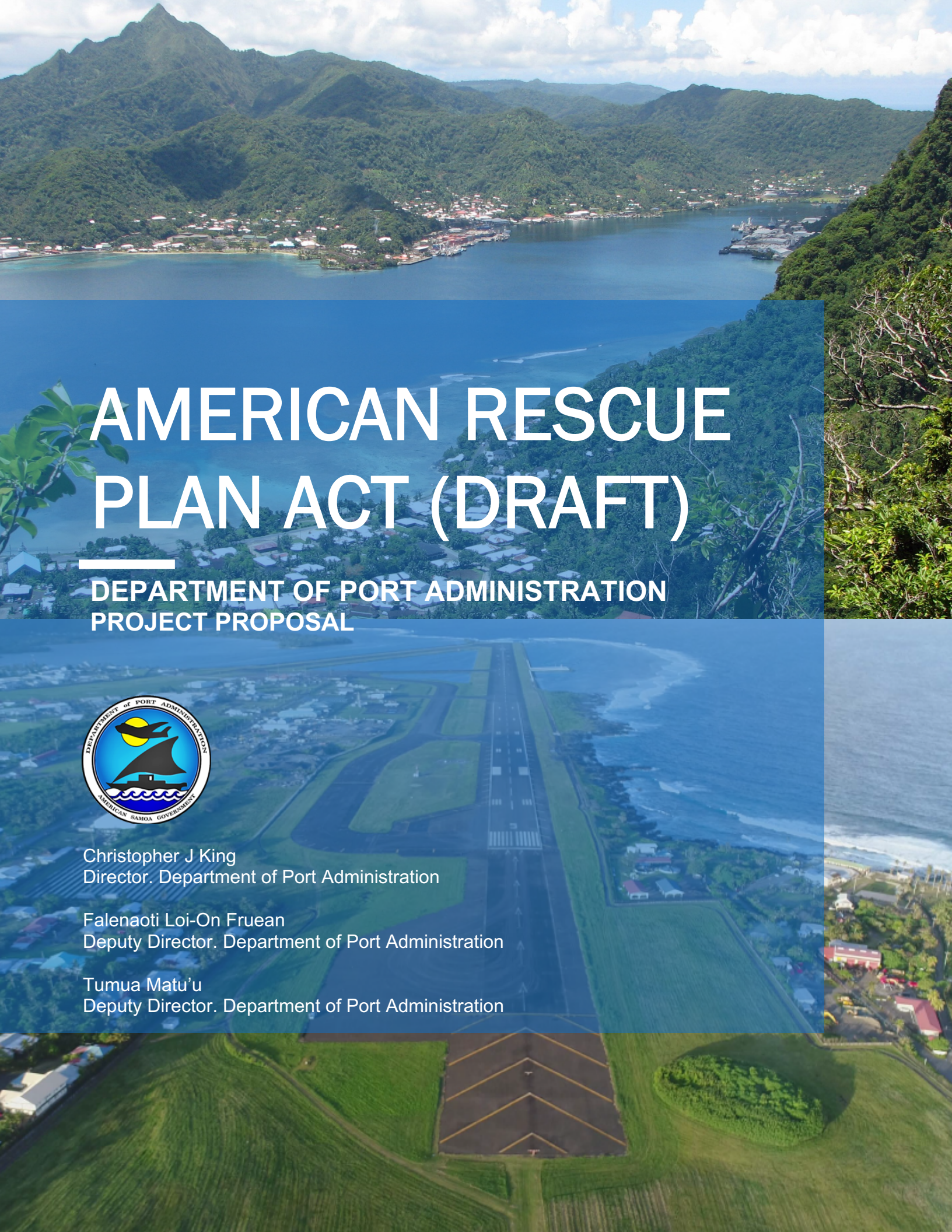


AMERICAN RESCUE PLAN ACT (DRAFT)

DEPARTMENT OF PORT ADMINISTRATION PROJECT PROPOSAL

Christopher J King
Director. Department of Port Administration

Falenaoti Loi-On Fruean
Deputy Director. Department of Port Administration

Tumua Matu'u
Deputy Director. Department of Port Administration

Keith Gebauer
Executive Director
American Rescue Plan Act (ARPA) Oversight Office
A.P. Lutali Executive Office Building
Pago Pago, American Samoa 96799

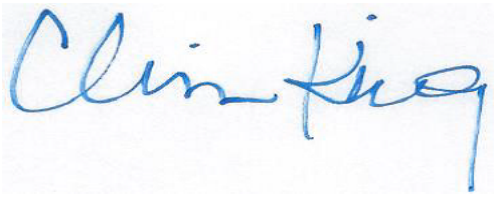
Dear Mr. Gebauer,

The American Samoa Department of Port Administration is pleased to submit this proposal for the American Rescue Plan Act. The proposed projects listed in this document are aimed towards necessary infrastructure improvements to the Pago Pago Port that encountered numerous negative impacts since the beginning of the COVID-19 pandemic. The projects are designed to ensure that the Ports has sustainable infrastructure to recover from the pandemic and to increase economic productivity for the years to come.

Harbors and shipping networks are the lifeline of island's economy. American Samoa is an isolated US territory located in the South Pacific and is accessible only by air and sea. Most commodities can be sent to the islands through ship or plane, but due to the size and accessibility, ship transportation is the most reliable. Therefore, making the Pago Pago Port the only lifeline to the rest of the world. For this reason, the Port plays an important role in facilitating economic activity on the island.

In the past year, American Samoa experienced negative impacts on the economy due to shipping and transportation problems associated with the COVID-19 pandemic.

