

AMERICAN SAMOA

Commercial Vehicle Safety Plan
for the
Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program
Fiscal Year 2018

Date of Approval: Sep 19, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan 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
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- Part 5: Certifications and Documents

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

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

2 - Mission/Goal Statement

Instructions:

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

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

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

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

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

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/ SAFETYNET Corrdinator, a Lieutenant/Supervisor including two Police Safety Officers, a Fiscal Officer with one position still vacant since 2016. For the FY 2018, the MCSAP program is planning to add two additional Police Safety Officers for a total of 8 positions. As a critical part of improving the quality of life for its citizens and visitors of the territory, the mission of the DPS/MCSAP consist of two goals:

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

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

MCSAP establishes and implements a comprehensive program to accomplish its goals effectively. This Plan for Federal Fiscal Year 2018 outlines the provess used to identify specific commercial vehicle safety problem areas, develop countermeasures to correct those problems, and monitor the performance of those counter measures.

AS will send the MCSAP Coordinator and Fiscal officer to both the annual MCSAP Planning Meeting, as well as the CVSA Spring workshop in FY2018.. AS will also plan to send one person to receive requisite IT training at the CVSA IT conference in order to fulfill its requirements. Note that AS has not sent any personnel to such training for several years, which is needed to maintain proficiencies related to the various MCSAP related IT systems AS utilizes, especially SafetyNet. AS will also plan to send one attendee to the Phase III CSA training as requested by FMCSA to prepare for Phase III deployment in AS.

4 - MCSAP Structure**Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	AMERICAN SAMOA DPS
Enter total number of personnel participating in MCSAP activities	8
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	5
Traffic Enforcement Activities	5
Investigations*	1
Public Education and Awareness	5
Data Collection and Reporting	1
* 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	
Traffic Enforcement Activities	
Investigations*	
Public Education and Awareness	
Data Collection and Reporting	
* 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

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

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			
01/01/2016	12/31/2016	1	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	1	0	1
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	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			
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	1	0	1

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			
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	0	0	0

Enter the data sources and capture dates of the data listed in each of the tables above.
SAFETY NET AS OF SEPTEMBER 07, 2017

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

AS had one fatality incident in 2016, same as the one CMV related fatality occur in 2014. This fatality was very similar in circumstances to the fatality that occurred in 2008 which an individual had exited an improperly parked CMV which began to roll back unattended. The operator was struck by this CMV when attempting to re-enter the vehicle to stop it. AS MCSAP responded by increasing educational outreach efforts related to safe CMV operating practices.

Narrative Overview for FY 2018

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.

American Samoa MCSAP continues to conduct analysis identifying the most effective intervention strategies to raise the passenger carrier safety standard. Although American Samoa does not currently have motor coaches, the possibility exists that American Samoa will have these vehicles on the road in the future. Priority for future development is standardizing of all passenger vehicles (aiga bus) and to pass legislation regulating their modification and construction, including required safety devices. MCSAP continues to evaluate the FMCSA and NHTSA regulations, policies, processes, and tools for motor coach safety to ensure this. The analysis goal of achieving an optimal level of compliance and enforcement for future motor coaches in American Samoa is and will continue to be a priority for MCSAP.

Enter the data source and capture date:
SAFETY NET AS OF SEPTEMBER 07, 2017

Projected Goal for FY 2018

Enter Crash Reduction Goal:

AS recorded an average of 2.4% CMV related crashes per year from 2011 to 2015. AS has a goal to reduce the CMV crash rate to 1.0 per year over the next five year period. This will continue the reduction in crash rate as we are currently experiencing.

Program Activities: 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
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 ASMCSAP team is upon CMVs, the ASMCSAP 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.
3. Conduct driver education classes and training at the AS Office of Motor Vehicles (OMV) to improve safe driving habits on AS roadways.
4. Conduct Compliance Reviews upon Passenger Carriers, Non-HM Property Carriers and HM Carriers as outlined in section 4.4. AS incorporated a strong crash reduction goal into each CR conducted.

