AUNU'U WHARF RECONSTRUCTION

2022 Port Infrastructure Development Program Grants

Funding Opportunity # MA-PID-22-001

Department of Port Administration

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Date Submitted: May 16th, 2022

UEI: QB5NBMAHTKT7
EIN: 970000676

SUMMARY INFORMATION

A. Applicant organization / agency:

Department of Port Administration

B. Applicant's agent (Primary Contact):

Name: Chris King

Title: Director of Port Administration

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Pago Pago, AS 96799

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Email Address: chris.king@pa.as.gov

Alternate Contact Person:

Name: Natalia Palamo

Title: Senior Engineer

Address: P.O. Box 1539

Pago Pago, AS 96799

Business Phone: (684) 699-9101

Email Address: natalia.palamo@pa.as.gov

Field Name	Response
Project Title	Aunu'u Wharf Reconstruction
Project Description	The Aunu'u Wharf is the only access point in and out of the Aunu'u island. Many of the residents travel daily to the main island of Tutuila, for work, doctor's appointments, education (secondary and collegiate) and shopping. All cargo and materials are transported to the island via the wharf. The Aunu'u Wharf Reconstruction Project includes but not limited to the following works: • Reconstruct the existing wharf • Perform structural repairs to the existing pilings • Construct new extension 80 feet long to wharf • Repairs and upgrades to the existing ramp structure • Dredge any excess material surrounding wharf • Install new fendering system • Install new bollards and cleats • Ensure that new wharf is ADA (American with Disabilities Act) so that the wharf is accessible for all passengers • Includes flood preventative measures The activity will be designed, following all recent codes and standards. Then will be constructed as per the approved design.
Is this a planning project	**NO**
Is this project coastal, Great Lakes, or inland river port?	**Coastal**
GIS Coordinates	**Latitude: -14.288060** **Longitude: -170.560000**
Project Zip Code	**96799**
Is the project located in a Historically Disadvantaged Community or a Community Development Zone?	**YES**
Has the same project been previously submitted for PIDP funding?	**NO**

Is the applicant applying for other discretionary grant programs in 2022 for the same work or related scopes of work?	**NO**
Has the applicant previously received TIGER, BUILD, RAISE, FASTLANE, INFRA or PIDP funding?	**NO**
PIDP Grant Amount Requested:	$2,120,000.00
Total Future Eligible Project costs:	$2,650,000.00
Total Project Cost:	**$ 2,650,000.00**
Total Federal Funding:	**$2,120,000**
Total Non-federal funding:	**$530,000**
Will RRIF or TIFIA funds be used as part of the project financing?	**NO**

I. Project Description

Project History

The Aunu'u Wharf was constructed in March 1981 by the US Army Corp of Engineers to provide safety for boats transporting people and supplies between the small island community of Aunu'u and the main island of Tutuila. The completed project consists of a northern revetted mole that is 240 feet long; a southern revetted mole that is 220 feet long; a stub breakwater that is 90 feet long; an access channel that is 175 feet long, 70 feet wide, and 14 feet deep; a turning area 14 feet deep; a mooring area 8 feet deep; a wave absorber that is 200 feet long; and a service dock (constructed as a local feature).

The Aunu'u Wharf is primarily operated by Aunu'u residents who own their own private vessels (alia) but is also used by the American Samoa Government to import fuel for the Power Generators and materials for communication lines. There is no airport or any other entry point to access the island outside of the existing wharf. The Aunu'u Wharf allows the local residents to import everyday supplies such as food, water, and other store materials making it the island's lifeline to the neighboring island of Tutuila. The wharf plays a vital role in ensuring that the residents of Aunu'u have the necessary supplies and means to live. Therefore, Department of Port Administration (DPA) is responsible for ensuring that the wharf is accessible and functional throughout the whole year.

While the Department of Port Administration has continued to maintain the Aunu'u Wharf, in its current state it has been determined that the main wharf structure would fail under a 100-year storm event (*see Attachment B Condition Assessment Report for Aunu'u Wharf dated Nov 2021*). Wharf furnishing (fenders, cleats, ladders etc) would also require replacement as the wharf structure they are being secured to is no longer in a condition to provide support to secure them to the wharf structure. The furnishings have been replaced over the years; however, the concrete structure is not providing the structural support needed to ensure the replacement parts last their intended life expectancy. Damages would include repairs needed to the entire concrete wharf structure (60 feet by 30 feet), repairs to the concrete piles, to the concrete ramp (50 feet by 30 feet), and replacement furnishings.

Detailed statement of work

The Aunu'u Wharf Reconstruction Project includes but not limited to the following works:

1. Reconstruct the existing wharf.
2. Perform structural repairs to the existing pilings.
3. Construct new extension 80 feet long to wharf.
4. Repairs and upgrades to the existing ramp structure.
5. Dredge any excess material surrounding wharf.
6. Install new fendering system.
7. Install new bollards and cleats.
8. Ensure that new wharf is ADA (American with Disabilities Act) so that the wharf is accessible for all passengers.
9. Includes flood preventative measures.

The project is a reconstruction of an essential infrastructure to the people of Aunu'u. Rebuilding a structurally sound wharf will eliminate the immediate risk of structural failure during its daily operations and major weather event. It is imperative that the structural integrity of the wharf does not fail. It is important to the Department of Port Administration that the residents of Aunu'u continue to receive food supplies, fuel for power generators, and medical services. During the design phase of the project, all codes and standards will be complied with, and recent flood analysis data reviewed.

Department of Port Administration will manage the project activity. They will be responsible for contracting designers, engineers and qualified contractor to complete the mitigation activity.

Alternatives considered:

1. Do nothing – Wharf structure will continue to deteriorate as the repairs required are significant and not minor. Wharf structure and support will continue to deteriorate making it unsafe for use by our residents.

2. Relocate the wharf – Costs would be significant and impact the marine environment. An alternative site on the island would have to be analyzed, which would take up more time and resources, as the existing wharf continues to deteriorate.

Reconstruction and extension of the existing wharf are the most cost efficient and environmentally friendly option, to ensure transportation to Aunu'u continues.

Maintenance *(maintenance cost estimate see Attachment D)*
Annual maintenance of Aunu'u Wharf structure, harbor and breakwater structures, is the responsibility of the Department of Port Administration, American Samoa Government. On completion of this project, DPA will resume the role of maintaining the wharf structure. Maintenance includes:

- Inspections and routine maintenance (twice a year) - Cleats – wash, check bolts, etc. - Bollards – wash, check bolts, etc. - Fenders – remove any coral growth, check bolts, etc. - Ladders – wash, check bolts, remove any coral growth, etc. - Power wash any algae growth on the concrete wharf structure and ramp
- Inspection of the Concrete Structure (once a year) - Check concrete structure for any major cracking or damage.
- Inspection of under structure and piles - Diver to inspect under structure every 4 years, or after a significant event (earthquake, etc)
- Replace Cleats and Fenders - As needed. Plan to replace all in 10-15 years (end of life span) Refer to attached Maintenance Spreadsheet for cost details.

II. Project Location

Project address or location description *(also attach maps in Attachment F)*:

The project area is the Aunu'u Wharf, which is located on the island of Aunu'u which is one of the five habitable islands that make up the territory of American Samoa. Aunu'u is a small island with a land area of 374.83 acres. It is located 1.6 miles off the eastern coast of the main island of Tutuila and 2,566 miles South East of the Hawaiian Island. American Samoa is the southernmost habitable territory of the United States south of the equator and the wharf is the only means of transportation into Aunu'u._

III. Grant Funds, Sources, and Uses of Funds

A. Cost Estimate

1. Port Infrastructure Development Program:
(note: may be no more than 80% of total eligible costs): **$2,120,000.00**

Other funding sources. *(Note: Match commitment letter in Attachment C)*
2. **Department of Port Administration** **$530,000.00**
3. _____ _____

Total Funds Required to Complete Project: **$2,650,000.00**

DESIGN & ENV PERMITTING (Including site investigations, environmental surveys and all local and federal permitting)	$ 500,000.00
CONSTRUCTION (all labour and materials for construction, including any temporary works)	$ 2,000,000.00
CONSTRUCTION MANAGEMENT	$ 50,000.00
DPA ADMINISTRATION (Reports, Subapplicant close out, project and public liaisons, etc.)	$ 100,000.00
Total Project Cost	**$ 2,650,000.00**

B. Budget Narrative

1. Design and Environmental Permitting

An Experienced Engineering Firm, selected following procurement processes, will carry out the design and permitting of the project. This includes:

Initial Project Scope

- Review Program – Review DPA's program requirements as and other information furnished by the client and the characteristics of the site.
- Review Applicable Codes – Project will use 2018 IBC. Review applicable statuses, regulations, codes, and by-laws and where necessary review the same with the authorities having jurisdiction.
- Review Initial Evaluation – Present and review with DPA the initial evaluation and discuss alternative approaches to design and construction of the Project. The selected consultant should solidify plans and understanding with DPA regarding goals of the Project.
- Review and address all NEPA and permitting requirements.

Site Investigation

The geotechnical investigation phase of the project is to identify the physical properties of soil earthworks and foundations for the proposed structures. The selected consultant will investigate the soil and geologic conditions of a property to determine the structural integrity of the existing wharf. This phase will also include the tracing and mapping of existing utilities.

i. Evaluate local conditions.
    a. Evaluate local material suppliers, sources, and capabilities.
    b. Evaluate drainage alternatives (if required).

ii. Complete necessary topography and site surveying, including establishment of project control points, and any other site investigations and surveys that may be needed for the design and environmental permitting

Preliminary Design

The preliminary design phase is intended to identify and evaluate alternatives to assure cost effective and practical solutions for the work items identified. Based on all Project's requirements agreed upon with DPA, the selected consultant shall prepare for the client's approval a preliminary concept design illustrating the scale and the relationship of the Project components. The design will take advantage of local knowledge and experience

and utilize expertise from recent construction projects to design a cost-effective project and ensure competitive construction bids. Activities include:

1. Coordinate with the DPA personnel, Aunu'u residents, and small boat captains/owners to discuss logistics of each operation and how to provide the best optimum working space for each agency.
2. Prepare different preliminary design and concept options for review and approval by DPA Engineering.