Sincerely,



Christopher J King,
Director,
Department of Port Administration

Department of Port Administration
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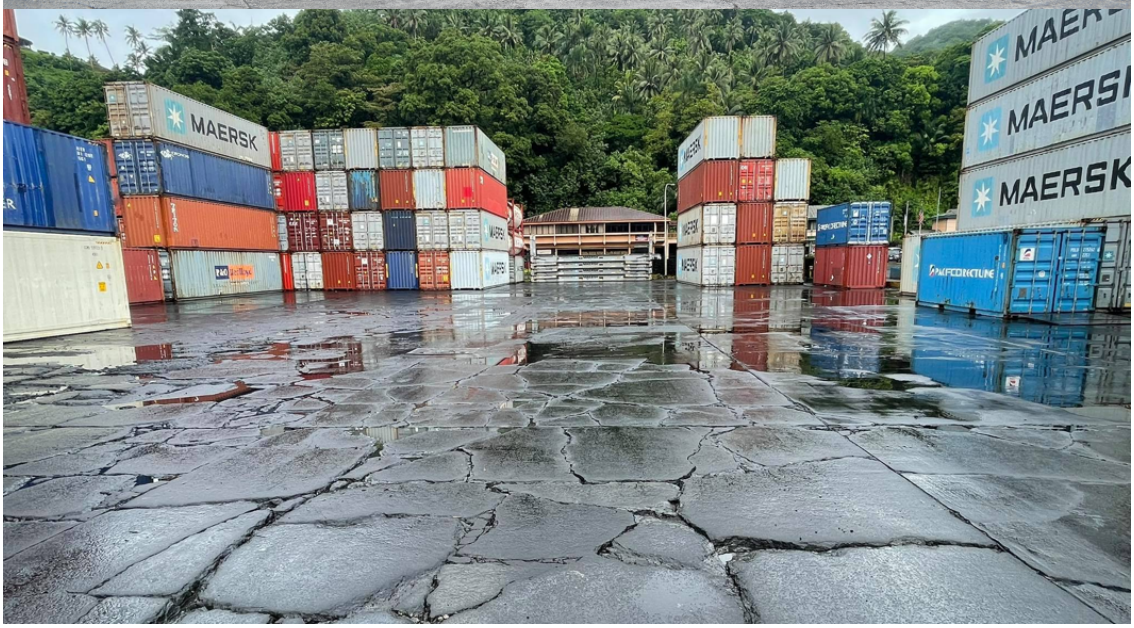
New Seaport Facilities

Project Lead: Mika Aga



Project Description:

Background:

The COVID-19 Public Health Emergency declaration has had a great impact on American Samoa's local economic and commercial activity. The projects identified in this document are to be funded using American Rescue Plan Act (ARPA) funds from the federal Government in accordance with the requirements of the Act.

American Samoa remains the only part of the United States of America and its Territories that has been blessed with zero cases of locally transmitted COVID-19 virus. While we are grateful for this blessing, it was not accidental that American Samoa has remained COVID-19 free. It required tremendous sacrifice by the people to keep their loved ones safe and protected. We are fortunate to have the support and federal assistance of the various COVID-19 relief and recovery funds to help meet the challenges as a result of the COVID-19 pandemic and the public health emergency declaration.

Our leaders drew upon the lessons of our history, specifically the 1918 Spanish pandemic that decimated our neighbors 80 miles to the West, who lost an estimated 20% of their population as their borders remained open during the critical early stages of the spread. As a result of the first Public Emergency Declaration in March 2020, American Samoa closed its borders as part of its strategy to mitigate the transmission of the Coronavirus that had grown to become a global pandemic. Our borders remain closed to regular commercial travel and all authorized travel by air or sea follow careful protocols to minimize the risk of exposure or transmission of the COVID-19 virus.

The public health emergency declaration has highlighted the dire need to improve our lone seaport facility to ensure the reliable flow of critical goods including medicines, medical supplies, grocery goods, building materials, equipment, vehicles and all manner of basic necessities are able to be imported with minimal interruption.

It is estimated that 90% of all goods used or sold in American Samoa enter through the seaport. The vast majority of medicine, medical supplies, general merchandise, building materials, grocery goods, equipment, vehicles, fuel and raw materials used by the fishing production canneries enters through the single wharf serving all of American Samoa.

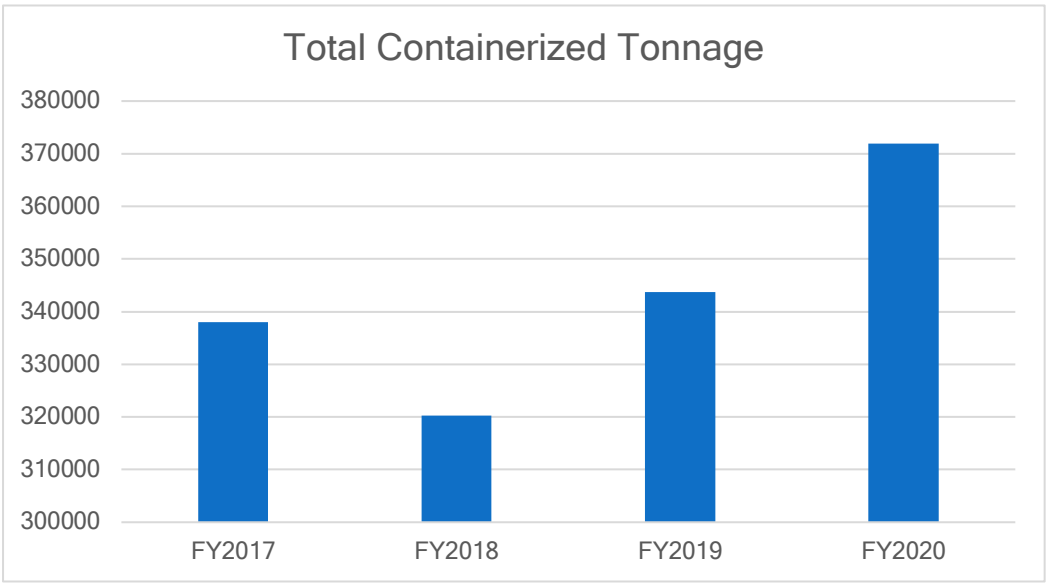
Handling global supply chain issues and the increased transportation costs are further exacerbated with interruptions at our lone seaport as it is currently inadequate to allow for safe inspection and clearance of vessels and commercial goods.

The seaport facility may be the single most important facility to keep protect our economy and welfare of our people. Ordering delays and global supply chain disruptions are only worsened by additional delays as a result of the safety protocols to keep the COVID-19 virus out of American Samoa. The island does not have other options as keeping import and export operations at the seaport is critically important for the very survival of the territory.

Existing Department of Port Administration Building, which houses all Government Agencies

The current Department of Port Administration (DPA) building was built in the early 1950s. The building, which is nearly 40,000 square feet and occupies about one-third of the entire Port area, was initially designed to process break bulk cargo, however, today, the main type of cargo are containers. The switch from break-bulk cargo to containers has made the facility inadequate for modern-day operations and made especially worse with the COVID-19 Pandemic.

Since the beginning of the Pandemic, American Samoa saw an almost 30,000 ton increase of total containerized tonnage from 2019 to 2020. This created struggles for DPA and the stevedoring companies to process and find storage for the containers. Most importantly, the COVID-19 Pandemic brought on major changes in consumption and shopping patterns which led to increased import demand for manufactured consumer goods. Highlighting why there was an increase of imports and exports. The table below shows the total containerized tonnage from 2017 to 2020. This data shows that there is a need to improve the infrastructure of the container yard and wharf to accommodate the increase traffic brought on by the Pandemic.