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. All CMV inspections conducted in AS are done in support of AS's effort to reduce crashes, therefore all 700 inspections outlined in section 4.1 will be used to meet this goal.
2. AS will conduct four traffic enforcement selective events per quarter as outlined in section 4.3 in the furtherance of this goal. 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 will conduct 12 driver education classes each quarter as outlined in Section 4.5 all of which will be dedicated to furthering the crash reductions goal in AS. AS will monitor and record attendance for each event.
4. AS plans to conduct 2 Passenger Carrier compliance reviews, 2 non-HM property carrier reviews, and 2 HM property carrier reviews as outlined in section 4.4 for a total of 6 reviews throughout the year. Scheduling, submittal and monitoring of the reviews will be coordinated through the FMCSA HI Division. AS plans to resume compliance reviews once our CR Officer is re-certified.

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018.

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

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	274	238	236	281	176
Level 2: Walk-Around	285	292	330	203	166
Level 3: Driver-Only	186	171	340	271	240
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	24	24	30	71	14
Level 6: Radioactive Materials	0	0	0	0	0
Total	769	725	936	826	596

Narrative Overview for FY 2018

Overview:

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

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

AS MCSAP maintains a strong commercial vehicle inspection program to keep unsafe commercial vehicles and drivers off of American Samoa highway. American Samoa has only one primary corridor, a two way road with some overlap during inspections. MCSAP currently only has 3 certified inspectors. AS MCSAP has one vacant officer inspector at this time and is planning to hire two additional Police Safety Officers for FY2018. MCSAP needs to increase its level of training to enhance the program and to increase its skills. In order to achieve our MCSAP goals, any new officer inspector will be sent to MCSAP Part A & B training to gain inspection certification.

1. All CMV inspections conducted in AS are done in AS's effort to reduce crashes, therefore all 800 inspections outlined in section 3 roadside inspections will be used to meet this goal.
2. To measure the effectiveness of our program, we will monitor CMV crashes on a daily basis.

Projected Goals for FY 2018

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018. For FY 2018, 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: 3

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	115	16	115	246	30.75%
Level 2: Walk-Around	85		160	245	30.63%
Level 3: Driver-Only	125		122	247	30.88%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	34	11	17	62	7.75%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	359	27	414	800	

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:

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2018:	

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: AMERICAN SAMOA DPS					
# certified personnel: 3					
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	115	16	115	246	30.75%
Level 2: Walk-Around	85		160	245	30.63%
Level 3: Driver-Only	125		122	247	30.88%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	34	11	17	62	7.75%
Level 6: Radioactive Materials				0	0.00%
Total ALL Agencies	359	27	414	800	

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.

4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



The 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.

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2018**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2018

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018.

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	0	0
CSA On-Site Comprehensive	0	6
Total Investigations	0	6
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

Add additional information as necessary to describe the carrier investigation estimates.

AS MCSAP has one officer currently working on obtaining his investigation certification. All 6 comprehensive investigations will be conducted towards his certification.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

Historical data for 2012 through 2016 is unavailable because the CR program was suspended for multiple consecutive program years and CRs were not uploaded to A&I because the motor carriers investigated were intrastate only and, therefore, did not have a USDOT#.

AS MCSAP has one officer currently working on obtaining his investigation certification. All 6 comprehensive investigations will be conducted towards his certification.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

AS MCSAP will initiate an investigation every two months. The MCSAP Coordinator will monitor the investigator's progress towards meeting his investigation certification and report completed investigations in the quarterly performance progress report as well as report to the Hawaii Division.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016

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		
01/01/2016	12/31/2016	54	46
01/01/2015	12/31/2015	47	28
01/01/2014	12/31/2014	68	38
01/01/2013	12/31/2013	68	36
01/01/2012	12/31/2012	70	68

☐ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016		
01/01/2015	12/31/2015		
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		
01/01/2012	12/31/2012		

☒ 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.

SAFETY NET by reporting period of each calendar year 2012 to 2016 as of September 11, 2017.

Narrative Overview for FY 2018

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](#).