Final Design

1. Complete preliminary plan and design for facilities.
2. Provide recommendations for construction options to DPA for their review.
3. Complete estimates of probable construction costs for the recommended alternatives.
4. Provide three sets of review documents.
5. Complete the preliminary design report including:
    a. Topographical survey.
    b. Preliminary plans.
    c. Estimates of probable construction costs.
    d. Final summary and recommendations.
    e. Phasing and scheduling recommendations.
    f. Environmental considerations.
6. Solicit comments on preliminary design from DPA personnel.

2. Construction

Bid Documents and Procurement

• Drawings and Specifications – Based on DPA's approved design development documents, prepare Construction Documents of architectural, structural, mechanical, and electrical drawings and specifications setting forth in detail the requirements for the construction of the Project.

• Selection of Materials and Systems – Present final selection of materials, finishes and colors and applicable systems and equipment.

• Review Applicable Codes – Review statuses, regulations, codes and by-laws applicable to the design and, where necessary, review the same with the authorities having jurisdiction in order that the consents

• Update Estimate of Construction Cost.

• Provide design report and prepare permits and documentation for construction.

• Construction drawings and specifications must be approved by a Licensed Professional Engineer registered in the USA.

• Bidding and Procurement of a qualified Contractor to carry out the work.

Construction Works on Site
Supply all materials, plant and labor to carry out construction works for:

• Mobilization
• Demolition (as needed)
• Repairs and upgrades to existing wharf
• Structural repairs to the existing pilings.
• Construct new extension to wharf (approximately 80 linear feet)
• Repairs and upgrades to the existing ramp structure.
• Install new fendering system, new bollards and cleat and other wharf furnishings

3. Construction Management

This cost is for the construction management of the project by either the designer or a separate engineer, independent of the Contractor. Work includes but not limited to:

• Client Representative on the project
• Review the design and ensure the contractor is following the design during construction
• Review all quality documentation
• Provide regular reports to DPA regard the project process
• Review construction Quality Assurance testing and reporting
• Regular site visits and meetings

4. DPA Administration

This cost is for management costs incurred by DPA for the project. This includes:
• Administration costs
• Grant application costs
• Site visits during design and construction
• Reporting
• Reviewing of design and construction documentation
• Project close out reporting, etc.

The above initial project costs were compiled by the Engineering Division at the Department of Port Administration (DPA), based on experience and costs on recent construction projects and bids in American Samoa. Reviewed and approved by Natalia Palamo, Senior Civil Engineer at DPA.

C. Schedule

Task	Start (in Months)	Duration (in Months)
Design and Permiting - INITIAL PROJECT SCOPE	1	2
Design and Permitting - SITE INVESTIGATION	2	3
Design and Permiting - PRELIMINARY DESIGN	2	4
Design and Permiting - FINAL DESIGN	5	4
Construction - Bid Documents and Procurement Process	9	3
Construction - Construction Works	13	11
Total duration of proposed activities (in months)		**24**

IV. Merit Criteria

1) Section A: Achieving Safety, Efficiency, or Reliability Improvements

Safety, efficiency and reliability improvements is paramount in the continual operation of the Aunu'u Wharf, which is the only port of entry and departure from the island. According to the 2020 Census, Aunu'u is home to 402 people. There are no medical facilities or stores on the island. There are 101 residential homes, a few churches and an elementary school located on Aunu'u. All residents must travel via small fishing vessels called alias from Aunu'u Wharf to Auasi Wharf located on the island of Tutuila. In addition to being the sole method of transportation for the residents of Aunu'u to and from school/work/other activities, the Aunu'u wharf is also the only means of entry for medical services, cargo, food supplies, fuel for electricity and water generation, and building materials. Should the wharf cease to be operable, the impact to the 401 residents of Aunu'u would be detrimental to their way of living *(see Attachment "G" American Samoa 2020 Census - Aunu'u Village).*

With the reconstruction of the Aunu'u Wharf, the Department of Port Administration priority is to address the following needs;

a. Improve the boat ramp and wharf to safely transport daily essential supplies, cargo, fuel, and most importantly, passengers.

b. Upgrade the wharf furnishings such as fendering system, new bollards, and cleats to further protect the vessels and its operators.

c. Improve the port's resilience by strengthening the wharf, the piles, and boat ramp to withstand high loading and strong wave surges caused by tropical storm events.

d. Strategically improve the wharf area to protect from wave impact and prevent further coastal erosion in the immediate area, which include nearby homes, government buildings, and churches.

2) Section B: Supporting Economic Vitality at the Regional or National Level

Aunu'u Wharf is considered a small port with a huge impact to the residents and the government. The Aunuu Wharf is a critical facility that is used to transfer all of the fuel consumed by the generators that supply electricity to the homes; the fuel used in the vehicles to get around; food consumed on the island; people and goods are transported to and from Aunuu and Tutuila for school, work, and business. The impact of the Aunu'u community would be severe to the livelihood of the residents if the wharf is damaged or inoperable. With 402 people residing on Aunu'u Island, it is imperative the attention is given to improve the current wharf conditions. The Department of Port Administration looks to improve the port's resilience by strengthening the wharf structure, boat ramp, piles and fendering system to better service the people of Aunu'u.

3) Section C: Addressing Climate Change and Environmental Justice Impacts

The Department of Port Administration seeks to enhance the Aunu'u Wharf to improve disaster preparedness and resiliency. The wharf was built in 1981 by the United States Army Corp of Engineers. Over 40 years the wharf has serviced the people of Aunu'u but the current climate conditions have since changed. Due to climate change, island communities have experienced sea level rise, coastal erosion and salt water intrusion. The need to elevate the existing wharf will be addressed in

the reconstruction. The project will be developed in accordance with the Federal Flood Risk Management Standard where feasible to withstand high loading and strong wave surges caused by a tropical storm event. The initiative promotes restoring to a state of excellent repair existing infrastructure that is now causing environmental harm.

4) Section D: Advancing Equity and Opportunity for All

The benefits of the Aunuu Wharf Reconstruction are inclusive of each person, young and old, that reside on the island. The reconstruction will bring the Aunuu wharf into compliance with the Americans with Disabilities Act of 1990. In addition, these upgrades will also improve those who commute between the islands on a regular bases. These people include the elementary teachers, utility maintenance workers, government building maintenance personnel, elementary, high school and college students enrolled on the main island, and our workforce. With the improvements, we are providing better and safer access for daily commutes and transport of goods and supplies.

5) Section E: Leveraging Federal Funding to Attract Non-Federal Sources of Infrastructure Investment

The Department of Port Administration will provide the non-federal share required for the Aunu'u Wharf Reconstruction project (*see attachment "C" for Match Commitment letter*).

V. Project Readiness

A. Technical Capacity

The Department of Port Administration proposes this project with confidence in its technical capacity. Completed projects include the following:

i. The Construction of the New Service Wharf, $8 million
ii. The Dredging of the Faleasao Wharf
iii. The Construction of the Manu'a Multipurpose Vessel, $15 million

The Department of Port Administration plans to contract work out for the Marine Architecture and Engineering design. The construction work will be selected through the competitive bidding process through the local procurement office. With this, the Department of Port Administration will serve as quality assurance in all aspects of the projects.

B. Environmental Risk

The Department of Port Administration will obtain all necessary reviews and permits to comply with environmental requirements such as NEPA Status, Army Corps of Engineers permits and consultations under Section 106 of the National Historical 44 Preservation Act, 54 U.S.C. 306108, Section 7 of the Endangered Species Act, 16 U.S.C. 1531 and Other Environmental Permits obtained prior to the start of construction. There are no adverse impacts on minority populations. All construction and operations will occur within existing property. There are no impacts on the endangered species, biological resources or the social environment from noise or contamination resources.

C. Risk Mitigation

The Department of Port Administration will work with federal and local agencies to ensure there are no significant delays. Project risk such as permitting delays, procurement delays, technical challenges in design or construction, environmental uncertainties, potential increases in project costs, or lack of required approvals that affect the likelihood of successful project start and completion can happen, but project monitoring and constant communication is key. The Department of Port Administration has the experience and capability to administer the grant funding, project monitoring, maintain the wharf once completed. Given the availability of money, no problems are foreseen with the project's completion.

D. Additional Consideration

1. Historically Disadvantage

As defined by the Department of Transportation, Historically Disadvantaged Communities is defined for the PIDP program in the 2022 NOFO, consistent with OMB's Interim Guidance for the Justice40 Initiative. A project is located in a Historically Disadvantaged Communities if:

(1) the project is located in certain qualifying census tracts, identified in **this table**; **OR**

(2) the project is located on Tribal land; **OR**

(3) the project is located in any territory or possession of the United States.
Additionally, DOT is providing a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community

American Samoa is a United States territory and has been identified on Department of Transportation's mapping tool as a jurisdiction that meets the definition.

2. Port Resilience

The ability to anticipate, prepare for, adapt to, withstand, respond to, and recover from operational disruptions and sustain critical operations at ports, including disruptions caused by natural or climate-related hazards, such as extreme temperatures, sea level rise, flooding, earthquakes, hurricanes, tsunami inundation. Since the Aunu'u Wharf was originally constructed in 1981, American Samoa has experienced natural and climate change-related hazards of which 8 were presidentially declared disasters. There are existing emergency operation plans for the seaports to manage catastrophic events. In the event of that the Aunu'u Wharf fails, temporary measures will be in place to help evacuate the residents or address emergency needs until a more permanent solution can be addressed.

VI. Domestic Preference

The Buy American Act will apply to materials used in the construction of the Aunu'u Wharf Reconstruction Project, as stated in the Act: "Executive Order 13788 of April 18, 2017 (Buy American and Hire American) and Executive Order 13858 of January 31, 2019 (Strengthening Buy American Preferences for Infrastructure Projects), it is the policy of the United States to buy American and to maximize, consistent with law, the use of goods, products, and materials produced in the United States."

The Department of Port Administration will ensure that contractors working under the federal funding of the US Department of Transportation's Port Infrastructure Development Program will adhere to the Buy American Act's criteria.

