HNL
5H 30M

PASSENGERS

TALI, LEMASANIAI MS

Class Of Service: Economy

AIRPORT INFO

Pago Pago Arpt (PPG)
Pago Pago, AS

-----to-----

Daniel K Inouye Intl Airport (HNL)
Honolulu, HI, US
Terminal 2

FLIGHT INFO

Airbus A330-200
Meal

TUE, JAN 07, 2025 - Honolulu (HNL) to Seattle (SEA) - Confirmed

Hawaiian Airlines Inc (HA) 7888*

DEPART 8:00 AM HNL NON STOP ARRIVE 3:54 PM SEA
5H 54M

PASSENGERS

TALI, LEMASANIAI MS

*Operated by Alaska Airlines
Class Of Service: Economy

AIRPORT INFO

Daniel K Inouye Intl Airport (HNL)
Honolulu, HI, US
Terminal 2

-----to-----

Seattle Tacoma Intl Arpt (SEA)
Seattle, WA, US


FLIGHT INFO

Boeing 737

MON, JAN 13, 2025 - Seattle (SEA) to Honolulu (HNL) - Confirmed ✓



Hawaiian Airlines Inc (HA) 7887*

 **DEPART** **9:58** AM SEA **NON STOP** **ARRIVE** **2:31** PM HNL
----->-----
6H 33M

PASSENGERS

TALI, LEMASANIAI MS

*Operated by Alaska Airlines
Class Of Service: Economy

AIRPORT INFO

Seattle Tacoma Intl Arpt (SEA)
Seattle, WA, US

-----to-----

Daniel K Inouye Intl Airport (HNL)
Honolulu, HI, US
Terminal 2


FLIGHT INFO

Boeing 737

MON, JAN 13, 2025 - Honolulu (HNL) to Pago Pago (PPG) - Confirmed ✓



Hawaiian Airlines Inc (HA) 465

 **DEPART** **4:40** PM HNL **NON STOP** **ARRIVE** **9:20** PM PPG
----->-----
5H 40M

PASSENGERS

TALI, LEMASANIAI MS

Class Of Service: Economy

AIRPORT INFO

Daniel K Inouye Intl Airport (HNL)
Honolulu, HI, US
Terminal 1

-----to-----

Pago Pago Arpt (PPG)
Pago Pago, AS

FLIGHT INFO
Airbus A330-200
Meal

Agent Comments

AIR FARE \$3435.31

Help

Your Reservation Code: 9G2FS9

TALOFA SAMOA TRAVEL
Llmanai Building Suite 202
Pago Pago, 96799
American Samoa

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