The AS MCSAP inspection program includes a traffic enforcement element incorporated into the DPS' main effort. MSCAP TE inspection selective events will focus on enforcement of commercial vehicle traffic violations, inclusive of loading and off-loading violations and give way obstructive traffic violations. MCSAP has also taken an aggressive role in identifying, inspecting and removing impaired CMV drivers from the highway. Seat belt enforcement is also strictly enforced day and night. American Samoa will use 4 officers for each selective effort in designated high traffic corridors. AS MCSAP plans to conduct CMV traffic enforcement selective events throughout the grant project with a 100% inspection policy. AS MCSAP will conduct 4 CMV Inspection Selectives; 4 CMV Speed Enforcement Selectives; 4 CMV Impaired Driving/Open Container Selectives; 4 CMV Seat Belt Selectives; and also participate in the Passenger Safety Strike Force Campaign. We will only be conducting traffic enforcement with accompanying inspections (100% inspection policy). 3 of the 6 officers utilized will be allocated 8 hours of OT per quarter to facilitate the completion of these traffic enforcement selective efforts as some of the events will take place at least in part during off-peak hours to fully address CMV safety issues in AS. This will result in 3 officers utilizing a total of up to 32 hours of overtime annually. Officers will primarily complete Level III inspections with each TE contact, however, may conduct a Level I or II inspection as appropriate to record observed vehicle defects when necessary. Officers will generate no less than one (1) Level I inspection, or two (2) Level II or III inspections per four of OT utilized.

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. 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.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2018
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	200
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
800	6	0	806	766

Describe how the State will 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.

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

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

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: na

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: na

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

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

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

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

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

American Samoa will evaluate options for 'PRISM Equivalent' program activity during FY 2018 in order to comply with FAST Act requirements prior to 10/01/2020.

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

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

7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	16	3	24	30	34
CMV Safety Belt Education and Outreach	48	13	28	16	11
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	2	0	1	1	1
Local Educational Safety Events	30	4	14	17	13
Teen Safety Events	6	2	2	2	4

Narrative Overview for FY 2018

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

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

AS does not have a state trucking association. All AS outreach events are inclusive of a safety belt education component. For 2018, AS MCSAP education program will focus on increasing knowledge related to structure requirements for passenger CMVs, problematic traffic violation of passenger CMV drivers inclusive of prohibition rules regarding open alcohol containers on passengers CMVs, as well as safe driving and carrier operational practices aimed at reducing CMV related crashes and general overall compliant practices. AS will accomplish this by conducting outreach events to schools and businesses; by holding public educational events, conducting media ad campaign promoting CMV safety, conducting educational classes with CMV carriers, conducting CMV rule presentations on public television broadcast, and by conducting safety presentations at driver education classes in partnership with the AS office of Motor vehicle (OMV)...

Projected Goals for FY 2018

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 2018
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	12
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	12
<input type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	4
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	48
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	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 8 Outreach events targeting Schools & Businesses; will hold 4 general Public Education Events; will conduct 4 paid Media Advertising Campaigns promoting CMV safety using TV M& Radio; will conduct 12 educational Meetings with CMV/Carrier Owners to include CMV safety belt outreach; will conduct 4 CMV related rule presentations via free local public TV broadcasts; and will conduct 48 short safety presentations to Office of Motor Vehicles (OMV) driver education classes throughout the project as outlined in the table below. Educational/Outreach brochures will be distributed at these events and tracked where applicable, although there are no specific brochure (ETA) distribution goals. The MCSAP Coordinator as well as all sworn officers of the AS MCSAP program will be utilized to facilitate these goals.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

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

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

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal 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.

2 - Passenger Carrier Enforcement**Instructions:**

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

Check this box if:

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

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 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 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

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

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

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

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

The goal of 85% seatbelt usage by CMV Drivers was achieved. For the first two quarters surveyed AS MCSAP found the usage rate percentage to be 86% and 96% respectively. The data for the last two quarters has not been finalized.

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

N/A

4 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2018. 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.