VII. Determinations

The Department of Port Administration understands the final review panel will prioritize PIDP project according to the determinations set forth by the Department of Transportation. By way if this project application, the Department of Port Administrations hopes to have demonstrated the following:

1. The project improves the safety, efficiency, or reliability of the movement of goods through a port or intermodal connection to the port.
2. The project is cost effective even if not applicable for small projects at small ports
3. The eligible applicant has the authority to carry out the project
4. The eligible applicant has sufficient funding available to meet the matching requirements
5. The project will be completed without unreasonable delay
6. The project cannot be easily and efficiently completed without Federal funding

VIII. ATTACHMENTS:

A. Detailed Scope of Work (*See separate attachment*)
B. Condition Assessment Report for Aunu'u Wharf dated Nov 2021 (*see separate attachment*)
C. Match Commitment Letter
D. Maintenance Cost Estimate
E. Environmental Check List
F. Maps

1. Flood Insurance Rate Map
2. Hydrographic Survey
3. Site Plan
4. Aerial Maps

G. Am. Samoa Census 2020 Aunu'u Village

ATTACHMENT A. Detailed Scope of Work

See separate document

ATTACHMENT B. Condition Assessment Report for Aunu'u Wharf

See separate document

ATTACHMENT C. Match Commitment Letter

DEPARTMENT OF PORT ADMINISTRATION
P.O. BOX 1539 PAGO PAGO, AMERICAN SAMOA
AMERICAN SAMOA GOVERNMENT

LEMANU P. S. MAUGA
GOVERNOR
TALAUEGA E. V. ALE
LT. GOVERNOR

CHRISTOPHER J. KING
DIRECTOR
FALENAOTI S. A. LOI-ON FRUEAN
TUMUA W. MATU'U
DEPUTY DIRECTORS

May 13, 2022

Serial No. 294-2022

T. Mitchell Hudson Jr.
Secretary, Maritime Administration
U.S. Department of Transportation Maritime Administration
West Building
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJECT: Local Match Commitment
Aunu'u Wharf Reconstruction
2022 Port Infrastructure Development Program Grants
Funding Opportunity No.: MA-PID-22-001

Dear Mr Hudson

The Department of Port Administration understands and agrees that if it receives Federal funding from the Department of Transportation 2022 Port Infrastructure Development Program as a result of the attached project application in the amount of $2,650,000, then the Department of Port Administration will accept financial responsibility and commit the required matching for the Aunu'u Wharf Reconstruction in the amount of $530,000.00.

In addition, the Department of Port Administration understands that the Federal cost share of the project may be increased above 80 percent at the discretion of the Secretary if a project is located in a rural area. American Samoa is identified as a historically disadvantaged community and the Aunu'u Wharf Reconstruction project is a smaller port located 1.6 miles off the eastern coast of the main island of Tutuila, therefore consideration for an increase in federal share would be appreciated.

The purpose of this agreement is to make clear the sub-applicant's funding responsibilities following the project award and to show the sub-applicant's acceptance of these responsibilities. It does not replace, supersede, or add to any other funding responsibilities imposed by Federal law or regulation which are in force on the date of project award.

Signed by Falenaoti Loion Fruean, Acting Director and duly authorized representative of the Department of Port Administration.

This 13th day of May, 2022.

Signature _____

CC: Lydia Faleafine-Nomura - Office of Insular Affairs Field Representative, American Samoa

ATTACHMENT D. Maintenance Cost Estimate

Aunu'u Wharf Reconstruction									
MAINTENANCE ITEM	TOTAL # OF ITEMS	TOTAL NO. OF HRS INSPECTED	TOTAL NO. OF HOURS	CREW RATE	COST OF MAINT.	NO. OF MAINT per/YEAR	COST PER YEAR	YEARS OF PROJECT EXPECTED LIFE	TOTAL COST OF LABOR FOR LIFE OF PROJECT
Wharf Cleats & Bollards	10	0.5	5	$ 15.00	$ 75.00	2	$ 150.00	50	$ 7,500.00
Wharf Structure	1	3	3	$ 20.00	$ 60.00	1	$ 60.00	50	$ 3,000.00
Wharf Piles and understructure (diver every four years)	1	4	4	$ 40.00	$ 160.00	0.25	$ 40.00	50	$ 2,000.00
				Total Cost of Maintenance per year:			**$ 250.00**		

TYPE OF EQUIPMENT	TOTAL # OF EQUIP.	TOTAL NO. OF HRS USED	Unit Cost	TOTAL COST	TOTAL EQUIP. COST	NO. OF MAINT per/YEAR	COST PER YEAR	YEARS OF PROJECT EXPECTED LIFE	TOTAL COST OF EQUIP. FOR MAINT. FOR LIFE OF PROJECT
Tools and Materials	1	8	$10.00	$80.00	$0.00	2	$160.00	50	$8,000.00
Replace cleats (15 year life span)	10	10	$1,000.00	$10,000.00		0.06666667	666.67	50	$33,333.50
				Total Cost of Equipment per year:			**$826.67**		
				Total Cost of Maintenance Labor & Equipment:			**$1,076.67**		

Annual maintenance of Aunu'u Wharf structure, harbor and breakwater structures, is the responsibility of the Department of Port Administration, American Samoa Government. On completion of this project, DPA will resume the role of maintaining the wharf structure. Maintenance includes:

- Inspections and routine maintenance (twice a year)
  - o Cleats – wash, check bolts, etc.
  - o Bollards – wash, check bolts, etc.
  - o Fenders – remove any coral growth, check bolts, etc.
  - o Ladders – wash, check bolts, remove any coral growth, etc.
  - o Power wash any algae growth on the concrete wharf structure and ramp

- Inspection of the Concrete Structure (once a year)
  - o Check concrete structure for any major cracking or damage.

- Inspection of under structure and piles
  - o Diver to inspect under structure every 4 years, or after a significant event (earthquake, etc)
- Replace Cleats and Fenders
  - o As needed. Plan to replace all in 10-15 years (end of life span)

ATTACHMENT E. Environmental Checklist

All project elements must comply with the National Environmental Policy Act in order to assure that potential environmental and social impacts are considered before federal funds are granted to a project. The level of review required will depend on the project.

The following checklist is intended as a broad survey of potential impacts that may be considered under NEPA. Applicants are encouraged to consult with agencies that may have expertise in a particular issue while completing the checklist. Please list the contact persons at all agencies consulted at the end of the checklist.

For Yes determinations, please include a brief description of how the issue would be addressed. Attach additional paper if needed.

A. Land Use and Socioeconomic Effects **NO**

1. Would the proposed project be inconsistent with current land use or zoning?…_____

Comments: PROJECT IS FOR THE RECONSTRUCTION OF AN EXISTING WHARF IN A SMALL BOAT HARBOR.

2. Would the proposed project involve the relocation of existing structures?……. __**NO**_____

Comments:

3. Would the proposed project affect economic activities?……. ___**NO**_____

Comments:

4. Would the proposed project affect parks or recreation areas?……. ___**NO**_____

Comments:

5. Would the proposed project affect coastal zone environments?…….. ___**YES**_____
Comments: THE PROPOSED PROJECT IS LOCATED ALONG THE COAST. HOWEVER WILL HAVE MINIMAL AFFECTS AS IT IS A RECONSTRUCTION PROJECT FOR AN EXISTING WHARF. THE AFFECTS WILL MOSTLY BE EXPECTED DURING CONSTRUCTION PHASE. ALL ENVIORNMENTAL CONSTRUCTION BEST PRACTICES MEASURES WILL BE IMPLEMENTED DURING THE PROJECT.

6. Other land use/socioeconomic impact concerns?…… _____

Comments: _____

Attachment G, Project Title: _____

B. Air/Water Quality

1. Would the proposed project alter air quality?……. ____NO____

Comments: _____

2. Would the proposed project involve dredging/disposal in water?…….. YES

Comments: THE CONSTRUCTION AREA IS FOR THE RECONSTRUCTION OF AN EXISTING WHARF WITHIN A SMALL BOAT HARBOR.

3. Would the proposed project involve modification of a waterway?……. YES

Comments: THE CONSTRUCTION AREA IS FOR THE RECONSTRUCTION OF AN EXISTING WHARF WITHIN A SMALL BOAT HARBOR.