At present, the container yard is overcrowded. The current facility is not equipped to handle the number of containers that pass through the Port. DPA has resorted to storing containers on the Service Wharf, which was meant to service DPA vessels. The American Samoa Government (ASG) has attempted to find more places for storage but has been unsuccessful. Containers are seen scattered throughout the island, in front of private businesses and along the road due to lack of space. By demolishing the existing building, it will open almost 40,000 square feet of area for more storage.

The area highlighted in yellow is the existing building. The photo shows its massive in comparison to the entire wharf. Demolition of the building will provide more container storage.

Furthermore, the container yard requires major reconstruction and repairs that will better accommodate the current operations. A study conducted by Lyons Associates in 2001 for the DPA Port Master Plan stated that work needed to be conducted to improve the infrastructure of the container yard and wharf. Twenty years since, no improvements have been made and conditions have worsened. This problem was made worse with the increase of container movements during the Pandemic. The proposed project will improve the infrastructure of the container yard and wharf.

In conclusion, the COVID-19 pandemic has highlighted the shortcomings in the Port facilities. While upgrading the Pago Pago Port has been a long-standing issue, the proposed renovations and improvements are a direct response to the COVID-19 pandemic. The project will ultimately make necessary infrastructure improvements to aid all industries and agencies affected by the public health emergency.

Description:
The project is for the complete design, permitting and construction of the Pago Pago Port American Samoa Government Facilities Upgrade and the Container Yard and Wharf Reconstruction and Repairs. This includes:

- Demolition of Existing Building
- Design & Construction Management of New Pago Pago Port – American Samoa Government Facilities Upgrade
- Design & Construction Management of Container Yard Reconstruction
- New Department of Port Administration Building
- New Loose Cargo Processing Warehouse
- New COVID-19 Processing Facility
- New Security Check-Point Entrances
- Reconstruction the container yard of about 16,000 square-yards
- Repairs and new pavement to the container yard wharf
- Install a new drainage system, a new oil separator, and new high mast lighting for night operations

The proposed projects aim towards building new ASG facilities to accommodate from growing economic concerns and to provide a safer and healthier working environment. The project also hopes to address a change in social and economic patterns brought on by the Pandemic.

ARPA Eligibility:

PUBLIC HEALTH ANALYSIS

(1) IDENTIFIED NEED

The Seaport plays an essential role in everyday life in American Samoa, including in healthcare delivery. As a remote Territory located roughly 5,000 miles from the US mainland, American Samoa is dependent on the steady stream of imported food, medical supplies, and equipment.

The COVID-19 pandemic exposed the depth of this dependence when it caused commercial flights to be suspended and saw major disruptions to supply chains and shipments. The Department of Port Authority was forced to quickly adapt to these changing conditions while making use of facilities that were in desperate need of upgrades. Operating under current conditions indefinitely would put at risk the ability to bring in a steady supply of medical supplies and adequately address prevention and mitigation strategies for COVID-19.

Age and environmental factors have taken their toll on the seaport facilities. The degradation has inhibited the ability to not only properly receive shipments, but to ensure that there is sufficient facilities to evaluate and quarantine those bringing essential supplies into American Samoa.

(2) IDENTIFY HOW PROGRAM ADDRESSES THE NEED

Upgrading the seaport facilities will directly ensure that pandemic operational needs are met. The new facilities will account for the realities brought to the fore by the pandemic, including accounting for social distancing and necessary quarantine space. The seaport will also better house supplies essential to the delivery of healthcare to the people of the Territory. Since it is vital to healthcare delivery it will also ensure better access to healthcare for vulnerable populations including as an improved area to welcome those residents of Manu'a in need of medical care. Addressing the storage space issues will not only improve commerce by decreasing potential delays, but will also ensure the timely deliver of critical medical supplies.

In addition, a significant part of the upgrades will be a COVID-19 quarantine facility to ensure that incoming crew members that are being tested for infection are safely quarantined. No such facilities exist and the potential for close contact with quarantined individuals is high. Upgrading the port facilities and container storage areas will directly address public health safety issues by allowing for safer and cleaner facilities.

NEGATIVE ECONOMIC IMPACT ANALYSIS

(1) IDENTIFY NEGATIVE IMPACT

The Federal Government has given American Samoa control over its own borders. As a part of that, the Department of Port Administration (DPA) controls ingress and egress out of the seaport. This duty was heightened since the beginning of the pandemic. Increased security measures intended to prevent COVID-19 from entering American Samoa were put into place. In addition to the globally disrupted supply lines, there were many instances of ships that were denied entry and remained just outside of the Port waiting for entry as necessary quarantine procedures were followed.

The dependence on imports is extreme compared to other US jurisdictions. In 2020, American Samoa saw a 30,000 tonnage increase in imports from the prior year. This has overwhelmed capacity at the port, reducing the ability to adequately support local businesses. Essentially, the pandemic related increase in imports exacerbated the existing storage shortage and has highlighted the need to maximize space.

(2) DETERMINE EXTENT OF NEGATIIVE IMPACT

The increase in tonnage for imports has stretched the capabilities of the port facilities beyond its capacity. The lack of remaining storage space has put pressure on the local businesses to store containers on their premises. It also will potentially cause delays and unsafe conditions that will disrupt the flow of commerce.

(3) IDENTIFY HOW PROGRAM RESPONDS TO THE NEGATIVE IMPACT

An upgraded seaport facility will not only address the public health impacts of the pandemic but ensure the ability to maintain operations that are essential to all commercial activity on island. Facilities that can accommodate social distancing and quarantine measures will be able to better receive ships and crews thereby reducing delays and disruptions. The increased storage capacity and other measures that will address the drainage issues causing increased health risks will also improve traffic through American Samoa's most important economic facility.

Scope of Work

Demolition of Existing Building:

The first phase in the Pago Pago Port- American Samoa Government Facilities Upgrade is to demolish the existing building.

1. Assessment of Existing Building: The selected contractor will be required to inspect the structure and foundation of the building to determine a demolition technique. The contractor will present three techniques for approval by DPA Engineering. The approved technique will be the safest, most effective, and quickest method to complete the demolition. In this stage, the contractor will also submit a project plan, safety plan, and environmental plan that must be approved before beginning demolition.