CMV Operator Seatbelt Usage

Narrative Overview for FY 2018

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

AS did not establish any additional state specific objectives for FY2018 but has established a goal to achieve an 85% or higher seat-belt usage rate by CMV drivers over a one year period. AS will conduct one seat-belt enforcement selective each quarter; will also conduct covert seat-belt surveys in three separate high CMV traffic corridors each quarter (12 total) starting in FY2018.

Projected Goals for FY 2018:

Enter performance goal.

Achieve an 85% or higher seat-belt usage rate by CMV drivers over a one year period.

Program Activities: Describe the activities that will be implemented including level of effort.

AS MCSAP will utilize all its officers to conduct covert seatbelt surveys at the three highest traffic corridors identify by DPS at the beginning of each quarter. AS will conduct quarterly seatbelt enforcement selective events. All seatbelt violation discovered will be strictly enforce i.e., citation will be issued for seatbelt noncompliance. All education and outreach event conducted in AS will incorporate a safetybelt 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.

AS MCSAP coordinator will record the results of the three seatbelt surveys in the quarterly PPR. Subsequent quarters surveys will be use to determine if the seatbelt enforcement efforts in AS are effective.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
 - 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 data forms are displayed by budget category. 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. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 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** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

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

The system calculates an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

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

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

- **Expansion of 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.

The system will confirm that:

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP		
	Federal Share	Total Estimated Funding
Total	\$350,000.00	\$350,000.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$52,500.00
MOE Baseline:	\$1,857.67

2 - Personnel

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

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: Do not include any personally identifiable information in the eCVSP.

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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$52,500.00

Personnel: Salary and Overtime Project Costs					
Salary Project Costs					
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share
MCSAP/SNET COORDINATOR	1	100.0000	\$44,616.00	\$44,616.00	\$44,616.00
Lt Inspector/Supervisor	1	100.0000	\$37,024.00	\$37,024.00	\$37,024.00
Fiscal Officer	1	100.0000	\$30,056.00	\$30,056.00	\$30,056.00
PSO 3/ MCSAP HM/CR	1	100.0000	\$27,976.00	\$27,976.00	\$27,976.00
PSO 3 / MCSAP	1	100.0000	\$25,792.00	\$25,792.00	\$25,792.00
PSO 2 / MCSAP	1	100.0000	\$20,072.00	\$20,072.00	\$20,072.00
PSO 1 / MCSAP Inspector	1	100.0000	\$11,917.00	\$11,917.00	\$11,917.00
PSO 1/ MCSAP Inspector	1	100.0000	\$11,917.00	\$11,917.00	\$11,917.00
Subtotal: Salary				\$209,370.00	\$209,370.00
Overtime Project Costs					
SUB-TOTAL OVERTIME	3	100.0000	\$651.20	\$1,953.60	\$1,953.60
Subtotal: Overtime				\$1,953.60	\$1,953.60
TOTAL: Personnel				\$211,323.60	\$211,323.60
Accounting Method:	Accrual				
Planned MOE: Personnel	\$0.00				

Enter detailed explanation of how you came up with the personnel costs.

8 personnel will be paid under MCSAP with percentage provided. Presently MCSAP consists of three sworn officers. One position is currently vacant and the program is looking to hire two additional police safety officers pending approval.

Personnel salaries adjusted to coincide with ASG Human Resources pay scale regulations that include planned and annual increments. OT costs as outlined in the table are in the furtherance of the planned Traffic Enforcement activities outlined in the CVSP planned activities narrative, which includes three PSOs incurring 8 hours of OT per quarter (32 HOURS PER YEAR) for the planned MCSAP TE selective events. The OT cost per hour is the average of the three Officers' hourly rate at time and a half (\$17.44) plus related OGT fringe costs of 16% (rate computation explained in the fringe table due to limitations of the eCVSP system).

The AS MCSAP fulltime Fiscal Officer was approved by the Hawaii Division Administrator because the American Samoa's financial system is not all computerized and it requires the Fiscal Officer to conduct a lot of manual follow-ups in collecting the necessary data to complete and submit quarterly reports to the FMCSA.