4. Other air/water quality concerns?…… ___NO____

Comments: _____

C. Natural Resources

1. Would the proposed project remove vegetation?…… NO

Comments: _____

2. Would the proposed project affect a wetland?…… ___NO_____

Comments: _____

3. Would the proposed project affect an endangered species?…… NO

Comments: THE LOCATION OF THE PROJECT IS AN ACTIVE WHARF

4. Would the proposed project affect a wildlife/conservation area?……... __NO____

Comments: _____

5. Would the proposed project affect aquifers or streamflows?…….. ___NO_____

Comments: _____

6. Other natural resource concerns?……. _____NONE__

Comments: _____

D. Archeological and Historic

1. Would the proposed project affect an archeological, cultural or historic site?… NO

Comments: _____

2. Other archeological or historic concerns?…….NO

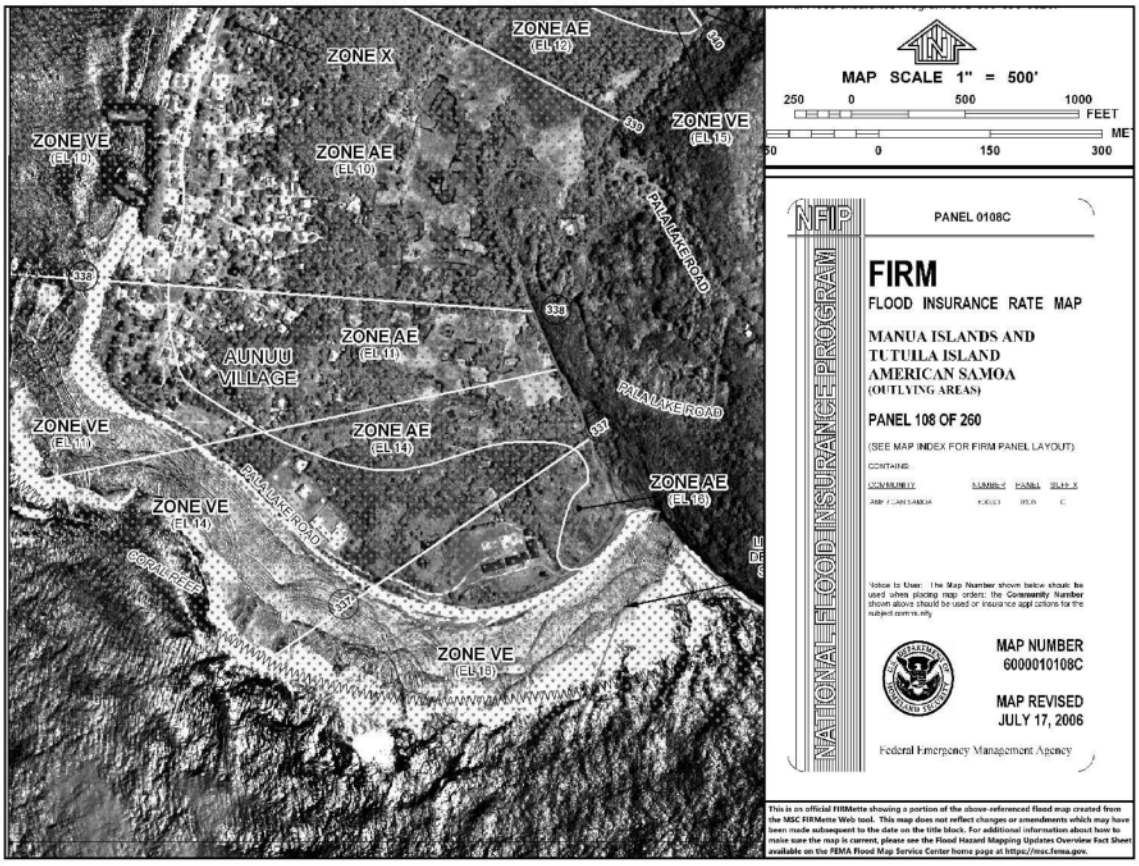
Comments: _____

E. Other Issues (describe below)

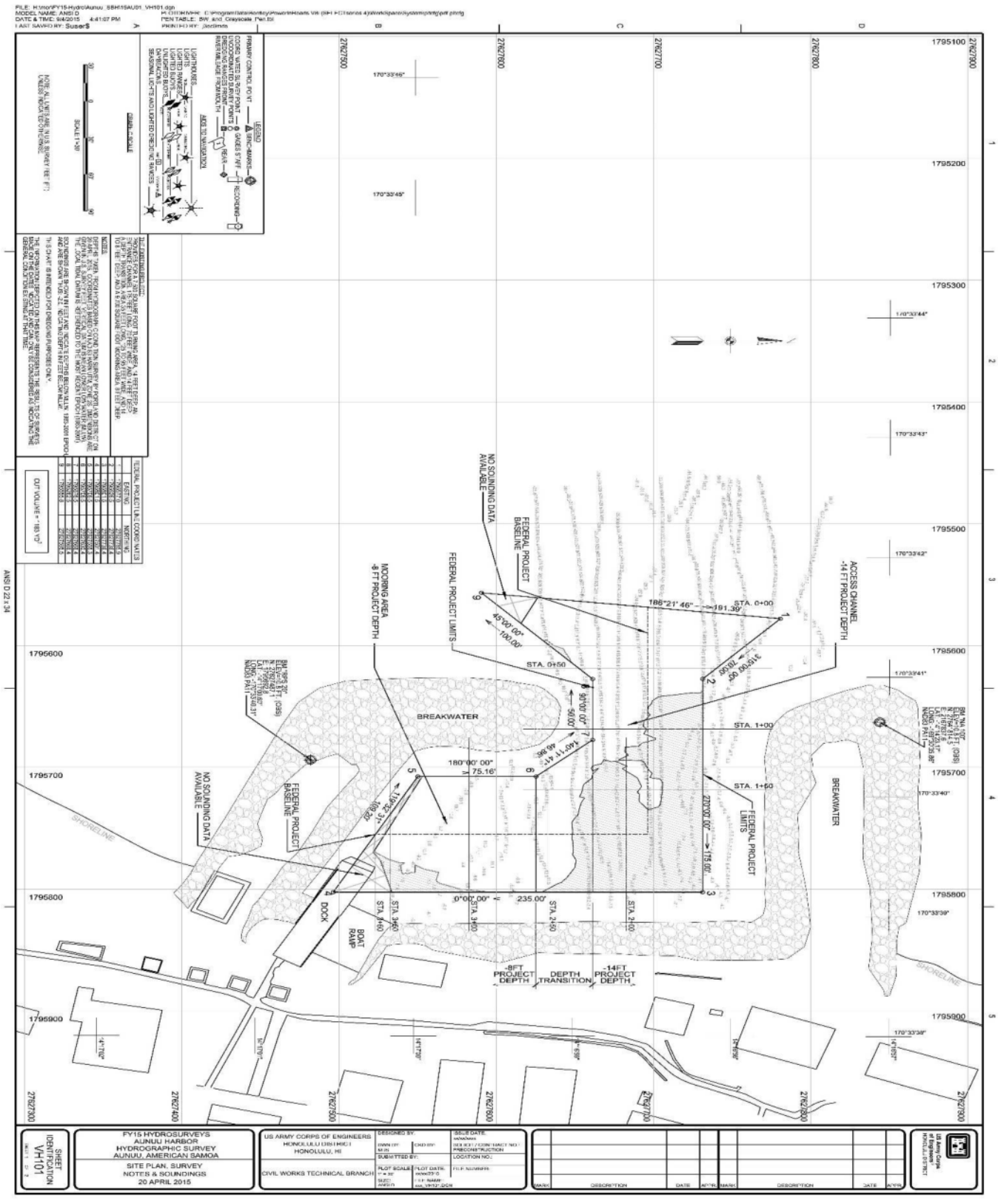
ATTACHMENT F. Maps

Attach local and area maps and directions sufficient to enable a visitor to find the project location.

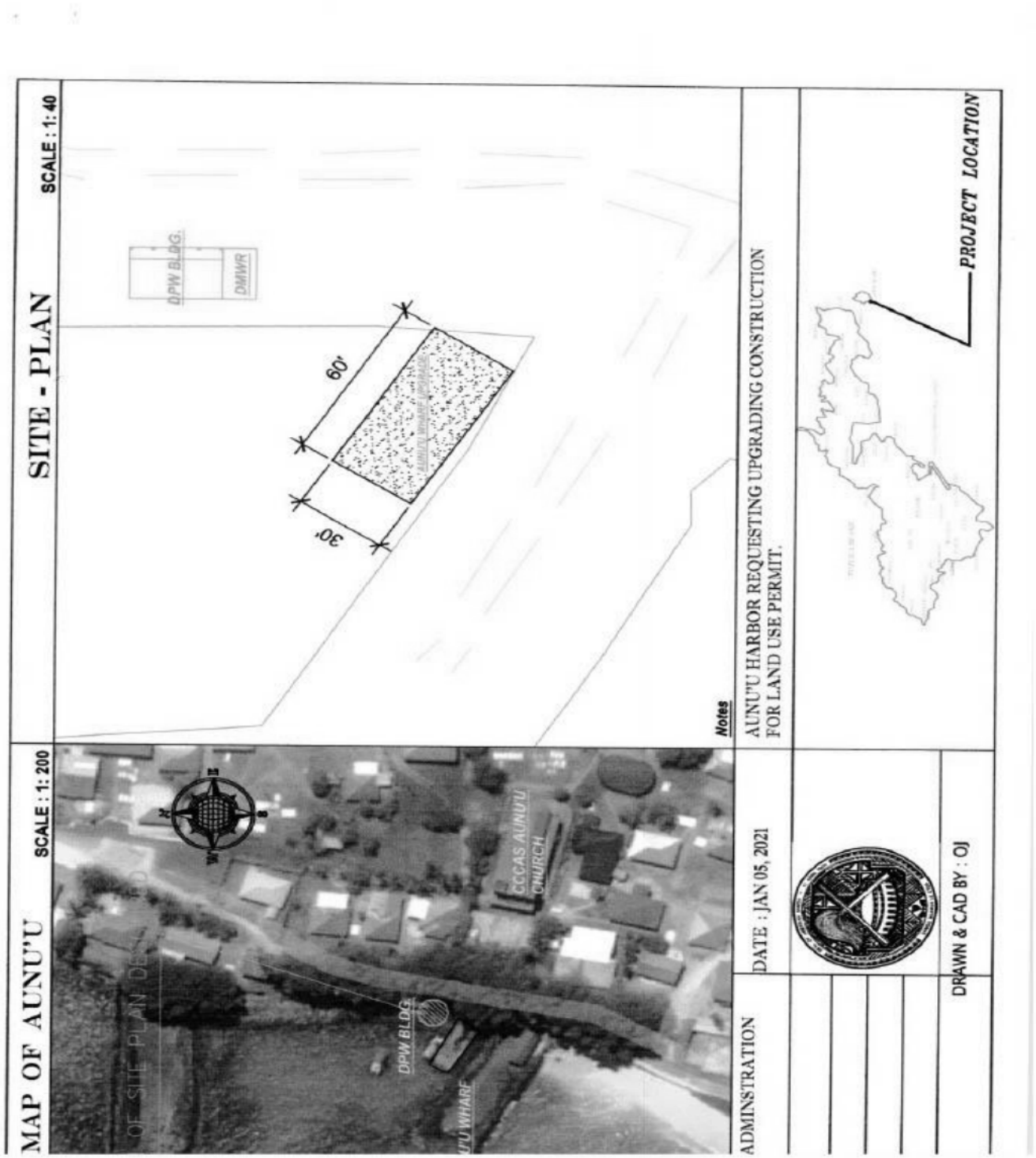
D-1. Flood Insurance Rate Map
Panel # 6000010108C