2. Demolition and Removal: Following approval of demolition technique and submittal of project documentation, the selected contractor will begin the physical works of the project. The contractor will demolish the entire structure and grade any rebar or concrete remaining, to the surface of the ground. Contractor will also be required to remove all demolished material every day. Storage of demolished material on the Port is prohibited. The contractor will remove all material to designated trash site in accordance with federal and local regulations.

3. Concrete and Surrounding Area Refurbishment: After completion of demolition and removal, the contractor will repair any concrete slabs or surrounding areas that were damaged during the demolition.

Design for Pago Pago Port- American Samoa Government Facilities Upgrade

DPA will seek the services of a qualified architect/designer to provide drawings, design details, specifications, bills of quantity and design calculations for construction of the new facilities. The design shall comply with all local, Federal, and US Coast Guard standards. Professional services to be provided by the consultant will include electrical and civil engineering services required to accomplish the project.

The designer will be responsible for designing the following:

- New Department of Port Administration Building
- New Loose Cargo Processing Warehouse
- New COVID-19 Processing Facility
- New Security Check Point Gate

1. 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. 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.

2. Engineering Phase Activities:
Contractor will complete necessary surveys and environmental investigation required for project. In this phase, contractor will also provide 3 sets of designs for each project component for review. Will also complete preliminary design report to include survey results, preliminary plans, structural analysis, estimates of probable construction costs, final summary and recommendations, and phasing and scheduling recommendations. Solicit comments from Port personnel on preliminary designs for recommendations or changes.

3. Final Design – For Construction:
In the decision phase, the consultant will provide well-defined construction requirements, with selected bid alternatives as appropriate to provide a basis for competitive construction bids. Construction schedules will be closely coordinated to endeavor the best possible weather conditions and the least possible interference with Port operations. Assist the airport with the advertisement, notification of local Port users, and generally complete the final For Construction contract documents for the project. The following outline describes in greater detail the tasks and products.

4. Construction Manager:
Designer will also provide the services as construction manager on behalf of the Department of Port Administration. Construction Manager (CM) will monitor the construction of the project on a day-to-day basis and provide weekly updates and reports to DPA Engineering. CM will be responsible for ensuring project is completed up to standard. CM will report all project updates to DPA engineering.

After completion of the design, drawings, and specifications, the Construction will be awarded in the following phases:

Construction ASG Phase 1 - Port Administration Building:

The new Port Administration building will house DPA. The building will include offices for the DPA Director, DPA Deputy Director, Finance, Personnel, Port Security, Information Technology, Harbor Master, Pier Section, Water Transportation (WTD), Maintenance, and Engineering. The building will also include a conference room for staff and large meetings, a break room, and a reception area. A new public parking and public entrance will be included as well. There will also be a new back-up generator that will be used case of power outages. Along with the building, will be a workshop/warehouse that will be used for the Water Transportation Engineers and Maintenance team to store equipment and repairs materials needed for the building or ships. The project includes construction and furnishing of the building and offices. This portion also includes the relocation of the security gate to enlarge the secured area and to exclude new Port Administration Building.

Construction ASG Phase 2 - Loose Cargo Processing Warehouse:

DPA will construct the new Loose Cargo Processing Warehouse. The warehouse will include offices for the American Samoa Customs Office, Department of Health, and Department of Agriculture. It will also include a large open space for the agencies to process loose cargo out of containers.

Construction ASG Phase 3 - COVID-19 Processing Facility:

Presently, there is no official facility to dedicated for COVID-19 matters. Therefore, the proposed project will include a new COVID-19 Processing Facility that will be utilized for testing and short-period quarantine on the Port.

Construction ASG Phase 4 – Security Checkpoint Entrances:

The proposed project calls for a new guardhouse that has electronic gate arms and larger space for both Port Security and Pier Section. The guardhouse will also include restrooms for personnel.

Design for Container Yard and Wharf Reconstruction:

DPA will seek the services of a qualified architect/designer to provide drawings, design details, specifications, bills of quantity and design calculations for construction of the new facilities. The design shall comply with all local, Federal, and US Coast Guard standards. Professional services to be provided by the consultant will include electrical and civil engineering services required to accomplish the project.
The selected consultant will provide designs, drawings, and specifications for the following:

I. Container Yard Reconstruction
- Reconstruction of all concrete slabs.
- Installation of new drainage system.
- Installation of new Oil Separator
- Install of new high-mast light poles
- New Markings for container placement

II. Container Wharf Repairs
- Repair to concrete pilings and the under deck.
- Rebuild wharf full rails and utility pits
- Replace all cleats and bollards

- Reset and anchor mooring fittings.

1. 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. 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.

2. Engineering Phase Activities:
Contractor will complete necessary surveys and environmental investigation required for project. In this phase, contractor will also provide 3 sets of designs for each project component for review. Will also complete preliminary design report to include survey results, preliminary plans, structural analysis, estimates of probable construction costs, final summary and recommendations, and phasing and scheduling recommendations. Solicit comments from Port personnel on preliminary designs for recommendations or changes.