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

In addition, our Department of Public Safety just recently completed a police academy with 25 new police officers now on board. We are in the planning stages for another police academy in the near future, maybe in October of 2017. We would highly recommend to add to more PSO MCSAP Inspector for the FY 2018 if possible to help enhance our services to the people of our island territory. If given approval, their starting salary would be \$11,917.00 plus fringe benefits.

3 - Fringe Benefits

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 approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided. For more information on this item see [2 CFR §200.431](#).

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 have an 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\(b\)](#).

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

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies
- Costs are equitably allocated to all related activities, including Federal awards
- Accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- 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.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs				
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share
MCSAP/SNET Coordinator	16.7000	\$44,616.00	\$7,450.87	\$7,450.87
LT. Inspector / Supervisor	17.8000	\$37,024.00	\$6,590.27	\$6,590.27
Fiscal Officer	16.7000	\$30,056.00	\$5,019.35	\$5,019.35
PSO 3 / MCSAP HM CR	16.7000	\$27,976.00	\$4,671.99	\$4,671.99
PSO 2 / MCSAP	16.7000	\$27,792.00	\$4,641.26	\$4,641.26
PSO 2 / MCSAP	16.7000	\$20,072.00	\$3,352.02	\$3,352.02
PSO 1 / MCSAP Inspector	16.7000	\$11,917.00	\$1,990.13	\$1,990.13
PSO 1 / MCSAP Inspector	16.7000	\$11,917.00	\$1,990.13	\$1,990.13
TOTAL: Fringe Benefits			\$35,706.02	\$35,706.02
Planned MOE: Fringe Benefits	\$0.00			

Enter detailed explanation of how you came up with the fringe benefits costs.

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

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

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, 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, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and input in the table below.

Travel Project Costs				
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share
MCSAP Planning Meeting	2	10	\$8,960.00	\$8,960.00
MCSAP Officer Refresher Training	2	9	\$7,376.00	\$7,376.00
MCSAP Part A/B Training	1	16	\$5,668.00	\$5,668.00
CSA Phase III Training	1	10	\$4,480.00	\$4,480.00
CVSA IT Workshop	1	6	\$3,688.00	\$3,688.00
TOTAL: Travel			\$30,172.00	\$30,172.00
Planned MOE: Travel	\$0.00			

Enter detailed explanation of how you came up with the travel costs.

Travel is for MCSAP personnel only. All travel requests must be submitted to Hawaii Division for approval. There is only one airline flying in and out of the Territory Mondays and Fridays weekly which increases travel duration and costs accordingly. Exact locations for Part A&B Training, and the MCSAP Planning Meeting are still pending and so average daily lodging and M&IE costs are used for planning purposes for those travel needs (\$130 lodging/ \$68.00 M&IE). AS uses actual Federal per-diem rates for lodging/M&IE at the time of travel.

Part A&B training is needed for the new PSO as outlined in the CVSP activities narrative to fulfill MCSAP enforcement objectives. Total travel days is inclusive of the two week class duration plus additional travel days needed to travel to the training and return back to AS taking into consideration the limited flight schedule in and out of AS (16 Days). Total cost is inclusive of airfare (\$2,500.00), lodging(\$2,080.00) and M&IE(\$1,088.00) for a total cost of \$5,668.00.

MCSAP Planning Meeting travel is for the MCASP Coordinator and Fiscal Officer to attend the annual FMCSA MCSAP planning meeting. Total travel days is inclusive of the conference duration plus additional travel days needed to travel to the meeting and return back to AS taking into consideration the limited flight schedule in and out AS (10 days each traveler). Total cost is inclusive of airfare (\$2,500.00 each traveler), lodging(\$1,300.00 each traveler) and M&IE(\$680.00 each traveler) for a total cost of \$8,960.00.