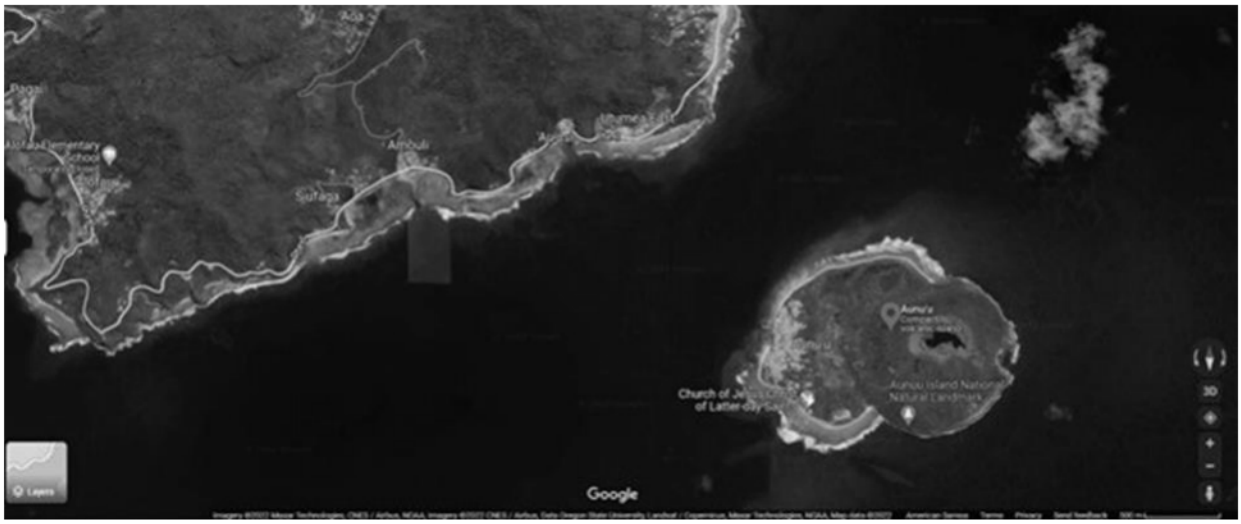
F-2. Hydrographic Survey



F-3. Site Plan


MAP OF AUNU'U
SCALE : 1: 200
SITE - PLAN
SCALE : 1: 40
DPW BLDG.
DMWR
60'
30'
AUNU'U WHARF UPGRADE
DPW BLDG.
CCCAS AUNU'U CHURCH
AUNU'U WHARF
Notes
AUNU'U HARBOR REQUESTING UPGRADING CONSTRUCTION FOR LAND USE PERMIT.
PROJECT LOCATION
ADMINSTRATION
DATE : JAN 05, 2021
DRAWN & CAD BY : OJ

F-4 Google Maps



G. Am. Samoa Census 2020 Aunu'u Village

Table 2.
2020 Census Population of American Samoa: Village

Geographic area	Population
American Samoa	**49,710**
Aasu village	425
Afao village	96
Afono village	327
Agugulu village	42
Alao village	275
Alega village	29
Alofau village	296
Amaluia village	163
Amanave village	246
Amaua village	68
Amouli village	261
Anua village	473
Aoa village	344
Aoloau village	650
Asili village	157
Atu'u village	236
Aua village	1,549
Auasi village	88
Auma village	242
Aumi village	176
Aunu'u village	402
Auto village	214
Avaio village	34
Faga'alu village	731
Faga'itua village	287
Fagali'i village	163
Fagamalo village	37
Faganeanea village	93
Fagasa village	577
Fagatogo village	1,445
Failolo village	87
Faleasao village	104
Faleniu village	1,953
Fatumafuti village	72
Futiga village	682
Ili'ili village	3,073
Lauli'i village	736
Leloaloa village	365
Leone village	1,598
Leusoali'i village	93
Luma village	126
Maia village	120
Malaeimi village	1,046
Malaeloa/Aitulagi village	614
Malaeloa/Ituau village	424
Maloata village	6
Mapusagafou village	1,772
Masausi village	134
Masefau village	260
Matu'u village	317
Mesepa village	415
Nua village	150
Nu'uuli village	4,991
Ofu village	132
Olosega village	138
Onenoa village	100
Pagai village	81

Footnotes provided at end of table.

1

Aunu'u Wharf Reconstruction

Scope of Work

Department of Port Administration
Pago Pago Port
PO BOX 1539

DEPARTMENT OF PORT ADMINISTRATION
P.O. BOX 1539 PAGO PAGO, AMERICAN SAMOA
AMERICAN SAMOA GOVERNMENT

LEMANU P. S. MAUGA
GOVERNOR
TALAUEGA E. V. ALE
LT. GOVERNOR

CHRISTOPHER J. KING
DIRECTOR
FALENAOTI S. A. LOI-ON FRUEAN
TUMUA W. MATU'U
DEPUTY DIRECTORS

PROJECT DESCRIPTION

The American Samoa Department of Port Administration proposes to reconstruct the entire Aunu'u Wharf located in the Aunu'u Small Boat Harbor. The current wharf was built in 1981 and has endured many damages over the decades from tropical storms, strong wave crashes, and the 2009 earthquake (8.6 magnitude) that resulted in a tsunami. The island of Aunu'u has also been experiencing rising sea levels that threatens the structural integrity of the wharf. Therefore, the proposed project aims at reconstructing the wharf so that it can be used for many more decades.

The Aunu'u Wharf Reconstruction Project includes but not limited to the design and construction of the following works:

1. Repairs and upgrades to existing wharf structure
2. Perform structural repairs to the existing pilings.
3. Construct new extension to wharf (approximately 80 linear feet)
4. Repairs and upgrades to the existing ramp structure.
5. Install new fendering system.
6. Install new bollards and cleat and other wharf furnishings
7. Ensure that new wharf is ADA compliant (American With Disabilities Act) to allow accessible for all passengers.
8. Includes flood preventative measures.

Scope of Work

The proposed project will be divided into two major phases that will be tendered separately: Design and Construction.

DESIGN AND PERMITTING OF AUNU'U WHARF RECONSTRUCTION:

Initial Project Scope

Review Program – Review DPA's program requirements as and other information furnished by the client and the characteristics of the site.

Review Applicable Codes – Review applicable statuses, regulations, codes, and by-laws and where necessary review the same with the authorities having jurisdiction.

Review Initial Evaluation – Present and review with DPA the initial evaluation and discuss alternative approaches to design and construction of the Project. The selected consultant should solidify plans and understanding with DPA regarding goals of the Project.

Review and address all NEPA and permitting requirements.

Site Investigation

The geotechnical investigation phase of the project is to identity the physical properties of soil earthworks and foundations for the proposed structures. The selected consultant will investigate the soil and geologic conditions of a property to determine the structural integrity of the existing wharf. This phase will also include the tracing and mapping of existing utilities.

1. Evaluate local conditions.
    a. Evaluate local material suppliers, sources, and capabilities.
    b. Evaluate drainage alternatives (if required).
2. Complete necessary topography and site surveying, including establishment of project control points, and any other site investigations and surveys that may be needed for the design and environmental permitting.

Preliminary Design

The preliminary design phase is intended to identify and evaluate alternatives to assure cost effective and practical solutions for the work items identified. Based on all Project's requirements agreed upon with DPA, the selected consultant shall prepare for the client's approval a preliminary concept design illustrating the scale and the relationship of the Project components. The design will take advantage of local knowledge and experience and utilize expertise from recent construction projects to design a cost-effective project and ensure competitive construction bids. Activities include:

1. Coordinate with the DPA personnel, Aunu'u residents, and small boat captains/owners to discuss logistics of each operation and how to provide the best optimum working space for each agency.
2. Prepare different preliminary design and concept options for review and approval by DPA Engineering.

Final Design

1. Complete preliminary plan and design for facilities.
2. Provide recommendations for construction options to DPA for their review.
3. Complete estimates of probable construction costs for the recommended alternatives.
4. Provide three sets of review documents.
5. Complete the preliminary design report including:
    a. Topographical survey.
    b. Preliminary plans.
    c. Estimates of probable construction costs.
    d. Final summary and recommendations.
    e. Phasing and scheduling recommendations.
    f. Environmental considerations.
6. Solicit comments on preliminary design from DPA personnel.

CONSTRUCTION OF AUNU'U WHARF RECONSTRUCTION:

Bid Documents and Procurement

Drawings and Specifications – Based on DPA's approved design development documents, prepare Construction Documents of architectural, structural, mechanical, and electrical drawings and specifications setting forth in detail the requirements for the construction of the Project.

Selection of Materials and Systems – Present final selection of materials, finishes and colors and applicable systems and equipment.

Review Applicable Codes – Review statuses, regulations, codes and by-laws applicable to the design and, where necessary, review the same with the authorities having jurisdiction in order that the consents

Update Estimate of Construction Cost.

Provide design report and prepare permits and documentation for construction.

Construction drawings and specifications must be approved by a Licensed Professional Engineer registered in the USA.

Bidding and Procurement of a qualified Contractor to carry out the work.

Construction Works on Site

1. Mobilization
2. Demolition (as needed)
3. Repairs and upgrades to existing wharf
4. Structural repairs to the existing pilings.
5. Construct new extension to wharf (approximately 80 linear feet)
6. Repairs and upgrades to the existing ramp structure.
7. Install new fendering system, new bollards and cleat and other wharf furnishings

Appendices:

Appendix 1:

Photo is screenshot from https://www.youtube.com/watch?v=Ouv3RipZPr0

Department of Port Administration

Pago Pago Port
PO Box 1539
americansamoaport.as.gov

Aunu'u Wharf Status Report Sep 2021

Engineering Quarterly Report
1st Quarter – FY 2021-2022

Executive Summary & Background

The following report was completed by the Department of Port Administration (DPA) Engineering Division to present the current condition of the Aunu'u Wharf in the Aunu'u Small Boat Harbor for the 1st Quarter of the 2021-2022 Fiscal Year. The contents of the report are to present evidence and findings on the status of the wharf. The report is ultimately to show the condition of the wharf and suggested actions for repair.