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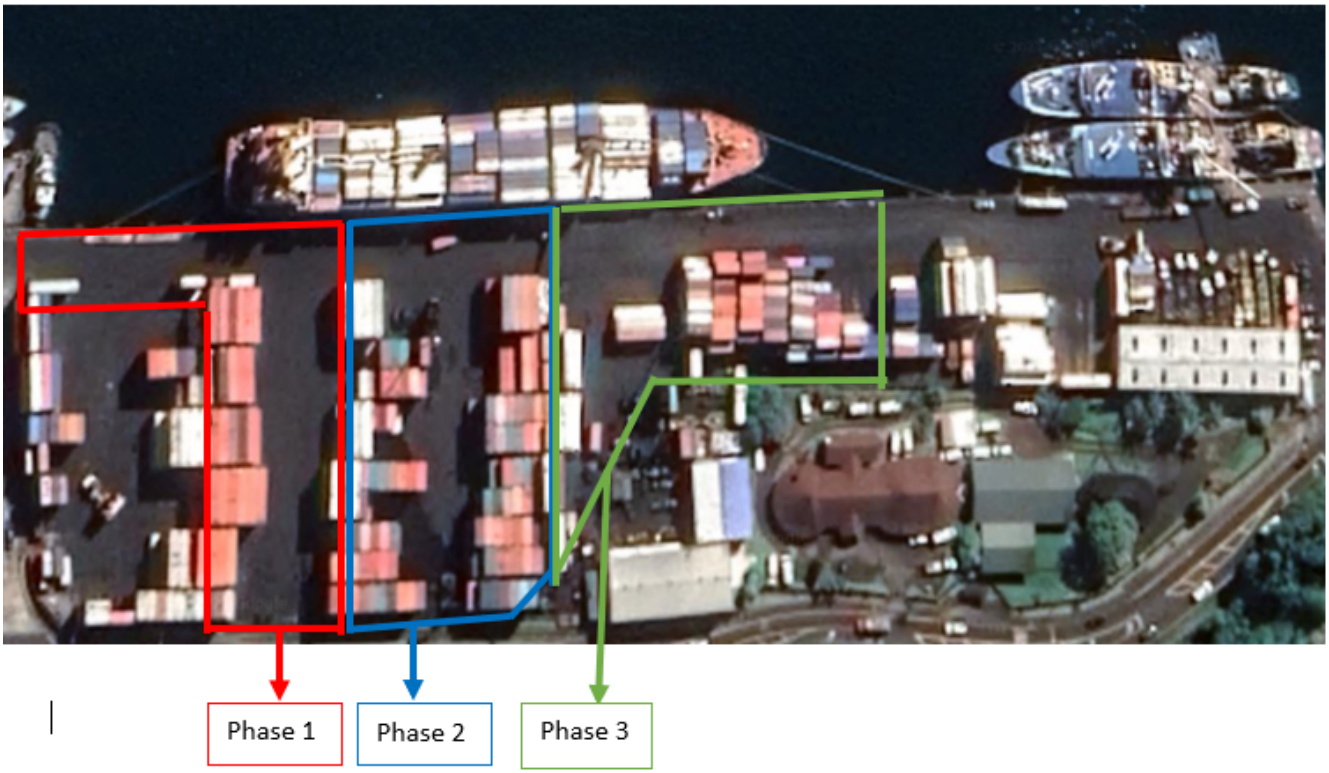
In the decision phase, the consultant will provide well-defined construction requirements, with selected bid alternatives as appropriate to provide a basis for competitive construction bids. Construction schedules will be closely coordinated to endeavor the best possible weather conditions and the least possible interference with Port operations. Assist the airport with the advertisement, notification of local Port users, and generally complete the final For Construction contract documents for the project. The following outline describes in greater detail the tasks and products.

4. Construction Manager:
Designer will also provide the services as construction manager on behalf of the Department of Port Administration. Construction Manager (CM) will monitor the construction of the project on a day-to-day basis and provide weekly updates and reports to DPA Engineering. CM will be responsible for ensuring project is completed up to standard. CM will report all project updates to DPA engineering.

Construction Phase - Container Yard and Wharf Reconstruction and Repair:

The construction of the project will be divided into three phases. The total costs of the construction phase from the design portion will determine which phases will be undertaken with the ARPA funding.



For all three phases, the selected contractor will perform reconstruction of the concrete slabs in this area in accordance with the design. The contractor will first remove the existing foundation including any utilities, light poles, and drainage pipes. The contractor will then apply a new base foundation, new concrete slabs, and install a new drainage system. After completing the container yard reconstruction, the contractor will remove the wharf deck and apply new pavement to the deck. The contractor will also perform required repairs to the concrete pilings of the wharf, install new cleats, and perform other necessary renovations detailed in the design.

Implementation Plan & Timeline:

	Period of Performance	Expected Operational Date
Demolition of Existing Building	3 months	N/A
Design & Construction Management of New Pago Pago Port – American Samoa Government Facilities Upgrade	8 months	N/A
ASG Facilities Phase 1 - Port Administration Building	15 months	December 2023
ASG Facilities Phase 2 - Loose Cargo Processing Warehouse	10 months	October 2023
ASG Facilities Phase 3 - COVID-19 Processing Facility	6 months	July 2023
ASG Facilities Phase 4 – Security Checkpoint Entrances	5 months	June 2023
Design & Construction Management of Container Yard and Wharf	12 months	N/A
Container Yard and Wharf Reconstruction and Repair	24 months	December 2024

Cost Estimate:

	Total
Demolition of Existing Building	$700k
Design & Construction Management of New Pago Pago Port – American Samoa Government Facilities Upgrade	$1.3 million
Construction Phase 1 - Port Administration Building	$11.7 million
Construction Phase 2 - Loose Cargo Processing Warehouse	$1 million
Construction Phase 3 - COVID-19 Processing Facility	$200k
Construction Phase 4 – Security Checkpoint	$100k
Design & Construction Management of Container Yard and Wharf	$1 million
Container Yard Reconstruction – Phase 1	$4 million
Total	**$20 million**

Pago Pago International Airport Terminal Building Reconstruction

Project Lead: Natalia Palamo

Project Description

Background:

The COVID-19 Public Health Emergency declaration has had a great impact on American Samoa's local economic and commercial activity. The projects identified in this document are to be funded using American Rescue Plan Act (ARPA) funds from the federal Government in accordance with the requirements of the Act.

American Samoa remains the only part of the United States of America and its Territories that has been blessed with zero cases of locally transmitted COVID-19 virus. While we are grateful for this blessing, it was not accidental that American Samoa has remained COVID-19 free. It required tremendous sacrifice by the people to keep their loved ones safe and protected. We are fortunate to have the support and federal assistance of the various COVID-19 relief and recovery funds to help meet the challenges as a result of the COVID-19 pandemic and the public health emergency declaration.

Our leaders drew upon the lessons of our history, specifically the 1918 Spanish pandemic that decimated our neighbors 80 miles to the West, who lost an estimated 20% of their population as their borders remained open during the critical early stages of the spread. As a result of the first Public Emergency Declaration in March 2020, American Samoa closed its borders as part of its strategy to mitigate the transmission of the Coronavirus that had grown to become a global pandemic. Our borders remain closed to regular commercial travel and all authorized travel by air or sea follow careful protocols to minimize the risk of exposure or transmission of the COVID-19 virus.

The proposed renovations and improvements will allow the Airport to more safely operate under pandemic conditions and allow for the reopening of our borders sooner. This would allow our residents to seek much needed and much delayed healthcare services and treatment unavailable on island presently.

Opening our airport to regular passenger travel will have a profound impact on the health and wellbeing of every resident of the territory.

The Terminal Building at Pago Pago International Airport is over 30 years old. It has significantly deteriorated over the years due to aging, various natural disasters (earthquakes, cyclones, etc), and exposure to the environment (climate and proximity to the ocean). The airport is currently spending a significant amount of money to maintain the current buildings; however, the optimal and cost-effective solution would be a reconstruction and upgrade of the facilities.