Refresher trainings (e.g. HM, Passenger, Cargo Tank, Other Bulk) are necessary for our police officer inspectors to enhance their knowledge with the inspection aspect of the program and keep current with policy and regulatory changes. Total travel days is inclusive of the meeting duration in Honolulu, HI plus additional travel days needed to travel to the meeting and return back to AS taking into consideration the limited flight schedule in and out AS (9 days each traveler). Total cost is inclusive of airfare (\$2,500.00 each traveler), lodging(\$780.00) and M&IE(\$408.00 each traveler) for a total cost of \$3,688.00 per traveler.

CVSA IT Workshop is necessary for AS to attend as AS has not had anyone formally trained or updated on FMCSA IT systems, especially SafetyNet in several years. AS will send a single attendee to complete the training and updates. The dates and location of this IT Workshop are pending, however, costs are based off of the training taking a known three days, plus an additional 3 days travel time due to the limited flights going into and out of AS (6 days total). Total cost is inclusive of airfare(\$2,500.00), lodging(\$780.00) and M&IE(408.00 each traveler) for a total cost of \$3,688.00.

CSA Phase III travel was planned for at the request of FMCSA and is for one attendee to complete the annual related Phase III training. Very limited information has been put out regarding this training and the budgeted costs are estimates only. Total 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 the limited flight schedule in and out AS (10 days total). Total cost is inclusive of airfare(\$2,500.00), lodging(\$1,300.00) and M&IE(\$680.00) for a total cost of \$4,480.00.

5 - Equipment

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

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

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

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs					
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share
TOTAL: Equipment				\$0.00	\$0.00
Equipment threshold is greater than \$5,000.					
Planned MOE: Equipment	\$0.00				

Enter detailed explanation of how you came up with the equipment costs.

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

Supplies Project Costs					
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share
Office Supplies	4	Quarters	\$750.00	\$3,000.00	\$3,000.00
MCSAP Inspection Supplies	4	Quarters	\$450.00	\$1,800.00	\$1,800.00
FUEL	4	Quarters	\$1,500.00	\$6,000.00	\$6,000.00
Media Aids (Outreach & Education)	4	Quarters	\$275.00	\$1,100.00	\$1,100.00
MCSAP Publications	4	Quarters	\$250.00	\$1,000.00	\$1,000.00
MCSAP Uniform Replacement	4	set	\$850.00	\$3,400.00	\$3,400.00
Vehicle Parts	1	Annual	\$2,108.00	\$2,108.00	\$2,108.00
MCSAP Laptop	1	1 laptop	\$1,500.00	\$1,500.00	\$1,500.00
TOTAL: Supplies				\$19,908.00	\$19,908.00
Planned MOE: Supplies	\$0.00				

Enter detailed explanation of how you came up with the supplies costs.

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.). The cost of living in AS has increased significantly whereby today's known average, expenditures is approximately \$750.00 per quarter amounting to an annual need of approximately \$3,000.00.

MCSAP Inspection supplies budget is inclusive of all items needed to effectively conduct MCSAP inspections in the field (e.g., inspection road block signs, heavy-duty creepers and wheel blocks, gloves, forms etc.). 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 \$450.00 per quarter this year for a total annual need of approximately \$1,800.00.

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 be approximately \$1,500.00 per quarter for an annual total cost of \$6,000.00.

Media Ad costs are to support education & outreach CMV safety initiatives outlined in the planned activities and based on known past expenditures. These paid radio and newspaper advertisements are used to increase attendance at outreach events and promote MCSAP safety initiatives which are critical to the success of the AS Education and Outreach component of our planned activities. ASG Finance treats paid media advertising as supplies. Media costs has increased slightly, so the cost to conduct advertising campaign per quarter is estimated at \$275.00 for a total amount of annual \$1,100.00.

MCSAP Publications costs will be used to replace outdated FMCSR/HMR/OOS Criteria books and resource guides for the MCSAP officers and to print bi-lingual educational hand-out pamphlets. Using the already stored paid printing screen for bi-lingual educational pamphlets, the estimated quarterly cost is \$250.00 for a total of \$1,000.00 annually.