The Aunu'u Wharf was built in 1981 to serve as the sole mode of transportation to and from the island of Aunu'u. The Aunu'u Wharf is primarily operated by Aunu'u residents who own their own private vessels but is also used by the American Samoa Government to import fuel for the Power Generators and materials for communication lines. There is no airport on the island, so the wharf is the only avenue to import everyday supplies such as food, water, and other store materials making it the island's lifeline to the neighboring island of Tutuila.

The wharf plays a vital role in ensuring that the residents of Aunu'u have the necessary supplies and means to live. Therefore, it is the job of DPA to ensure that the wharf is accessible and functionable all year long.

The inspection was carried out by DPA Engineer Mika Aga, and report reviewed by Senior Engineer Natalia Palamo.

The findings in this inspection show that there is a dire need to build a new wharf. The current wharf is not adequate to handle transportation and this is made worse with the rising sea level. Immediate action must be taken to ensure that there will be no halt to the import of goods for the island.

Inspection Findings

Element	September 2021 Condition	Suggested Actions
Wharf Structure	The concrete structure of the wharf is in very poor condition. It is evident from a visual inspection view that the surface is deteriorating and will soon be unsafe to maintain operations. DPA Maintenance along with Aunu'u residents have attempted patch work on the wharf, but that too is declining rapidly. The current wharf is also too small and unsafe when docking and transferring daily essential cargo, fuel, and passengers. There are no ramps from the dock to the boat, so it is not ADA accessible. When the American Samoa Power Authority (ASPA) sends fuel to the island, it places a piece of wood from the vessel to the dock, and rolls fuel drums to the wharf. Over the years, there also been a rise in tidal rangers which has caused the existing dock to become inundated from the surf during high tide, and especially adverse weather, thus causing an unsafe environment for the transferring and cargo to and from the vessels that call to port.	Conduct geotechnical study of the structure and have a diver perform a full inspection of the wharf piles and understructure. Demolish and build new wharf.

Bollards & Cleats	There are currently only 4 cleats and 1 bollard on the wharf. The main bollard located on the backside of the dock was a make-shift concrete box that was built by the Aunu'u residents. 3 of the 4 cleats were built by DPA and only 1 cleat is a "real" element that was built to handle vessels. The cleats are installed by using anchor bolts drilled onto the wharf. Cleats constantly get "ripped" off due to the concrete wharf not provided the necessary structural support to hold the cleats in place.	Remove all bollards and cleats. Install new cleats and bollards on a concrete surface that is properly connected to the surface using rebar to prevent cleats from being "ripped" from wharf.
Fendering System	Along the loading side of the wharf, there are 6 truck tires that were installed by the DPA Maintenance team because there were no fenders. The truck tires act in place of the fenders but were not built to handle docking from the small boats that operate the wharf.	Remove all tires and install proper fendering system built for vessel docking.

Inspection Photos

Photo 1 – ASPA Workers getting ready to use wood to unload fuel drums because there is no ramp. Photo shows that the wharf is not in optimum condition for operations. Also shows deteriorating concrete.

Photo 2 & 3– Shows old cleat that was "ripped" off during operations. It has been left to rust on the wharf and has become a safety hazard. Photos also show strong decay of the wharf structure.

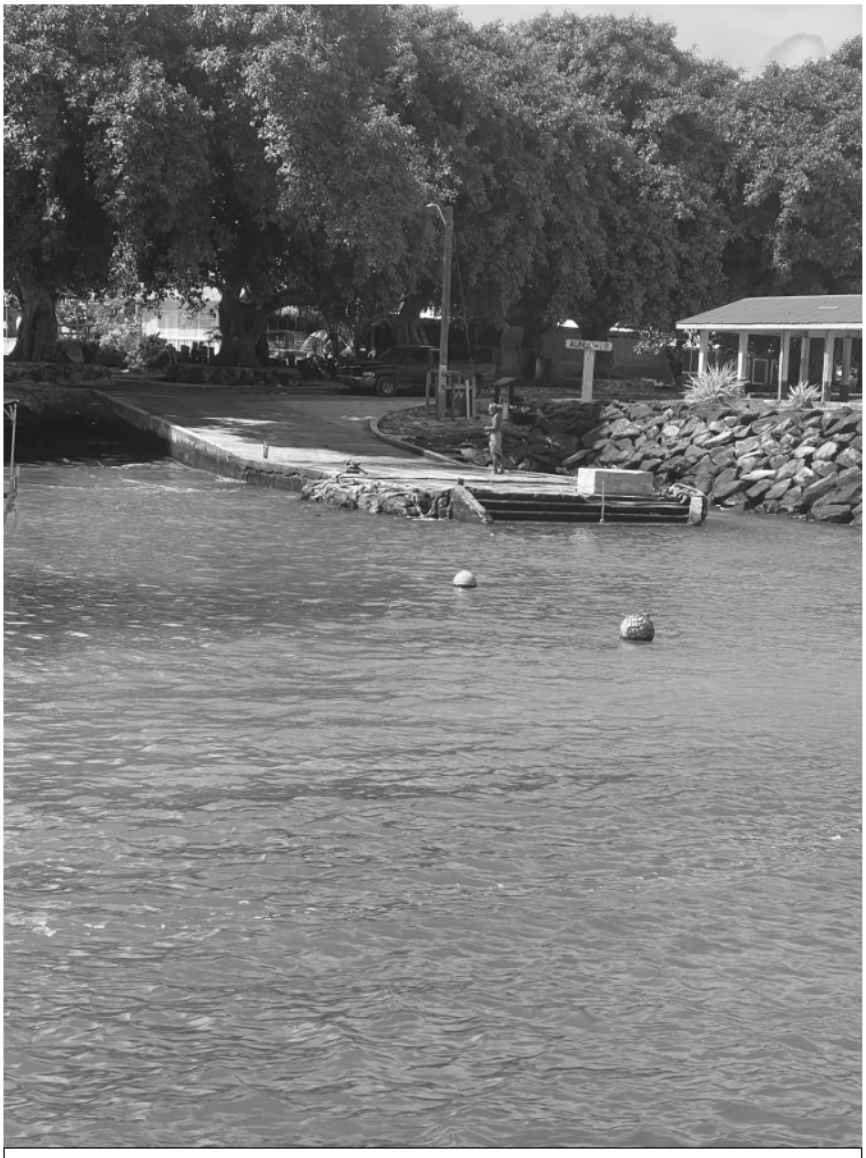


Photo 4 – Rising sea levels on the island of Aunu'u are affecting the wharf. During high tides, the wharf cannot be used.

Photo 5 – Truck tires are used as fenders and hoisted using chains locked onto metal spikes drilled into the wharf. These are not made to handle vessel docking. The photo also shows the gap between the boat and the dock. Without a ramp, the wharf is not ADA accessible.

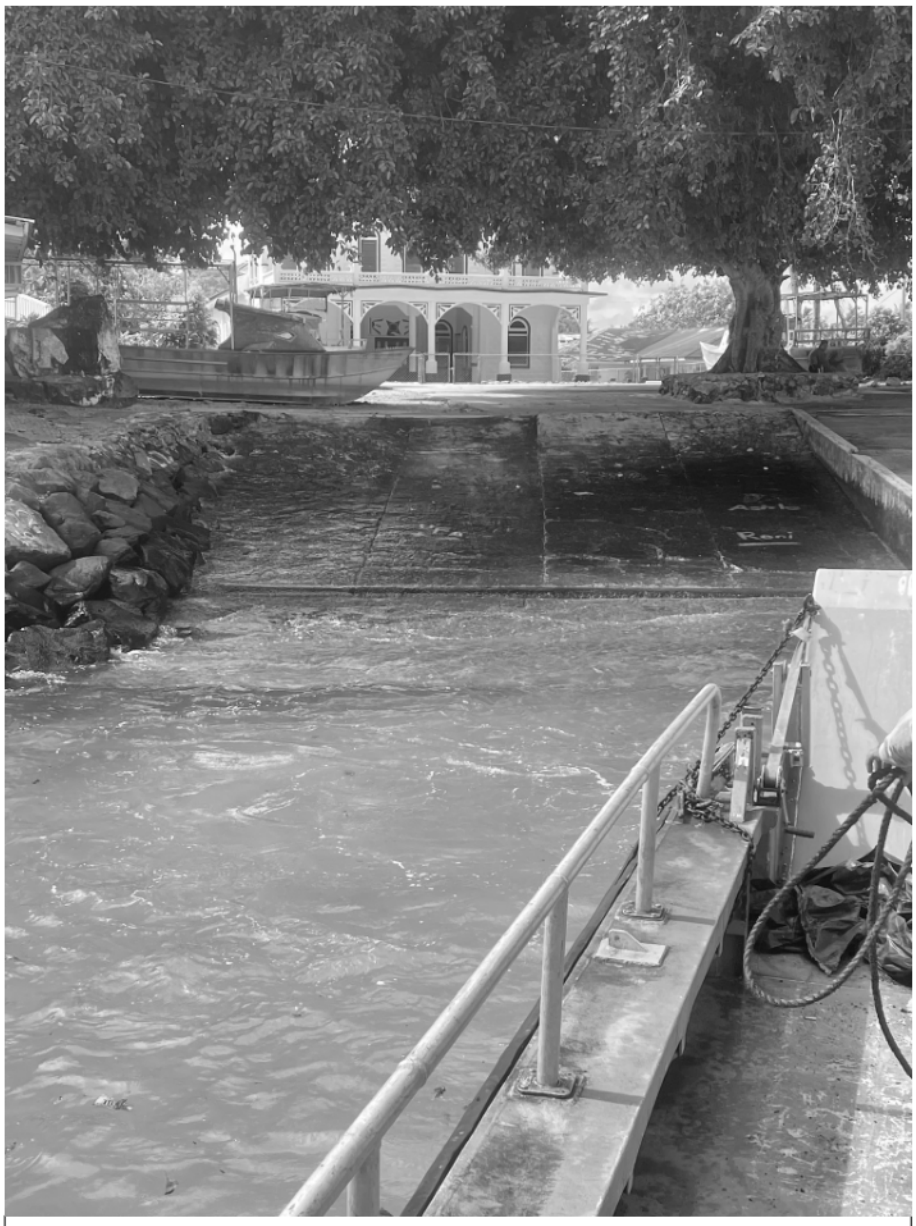


Photo 6 – Shows vast cracking of concrete surface of the ramp. The lack of bollards and cleats on the sides of the ramp make it difficult when tides are strong.