Pago Pago International Airport – Terminal Building – View from the Parking Lot

Pago Pago International Airport – Terminal Building – View from the Apron

The existing airport layout does not allow for efficient and effective passenger/public/traffic or baggage flow and does not provide sufficient space for all the required airport operations.

The current airport layout is outdated and does not support the airport security, immigration, customs, quarantine, health screening and safety requirements that have been implemented since the COVID-19 Pandemic. This causes significant congestion during flight operations, resulting in delays from immigration, quarantine, customs and security. The congestion is also a safety concern as passengers can stand for long periods of time in a crowded area, waiting to be processed.

Below are Photographs of the existing Terminal Building.




Description

This project is for the design and construction of the Airport Terminal Building, including:

- Reconstruction of the Arrivals and Departures areas and their required operations, facilities and offices, to ensure adequate space for operations and social distancing (including Customs, Health Screening Areas, Immigration, etc)
- Construction of a Jet Bridge to Stand B
- Reconstruction of the Baggage Handing Areas to tie into the Arrivals and Departures Areas
- Reconstruction of the Check In Areas including TSA Screening and Baggage flow, to allow for social distancing practices
- Reconstruction of the Passenger Waiting Fale to allow for changes in the flow of passengers
- Fale Samoa, to be relocated to allow better access and use for cultural purposes, away from regular airport operations (such as receiving of the remains of loved ones from off island)
- Reconstruction of Public and Restaurant Areas
- Reconstruction of the Vehicle Canopy (including pick up and drop off locations), etc.

The project will include implementing sustainable design strategies and energy-efficient equipment to make the airport as green as operations allow. The reconstruction will look at possibility of maintaining the existing airport structural footprint, and investigate if existing foundations can be reused. It will incorporate 'future proofing concepts' to the structure, to allow for easy expansion in the future if needed.

The construction stage will be phased to allow airport operations to continue with minimal disruptions during construction.

This biggest challenges for airport design today, is to create an environment that would efficiently move hundreds of people through spaces, that need to be more secure than ever. The goal of this project is to provide American Samoa with a modern, safe and secure airport environment, that will provide adequate space for all the required border operations to be carried out efficiently and effectively.

ARPA Eligibility Analysis

PUBLIC HEALTH ANALYSIS

(1) IDENTIFIED NEED

The COVID-19 pandemic has highlighted shortcomings in the airport facilities. Most significantly for public health purposes, increased health checks, quarantine measures, and social distancing in the airport are now a necessity.

The current structures have deteriorated due to a number of environmental conditions and the layout does not allow for sufficient space for passengers and workers. This situation has caused an increased risk to health for travelers and is a contributing factor in the continued suspension of commercial flights.

With travelers playing a primary role in the early (and continued) spread of COVID-19, the need for airport facilities that are built to respond to outbreaks effectively is critical.

In addition to the direct public health issues identified above, the airport plays an important role in healthcare for the Territory. The Off-Island Referral Program assists those that cannot receive certain treatments or surgeries on island and requires air travel. The same situation applies to veterans that receive treatment elsewhere as directed by the VA Office. For the continued treatment of residents of American Samoa, the facilities need to function safely and adequately.

(2) IDENTIFY HOW PROGRAM ADDRESSES THE NEED

The Airport Upgrade Project will make necessary adjustments to the facilities that will allow for the better flow of travelers and public health related safety measures. Each part of the project is designed to specifically address the spatial requirements for social distancing. The Vehicle Canopies also address public health issues by allowing access to emergency vehicles at the airport. This is an important part of the public health response.

NEGATIVE ECONOMIC IMPACT ANALYSIS

(1) IDENTIFY NEGATIVE IMPACT

In response to the pandemic, American Samoa suspended commercial flights in and out of the Territory. The last commercial flight to the US was on March 26, 2020. Since that time, the airport has only been used for cargo, Medicaid charter, and repatriation flights. The modest tourism industry has been hard hit by these restrictions since no travelers have been allowed except for repatriation.

In addition to the above, the airport serves as a vital lifeline for American Samoa. The airport is key in receiving supplies (medical and otherwise) essential to life and commerce in the islands. In its current state, it cannot continue to operate and meet both the public health needs and the commercial needs of the Territory. There are significant hurdles in receiving passengers and shipments without this upgrade, which could require another suspension of flights if left unaddressed.

(2) DETERMINE EXTENT OF NEGATIIVE IMPACT

With no non-resident travelers entering the Territory for the last 16 months, tourism has been severely impacted. The lack of travelers has had a ripple effect on the economy as it has stunted growth of local small businesses. For a remote island location like American Samoa, travelers' equal potential customers for a variety of businesses. The suspension of flights was detrimental to the economy in this respect, but essential for keeping the people COVID-free.

An airport that is designed to accommodate passengers and the public with more open space s and better equipment will effectively prevent this harm from reoccurring while uplifting those businesses by bringing in tourists.

(3) IDENTIFY HOW PROGRAM RESPONDS TO THE NEGATIVE IMPACT

The Airport Upgrade Project would address the negative economic harm by making the facilities suitable for travel and reduce the previous concerns with re-opening flights. Upgrading the equipment and structures would allow for the more efficient flow of people through check-in, security checkpoints, and waiting areas.

It would also provide further economic opportunities by creating a space for restaurants. The current restaurant will need to be moved from its location to accommodate the expanded areas that allow for social distancing.

These upgrades will ensure that the airport is up to date with all FAA requirements and is able to receive travelers and cargo. Both of which are essential to the economy of American Samoa. By allowing for the safe entry of passengers, it will also support existing business districts by bringing in more customers.

Scope of Work

The project is for the complete design, permitting and construction of the Airport Terminal Building. This includes:

- Reconstruction of the Arrivals and Departures areas and their required facilities and offices, to ensure adequate space for operations and social distancing (including Customs, Health Screening Areas, Immigration, etc)
- Construction of a Jet Bridge to Stand B
- Reconstruction of the Baggage Handing Areas to tie into the new Arrivals and Departure Areas
- Reconstruction of the Check In Fale including TSA Screening and Baggage flow, to allow for social distancing practices
- Reconstruction of the Passenger Waiting Fale to allow for changes in the flow of passengers
- Fale Samoa, to be relocated to allow better access and use for cultural purposes, away from regular airport operations (such as receiving of the remains of loved ones from off island)
- Reconstruction of Public and Restaurant Areas
- Reconstruction of the Vehicle Canopy (including pick up and drop off locations), etc.