1 MCSAP laptop is needed for the approved vacant position, should it be filled. Cost is based on the price of one laptop purchased to replace existing inventory.

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 \$500.00 for each set of Order throughout the fiscal year which will cost the program a total of \$2,000.00

Because of poor weather condition in American Samoa, the MCSAP Officer/Inspectors need to replace their uniform Shoes on an annual basis. The estimated uniform-shoe re-placement cost is based on previously recorded costs of uniform shoes purchased. Full uniform are budgeted in FY2018.

7 - Contractual and Subaward

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

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

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

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

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

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

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

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

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs					
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share
MCSAP	DUNS	854995487	Contract	\$2,750.00	\$2,750.00
Description of Services: Maintenance of Office Equipment					
MCSAP	DUNS	854995487	Contract	\$2,750.00	\$2,750.00
Description of Services: Vehicle Maintenance					
TOTAL: Contractual and Subaward				\$5,500.00	\$5,500.00
Planned MOE: Contractual and Subaward	\$0.00				

Enter detailed explanation of how you came up with the contractual and subaward costs.

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

Vehicles maintenance costs shown are to provide general maintenance of 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 \$2,750.00 are based on known past average expenditures needed to maintain the fleet on an annual basis.

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative. Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs				
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share
Salaries, Wages and Fringe (SWF)	16.70	\$211,323.60	\$35,291.04	\$35,291.04
TOTAL: Indirect Costs			\$35,291.04	\$35,291.04

Other Costs Project Costs					
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share
CVSA Membership Dues	1	Annual	\$5,300.00	\$5,300.00	\$5,300.00
Communications	1	Annual	\$6,799.34	\$6,799.34	\$6,799.34
TOTAL: Other Costs				\$12,099.34	\$12,099.34
Planned MOE: Other Costs	\$1,857.68				

Enter detailed explanation of how you came up with the other costs.

AS does not yet have a negotiated IDC rate for FY2018. The approved FY2017 IDC Rate agreement for AS is 16.70% which is applied to direct salaries (regular wages and overtime).

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

Communication costs is inclusive of office phone lines and internet for the MCSAP office. Communication costs for officers cell phones will be used to meet MOE.

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP		
	Federal Share	Total Estimated Funding
Total	\$350,000.00	\$350,000.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$52,500.00
MOE Baseline:	\$1,857.67

Estimated Expenditures		
Personnel		
	Federal Share	Total Project Costs
MCSAP/SNET COORDINATOR	\$44,616.00	\$44,616.00
Lt Inspector/Supervisor	\$37,024.00	\$37,024.00
Fiscal Officer	\$30,056.00	\$30,056.00
PSO 3/ MCSAP HM/CR	\$27,976.00	\$27,976.00
PSO 3 / MCSAP	\$25,792.00	\$25,792.00
PSO 2 / MCSAP	\$20,072.00	\$20,072.00
PSO 1 / MCSAP Inspector	\$11,917.00	\$11,917.00
PSO 1/ MCSAP Inspector	\$11,917.00	\$11,917.00
Salary Subtotal	\$209,370.00	\$209,370.00
SUB-TOTAL OVERTIME	\$1,953.60	\$1,953.60
Overtime subtotal	\$1,953.60	\$1,953.60
Personnel total	\$211,323.60	\$211,323.60
Planned MOE	\$0.00	

Fringe Benefits		
	Federal Share	Total Project Costs
MCSAP/SNET Coordinator	\$7,450.87	\$7,450.87
LT. Inspector / Supervisor	\$6,590.27	\$6,590.27
Fiscal Officer	\$5,019.35	\$5,019.35
PSO 3 / MCSAP HM CR	\$4,671.99	\$4,671.99
PSO 2 / MCSAP	\$4,641.26	\$4,641.26
PSO 2 / MCSAP	\$3,352.02	\$3,352.02
PSO 1 / MCSAP Inspector	\$1,990.13	\$1,990.13
PSO 1 / MCSAP Inspector	\$1,990.13	\$1,990.13
Fringe Benefits total	\$35,706.02	\$35,706.02
Planned MOE	\$0.00	