DEPARTMENT OF PORT ADMINISTRATION
P.O. BOX 1539 PAGO PAGO, AMERICAN SAMOA
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CHRISTOPHER J. KING
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FALENAOTI S. A. LOI-ON FRUEAN
TUMUA W. MATU'U
DEPUTY DIRECTORS

May 13, 2022

Serial No. 294-2022

T. Mitchell Hudson Jr.
Secretary, Maritime Administration
U.S. Department of Transportation Maritime Administration
West Building
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJECT: Local Match Commitment
Aunu'u Wharf Reconstruction
2022 Port Infrastructure Development Program Grants
Funding Opportunity No.: MA-PID-22-001

Dear Mr Hudson

The Department of Port Administration understands and agrees that if it receives Federal funding from the Department of Transportation 2022 Port Infrastructure Development Program as a result of the attached project application in the amount of $2,650,000, then the Department of Port Administration will accept financial responsibility and commit the required matching for the Aunu'u Wharf Reconstruction in the amount of $530,000.00.

In addition, the Department of Port Administration understands that the Federal cost share of the project may be increased above 80 percent at the discretion of the Secretary if a project is located in a rural area. American Samoa is identified as a historically disadvantaged community and the Aunu'u Wharf Reconstruction project is a smaller port located 1.6 miles off the eastern coast of the main island of Tutuila, therefore consideration for an increase in federal share would be appreciated.

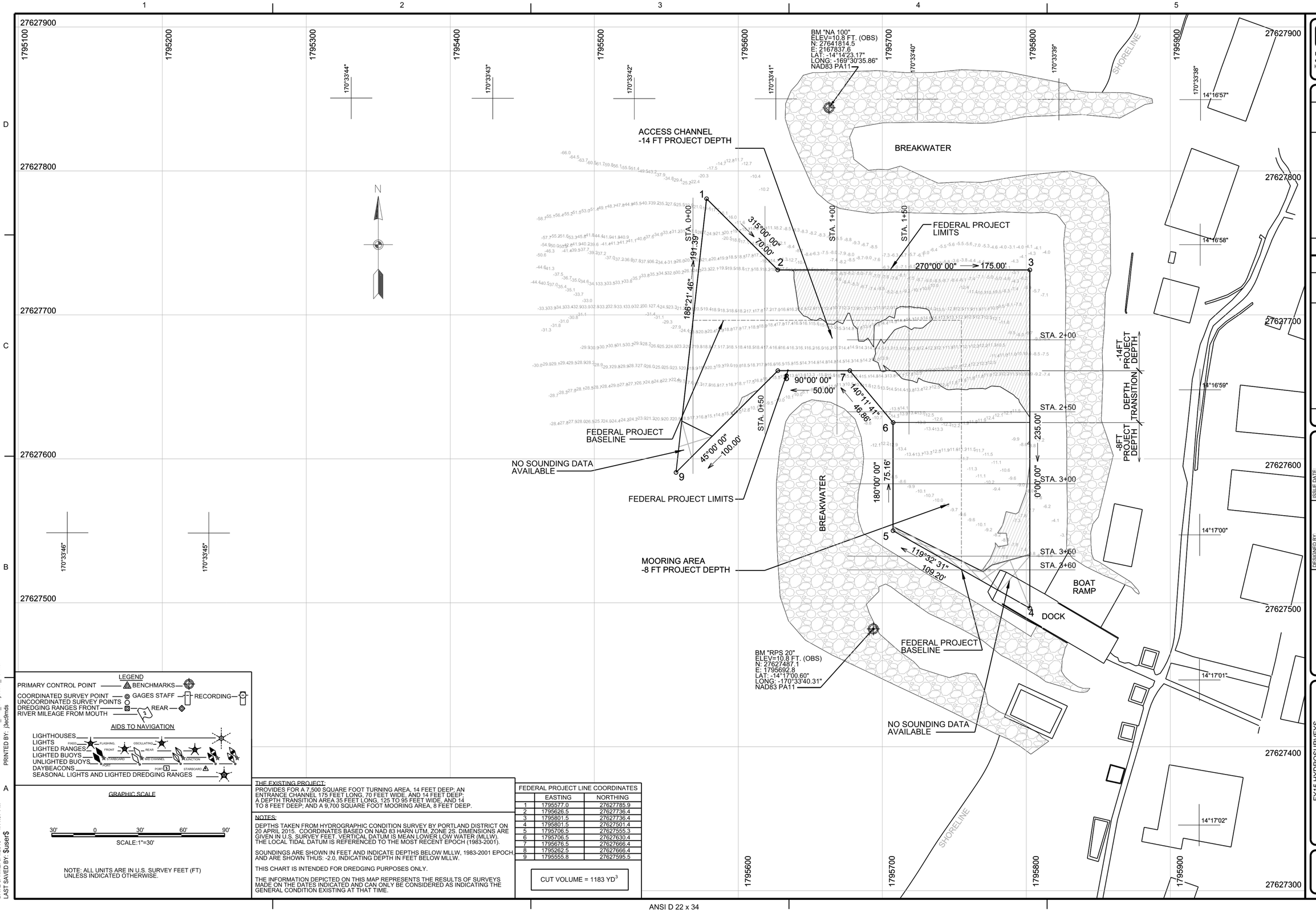
The purpose of this agreement is to make clear the sub-applicant's funding responsibilities following the project award and to show the sub-applicant's acceptance of these responsibilities. It does not replace, supersede, or add to any other funding responsibilities imposed by Federal law or regulation which are in force on the date of project award.

Signed by Falenaoti Loion Fruean, Acting Director and duly authorized representative of the Department of Port Administration.

This 13th day of May, 2022.

Signature _____

CC: Lydia Faleafine-Nomura - Office of Insular Affairs Field Representative, American Samoa



LEGEND

PRIMARY CONTROL POINT — BENCHMARKS

COORDINATED SURVEY POINT — GAGES STAFF — RECORDING

UNCOORDINATED SURVEY POINTS

DREDGING RANGES FRONT — REAR

RIVER MILEAGE FROM MOUTH

AIDS TO NAVIGATION

LIGHTHOUSES

LIGHTS — FIXED, FLASHING, OCCULTING

LIGHTED RANGES — FRONT, REAR

LIGHTED BUOYS — STARBOARD, MID CHANNEL, JUNCTION

UNLIGHTED BUOYS — PORT, STARBOARD

DAYBEACONS — JOINT, PORT, STARBOARD

SEASONAL LIGHTS AND LIGHTED DREDGING RANGES

GRAPHIC SCALE

30' 0 30' 60' 90'

SCALE:1"=30'

NOTE: ALL UNITS ARE IN U.S. SURVEY FEET (FT) UNLESS INDICATED OTHERWISE.

THE EXISTING PROJECT:

PROVIDES FOR A 7,500 SQUARE FOOT TURNING AREA, 14 FEET DEEP; AN ENTRANCE CHANNEL 175 FEET LONG, 70 FEET WIDE, AND 14 FEET DEEP; A DEPTH TRANSITION AREA 35 FEET LONG, 125 TO 95 FEET WIDE, AND 14 TO 8 FEET DEEP; AND A 9,700 SQUARE FOOT MOORING AREA, 8 FEET DEEP.

NOTES:

DEPTHS TAKEN FROM HYDROGRAPHIC CONDITION SURVEY BY PORTLAND DISTRICT ON 20 APRIL 2015. COORDINATES BASED ON NAD 83 HARN UTM, ZONE 2S. DIMENSIONS ARE GIVEN IN U.S. SURVEY FEET. VERTICAL DATUM IS MEAN LOWER LOW WATER (MLLW). THE LOCAL TIDAL DATUM IS REFERENCED TO THE MOST RECENT EPOCH (1983-2001).

SOUNDINGS ARE SHOWN IN FEET AND INDICATE DEPTHS BELOW MLLW, 1983-2001 EPOCH AND ARE SHOWN THUS: -2.0, INDICATING DEPTH IN FEET BELOW MLLW.

THIS CHART IS INTENDED FOR DREDGING PURPOSES ONLY.

THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF SURVEYS MADE ON THE DATES INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.

FEDERAL PROJECT LINE COORDINATES

	EASTING	NORTHING
1	1795577.0	27627785.9
2	1795626.5	27627736.4
3	1795801.5	27627736.4
4	1795801.5	27627501.4
5	1795706.5	27627555.3
6	1795706.5	27627630.4
7	1795676.5	27627666.4
8	1795262.5	27627666.4
9	1795555.8	27627595.5

CUT VOLUME = 1183 YD^3

US Army Corps of Engineers
HONOLULU DISTRICT

MARK	DESCRIPTION	DATE	APPR
MARK	DESCRIPTION	DATE	APPR

ISSUE DATE: XX/XX/XXXX
SOLICIT. / CONTRACT NO.:
PRECONSTRUCTION
LOCATION NO.:
FILE NUMBER:

DESIGNED BY:
DWN BY: MDS
CKD BY:
SUBMITTED BY:
PLOT SCALE: 1"=30'
PLOT DATE: XX/XX/2015
SIZE: ANSI D
FILE NAME: xxx_VH101.DGN