Concept Photographs

The Design Phase includes:

- Surveying, environmental and historical permits
- Site visits and investigations
- Consultations with Airport Users
- Electrical, Mechanical, Civil services and all other services required for the design
- Concept Design Options
- Detailed Design Deliverable
- Final Design Deliverable
- Construction and Bidding Documentation
- Cost Estimates for concept options, and design deliverables
- Design Support during construction
- Construction Monitoring services

The Construction Phase includes:

- Compliance with all permits (local and federal)
- Demolition of existing building structure, and appropriate disposal
- Supply of all material and labor of the construction of the Airport Terminal Building as per the design documentation
- Supply and construction of the new Jet Bridge as per specifications
- Supply and installation of new equipment (including conveyor belts, check in scales etc)
- Supply and installation of all furnishings included the bid documents (chairs, tables, booths, railings, etc)
- Provide as-builts of all construction and utilities
- Provide maintenance manuals for all equipment installed in the facility

These upgrades will ensure that the airport is equipped to carry out day to day operations, during the COVID 19 pandemic, and is kept up to date with all FAA requirements to allow passenger and cargo operations to continue. Both of which are essential to the economy of American Samoa.

Implementation Plan & Timeline

Phase 1 – Design and Permitting **10 months**

- Procurement (Request for Proposal) 2 months
- Contract Award 1 month
- Design Process 7 months
    - Pre-Design Meeting
    - Airport Users Consultations
    - Site visits and investigations (surveys, geotechnical survey, etc)
    - Environmental surveys/permitting (as required)
    - Historic Preservations surveys (as required)
    - Concept Design and Cost Estimate Options Deliverable for review
    - Detailed Design and Cost Estimate Deliverable for review (90% design completed)
    - Final Design and Cost Estimate Deliverable
    - Construction Bid Documents
    - Provide Construction Monitoring services

Phase 2 – Construction **21 months**

- Procurement 2 month
- Contract Award 1 month
- Construction 18 months
    - Pre- Construction Meeting
    - Airport User Consultations (regularly)
    - Material Procurement and Construction Pro240cess
    - Final Inspection and Defects List
    - Project Completion Inspection and Award
    - Defects Liability Period Completion Inspection and Award

Cost Estimate

The Cost Estimates for the project phases:

	Total Cost
Design and Permitting Phase	$1,000,000
Construction Phase	$14,000,000
	$15,000,000

New Inter-Island Transportation Economic Program

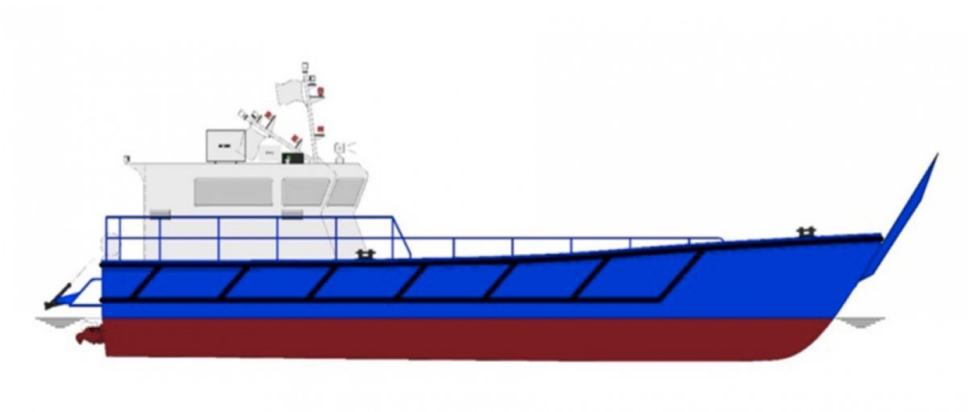
Project Lead: Siosiua Fifita

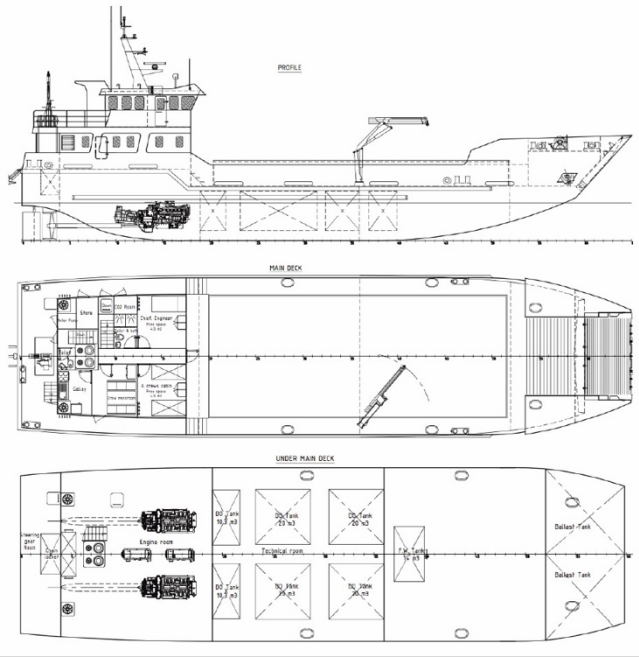
Project Description

Background:

This Project is for the acquisition of a new Landing Craft Unit, to transport passengers and cargo between the islands of American Samoa.

The islands of Manu'a are roughly 70 miles away from American Samoa's main island of Tutuila and, most importantly, the only hospital in the Territory. These islands are also home to about 1,400 people. There is a significant lack of healthcare infrastructure in Manu'a, which requires the residents to make the trip to Tutuila for much of their healthcare needs.





Reliable transportation is, thereby, an essential aspect of access to healthcare for the residents of Manu'a. Many of these residents suffer from the same non-communicable diseases present in the rest of the Territory, making them particularly vulnerable. COVID-19 highlighted the need for more reliable and regular transportation to ensure that the residents in Manu'a have access to healthcare. Travel restrictions resulting from COVID-19 also affected service to the Manu'a islands.

American Samoa Government currently only owns one vessel, the MV Manuatele to operate between the islands. With only one vessel in operation, this makes the transportation of people and cargo to the islands unreliable, as there is no alternative when the MV Manuatele is due for maintenance or repairs.

The acquisition of a Landing Craft Unit would allow reliable and regular transportation between the islands.

ARPA Eligibility Analysis

PUBLIC HEALTH ANALYSIS

(1) IDENTIFIED NEED

The islands of Manu'a are roughly 70 miles away from American Samoa's main island of Tutuila and, most importantly, the only hospital in the Territory. These islands are also home to about 1,400 people. There is a significant lack of healthcare infrastructure in Manu'a, which requires the residents to make the trip to Tutuila for much of their healthcare needs.