Travel		
	Federal Share	Total Project Costs
MCSAP Planning Meeting	\$8,960.00	\$8,960.00
MCSAP Officer Refresher Training	\$7,376.00	\$7,376.00
MCSAP Part A/B Training	\$5,668.00	\$5,668.00
CSA Phase III Training	\$4,480.00	\$4,480.00
CVSA IT Workshop	\$3,688.00	\$3,688.00
Travel total	\$30,172.00	\$30,172.00
Planned MOE	\$0.00	

Equipment		
	Federal Share	Total Project Costs
Equipment total	\$0.00	\$0.00
Planned MOE	\$0.00	

Supplies		
	Federal Share	Total Project Costs
Office Supplies	\$3,000.00	\$3,000.00
MCSAP Inspection Supplies	\$1,800.00	\$1,800.00
FUEL	\$6,000.00	\$6,000.00
Media Aids (Outreach & Education)	\$1,100.00	\$1,100.00
MCSAP Publications	\$1,000.00	\$1,000.00
MCSAP Uniform Replacement	\$3,400.00	\$3,400.00
Vehicle Parts	\$2,108.00	\$2,108.00
MCSAP Laptop	\$1,500.00	\$1,500.00
Supplies total	\$19,908.00	\$19,908.00
Planned MOE	\$0.00	

Contractual and Subaward		
	Federal Share	Total Project Costs
MCSAP	\$2,750.00	\$2,750.00
MCSAP	\$2,750.00	\$2,750.00
Contractual and Subaward total	\$5,500.00	\$5,500.00
Planned MOE	\$0.00	

Other Costs		
	Federal Share	Total Project Costs
CVSA Membership Dues	\$5,300.00	\$5,300.00
Communications	\$6,799.34	\$6,799.34
Other Costs total	\$12,099.34	\$12,099.34
Planned MOE	\$1,857.68	

Total Costs		
	Federal Share	Total Project Costs
Subtotal for Direct Costs	\$314,708.96	\$314,708.96
Indirect Costs	\$35,291.04	\$35,291.04
Total Costs Budgeted	\$350,000.00	\$350,000.00
Total Planned MOE	\$1,857.68	

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.

- 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		
	Federal Share	Total Estimated Funding
Total	\$350,000.00	\$350,000.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$52,500.00
MOE Baseline:	\$1,857.67

Estimated Expenditures			
	Federal Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$209,370.00	\$209,370.00	NA
Overtime Subtotal	\$1,953.60	\$1,953.60	NA
Personnel Total	\$211,323.60	\$211,323.60	\$0.00
Fringe Benefits Total	\$35,706.02	\$35,706.02	\$0.00
Travel Total	\$30,172.00	\$30,172.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00
Supplies Total	\$19,908.00	\$19,908.00	\$0.00
Contractual and Subaward Total	\$5,500.00	\$5,500.00	\$0.00
Other Costs Total	\$12,099.34	\$12,099.34	\$1,857.68
	Federal Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$314,708.96	\$314,708.96	\$1,857.68
Indirect Costs	\$35,291.04	\$35,291.04	NA
Total Costs Budgeted	\$350,000.00	\$350,000.00	\$1,857.68

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? HTC Le'i S. Thompson
2. What is this person's title? Commissioner of Public Safety
3. Who is your Governor's highway safety representative? HTC Le'i S. Thompson
4. What is this person's title? Commissioner of Public Safety

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

- ☒ Yes
- ☐ No

State Certification declaration:

I, HTC Le'i S. Thompson, Commissioner of Public Safety, 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](#).

2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? HTC Le'i S.Thompson
2. What is the title of your certifying State official? Commissioner of Public Safety
3. What are the phone # and email address of your State official? Phone (684)-633-111 ext-317 email: lei.thompson@dps.as.gov

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

☒ Yes

☐ No

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

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

The CMV definition and right of entry (ROE) update was introduced in the Fono (Legislature) during the week of September 18, 2017 and is expected to be resolved this year.

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No