US ARMY CORPS OF ENGINEERS
HONOLULU DISTRICT
HONOLULU, HI

CIVIL WORKS TECHNICAL BRANCH

FY15 HYDROSURVEYS
AUNUU HARBOR
HYDROGRAPHIC SURVEY
AUNUU, AMERICAN SAMOA

SITE PLAN, SURVEY
NOTES & SOUNDINGS
20 APRIL 2015

SHEET IDENTIFICATION
VH101
SHEET 1 OF 2

ANSI D 22 x 34

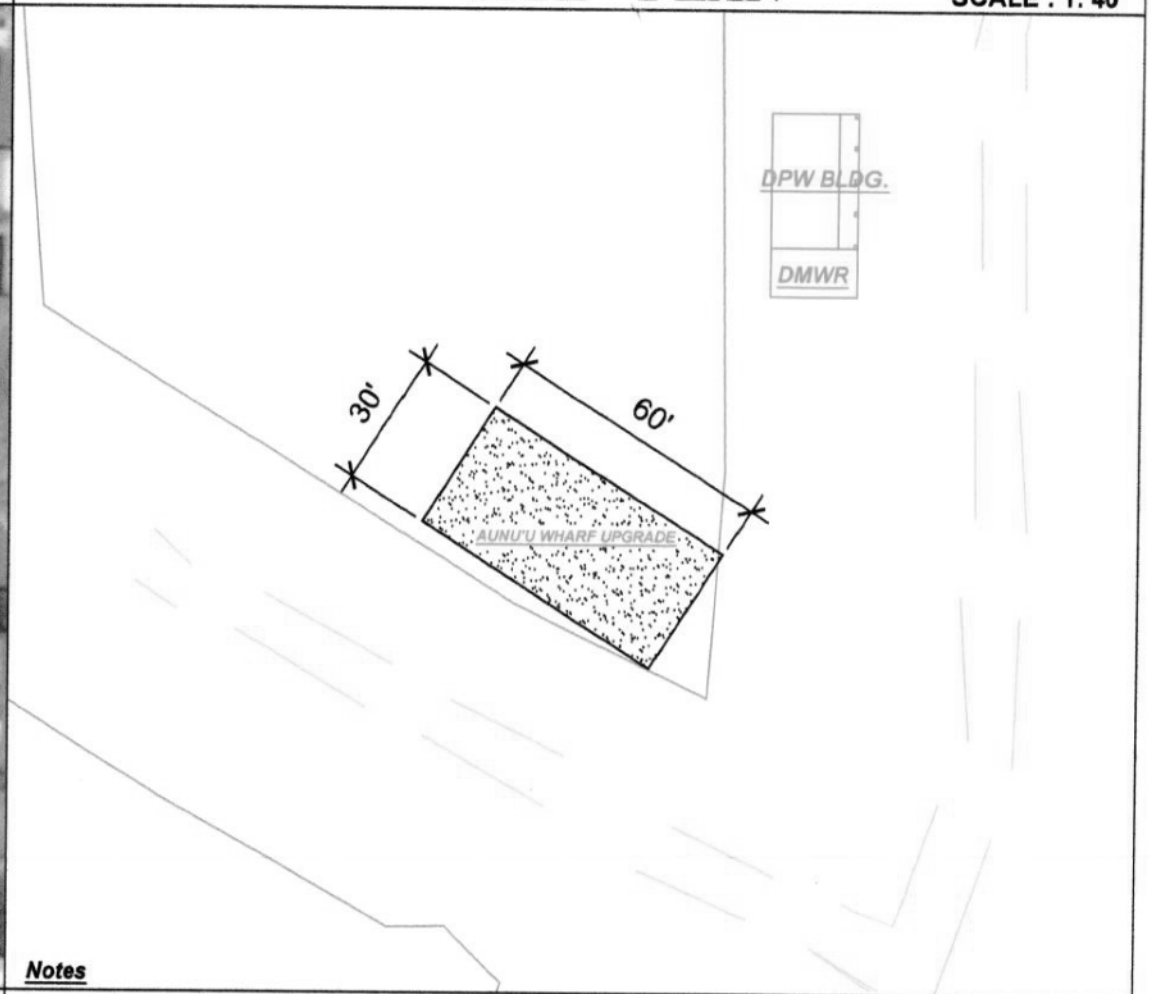
FILE: H:\mot\FY15-Hydro\Aunuu_SBH15AU01_VH101.dgn
MODEL NAME: ANSI D
DATE & TIME: 9/4/2015 4:41:07 PM
LAST SAVED BY: $user$
PLOTDRIVER: C:\ProgramData\Bentley\PowerInRoads V8i (SELECTseries 4)\WorkSpace\System\plotcfg\pdf.plotcfg
PEN TABLE: BW_and_Grayscale_Pen.tbl
PRINTED BY: jbeckmds

MAP OF AUNU'U

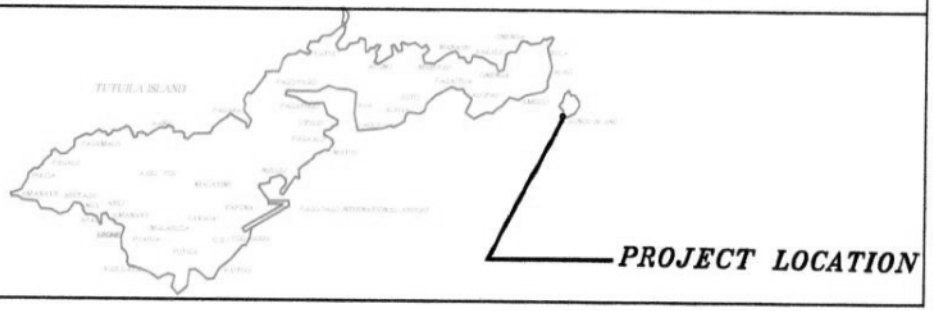
SCALE : 1: 200

SITE - PLAN

SCALE : 1: 40



Notes

ADMINSTRATION	DATE : JAN 05, 2021	AUNU'U HARBOR REQUESTING UPGRADING CONSTRUCTION FOR LAND USE PERMIT.
		
	DRAWN & CAD BY : OJ	

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	1234-Aunuu Wharf Reconstructi	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	1235-Attachment A -Aunu'u Wha	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	1236-Attachment B - Condition	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	1237-Attachement C - Aunuu Wh	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	1238-Attachment F_2 - Aunuu W	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	1239-Attachment F_3 - Aunuu W	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: 05/15/2022

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Department of Port Administration

* b. Employer/Taxpayer Identification Number (EIN/TIN): (b)(4)

* c. UEI: (b)(4)

d. Address:

* Street1: P.O Box 1539
Street2:
* City: Pago Pago
County/Parish:
* State: AS: American Samoa
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 96799-1441

e. Organizational Unit:

Department Name: Department of Port Administrat

Division Name: Seaport

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.
* First Name: Christopher
Middle Name:
* Last Name: King
Suffix:

Title: Director

Organizational Affiliation: Department of Port Authority

* Telephone Number: 684-699-9101
Fax Number:

* Email: chris.king@pa.as.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Maritime Administration

11. Catalog of Federal Domestic Assistance Number:

20.823

CFDA Title:

Port Infrastructure Development Program

*** 12. Funding Opportunity Number:**

MA-PID-22-001

* Title:

2022 Port Infrastructure Development Program Grants

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

AUNU'U WHARF RECONSTRUCTION: The project is a reconstruction of an essential infrastructure which is the only access port for the people of Aunu’u Island.

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: AS-001 * b. Program/Project: 00-000

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 08/01/2022 * b. End Date: 08/01/2024

18. Estimated Funding ($):

* a. Federal	2,120,000.00
* b. Applicant	530,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	2,650,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. * First Name: Christopher

Middle Name:

* Last Name: King

Suffix:

* Title: Director

* Telephone Number: 684-699-9101 Fax Number:

* Email: chris.king@pa.as.gov

* Signature of Authorized Representative: Ulima L Fiatoa * Date Signed: 05/15/2022

OMB Number: 4040-0008
Expiration Date: 02/28/2025

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	$ 150,000.00	$	$ 150,000.00
2. Land, structures, rights-of-way, appraisals, etc.	$	$	$
3. Relocation expenses and payments	$	$	$
4. Architectural and engineering fees	$ 500,000.00	$	$ 500,000.00
5. Other architectural and engineering fees	$	$	$
6. Project inspection fees	$	$	$
7. Site work	$	$	$
8. Demolition and removal	$	$	$
9. Construction	$ 2,000,000.00	$	$ 2,000,000.00
10. Equipment	$	$	$
11. Miscellaneous	$	$	$
12. SUBTOTAL *(sum of lines 1-11)*	$ 2,650,000.00	$	$ 2,650,000.00
13. Contingencies	$	$	$
14. SUBTOTAL	$ 2,650,000.00	$	$ 2,650,000.00
15. Project (program) income	$	$	$
16. TOTAL PROJECT COSTS *(subtract #15 from #14)*	$ 2,650,000.00	$	$ 2,650,000.00

FEDERAL FUNDING

17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X 80 %	$ 2,120,000.00

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [ ] a. bid/offer/application
- [x] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee

* Name: Department of Port Administration
* Street 1: P.O. Box 1539
Street 2:
* City: Pago Pago
State: AS: American Samoa
Zip: 96799
Congressional District, if known: 001

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency:
Department of Transportation - Maritime

7. * Federal Program Name/Description:
Port Infrastructure Development Program
CFDA Number, *if applicable:* 20.823

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*
$

10. a. Name and Address of Lobbying Registrant:

Prefix: * First Name: Christopher Middle Name:
* Last Name: King Suffix:
* Street 1: P.O. Box 1539 Street 2:
* City: Pago Pago State: AS: American Samoa Zip: 96799

b. Individual Performing Services (including address if different from No. 10a)

Prefix: Ms. * First Name: Natalia Middle Name:
* Last Name: Palamo Suffix:
* Street 1: P.O. Box 1539 Street 2:
* City: Pago Pago State: AS: American Samoa Zip: 96799

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

*** Signature:** Ulima L Fiatoa

***Name:** Prefix: Mr. * First Name: Christopher Middle Name:
* Last Name: King Suffix:

Title: Director **Telephone No.:** 684-699-9101 **Date:** 05/15/2022

Federal Use Only:

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Standard Form - LLL (Rev. 7-97)

MAP SCALE 1" = 500'

250 0 500 1000 FEET

50 0 150 300 ME

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0108C

FIRM

FLOOD INSURANCE RATE MAP

MANUA ISLANDS AND TUTUILA ISLAND AMERICAN SAMOA
(OUTLYING AREAS)

PANEL 108 OF 260

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
AMERICAN SAMOA	600001	0108	C

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
6000010108C

MAP REVISED
JULY 17, 2006

Federal Emergency Management Agency