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(2) IDENTIFY HOW PROGRAM ADDRESSES THE NEED

One of the key points in the IFR, is the need to address disparities in public health outcomes. Providing access to healthcare resources, "including services that connect residents with health care resources and public assistance programs and build healthier environments" are what the ARPA funds are intended to address. While the non-exhaustive list in the IFR refers mostly to community health workers to facilitate those connections between the community and health care, American Samoa faces a unique challenge with Manu'a, where the literal connection to services (i.e. transportation) is of critical importance. Ensuring that there is regular and consistent transportation will ensure that this vulnerable population gets the medical care it needs. This is also in keeping with the explicit purposes listed in the IFR that references "support for vulnerable populations to access medical or public health services."

NEGATIVE ECONOMIC IMPACT ANALYSIS

(1) IDENTIFY NEGATIVE IMPACT

In assessing whether a use of funds is eligible to address negative economic impacts, the recipient must "consider whether an economic harm exists and whether this harm was caused or made worse by the COVID-19 public health emergency." IFR p.30. The use must also "respond to" the identified negative impact and be related and reasonably proportional to the type of harm caused.

For the proposed use, transportation is an essential aspect of business operations in Manu'a and overall economic development. American Samoa has a limited number of vessels that can adequately navigate the wharfs in these islands. The islands are remote and difficult to access, an issue that was exacerbated by the pandemic and highlighted the need for adequate transportation for goods and services to a population dependent on imports.

The Territory's main vessel for inter-island transportation, the Manu'atele, has experienced many periods of non-use due to necessary repairs. This occurred during the declared public health emergency, as well.

(2) DETERMINE EXTENT OF NEGATIIVE IMPACT

The lack of reliable transportation negatively impacted businesses in Manu'a by making it more difficult to serve these islands with supplies, personnel, and tourists. Purchasing an LCU vessel would directly respond to the negative impact by ensuring reliable service that meets the needs of travelers and businesses.

Threats to transportation exacerbate existing disparities in economic outcomes for Manu'a residents. In the most recent Statistical Yearbook published by the ASG Department of Commerce, there were several key indicators of disparities identified. Manu'a workers had a median income of $6,000 less than the territorial average at $17,614 compared to $23.,892. This is also reflected in the per capita income, where Manu'a is at $5,441 while the territorial average is $6,311. This disparity has also increased over time. For example, the territorial per capita income increased by 44% from 1999 to 2009, yet it only increased by 20% in Manu'a. In 1999, Manu'a also had a per capita income over $100 more than the territorial average, further showing how it is struggling to keep pace with economic development in the rest of the Territory. Finally, Manu'a has a poverty rate 7% higher than the territorial rate coming in at 64.8%.

In addition to the need for goods and services to flow into Manu'a, it is just as important to connect local Manu'a produce with the rest of the population. Many residents in Manu'a are farmers and sell their produce locally in markets. The main market is located in Tutuila and represents a significant opportunity to make sales of their produce. Consistent access via water transport is essential to ensuring that local farmers are able to earn a return on their crops.

(3) IDENTIFY HOW PROGRAM RESPONDS TO THE NEGATIVE IMPACT

Reliable marine transportation is crucial to the economic health of Manu'a. There were significant disruptions to inter-island transport to Manu'a during the pandemic as repairs and maintenance were difficult to obtain locally. An LCU would provide the proper type of vessel that can enter each wharf safely and bring people and goods to the islands as well as offer opportunities for residents to participate in the greater territorial economy..

CONCLUSION

Inter-island transportation and connectivity is essential for both economic and public health purposes. The current fragile state of vessels puts an entire portion of the population at risk of being left behind with extremely limited transportation options. Without addressing the need for a more reliable from of transportation, health outcomes and persistent economic disparities will continue worsen.

Based on the guidance under the Interim Final Rule and the analysis for eligible uses, the Transportation Project appears to be an eligible use of funds.

Scope of Work

The Scope of this project is to purchase a Landing Craft Unit, to operate between the islands within American Samoa.

The Vessle Specifications will include:

- Year Built: New - a must!!
- Certification: U.S. Coast Guard Certification Of Inspection (COI), Ocean Going
- Vessel
- Class: American Bureau Shipping (ABS) load line certified.
- Type Landing Craft Unit (LCU) – Passenger/cargo ferry
- Passenger Capacity: Comfortable seating for 85 passengers
- Length: Minimum: 100ft / Maximum: 140ft
- Beam (Width): Minimum: 25ft / Maximum: 36ft
- Draft: Minimum: 3ft / Maximum: 8.3ft / Flat Bottom
- Hull Type: Marine Grade Steel
- Engine HP – Inboard (2) Main Engines / Minimum 1500 horsepower each.
- Generators (3) 40kW
- Fuel Capacity: 46,000gals
- Bow Thruster: (1) @ 5T
- Full Load Capacity 350T
- Ramp 118 inch Bow Ramp for cargo and Passenger side ramp
- Navigation Gear Radar, Electronic Chart Display, Compass, AIS, Autopilot, Depth Sounder
- Communications Radio: VHF, SSB
- Firefighting On board Fire Suppression system/ Extinguishers
- Cargo Type: Passengers, Loose cargo, vehicles and heavy equipment
- Propellers (2) Fixed Pitched
- Potable Water 6,000gals

A Request for Proposals will be advertised to select an Experience Consultant who will be responsible for finalizing the Vessel specifications and needs.

Once completed, a Request for Proposals to contract the Vessel Builder and Construction Manager, to carry out the construction of the vessel.

Implementation Plan & Timeline

DESCRIPTION	ESTIMATED DATES
RFP for DESIGN	January 2022
Awarding of RFP	March 2022
Bidding Process for Builder and CM	March 2022
Contractor Selection/Contract Signing	April 2022
Construction Start Date (NTP)	May 2022
Construction Completion Date	May 2023
Preparation of vessel for Sailing	June 2023
Delivery of Vessel	July 2023
Dedication of Vessel	August 2023

Cost Estimate

DESCRIPTION	ESTIMATED COST
Task Force to put together Vessel Specs and Project SOW for RFP	
Vessel Specs / Design	$200,000
Vessel Build / Shipyard	$5,500,000
Vessel Build/Construction Management	$200,000
Preparation and outfitting of vessel for delivery	$260,000
Contingency (15%)	$340,000
ESTIMATED TOTAL	**$6,500,000**