

USVI Office of Highway Safety Plan Evaluation



Fiscal Year 2017 Annual Report



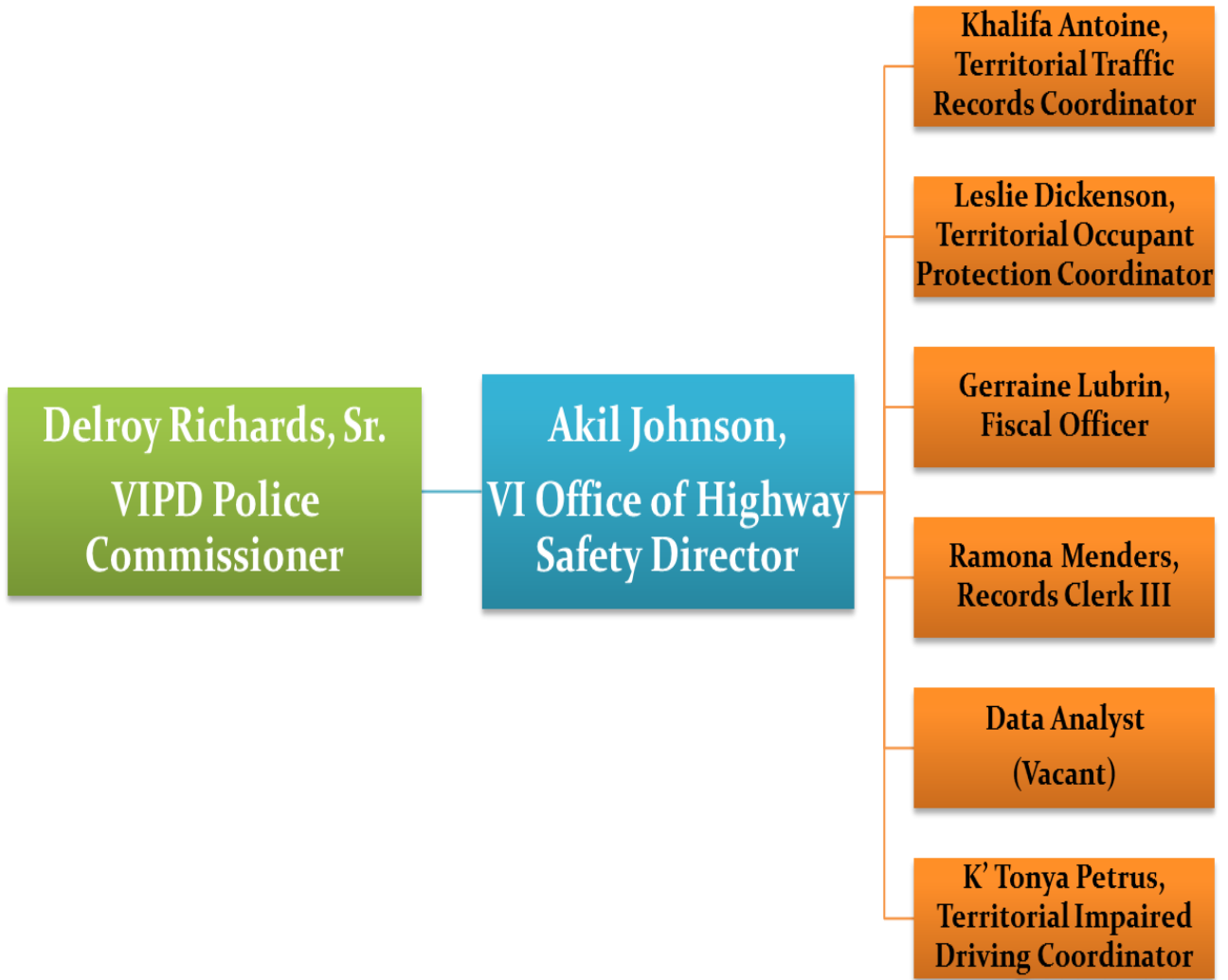
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Virgin Islands Police Department- VIOHS Hierarchical Chart



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Introduction

Since 1974, the Virgin Islands Office of Highway Safety (VIOHS) has been under the umbrella of the Virgin Islands Police Department, which is the state government entity that focuses on the Territory's traffic safety issue. By coordinating the planning, development, and execution of educational and enforcement programs, we aim to change driver behaviors to reduce and prevent fatalities and serious injuries on the Territory's roadways.

The United States Virgin Islands is comprised of three islands with a population of 106,405 and a land area of 133 square miles. The Territory consists of three main islands: Saint Thomas, Saint John, and Saint Croix, as well as several dozen smaller islands. The main islands have been given nicknames often used by locals: "Twin City" (St. Croix), "Rock City" (St. Thomas) and "Love City" (St. John). The combined land area of the islands is roughly twice the size of Washington, D.C. The U.S. Virgin Islands is the only U.S. jurisdiction that drives on the left side of the road. This was inherited from what was a customary practice on the islands at the time of the 1917 transfer, to limit losses of livestock. As most cars being imported from the mainland United States are left-hand drive, the driver sits to the outside of the road, raising traffic safety issues that locals and visitor have grown accustomed to. Additionally, most roadways are only one-lane per direction making roads relatively small in width (shown below). Hurricane season runs for as much as six (6) months, commencing from June 1 through November 30 (which was evident when the Territory was hit with two (2) Category 5 Hurricanes within a two-week span with an average annual precipitation of 40 inches. These conditions can easily flood the roads anywhere throughout the Island.



Also there's disadvantages to traffic safety, such as alcohol consumption (being duty free; legal drinking age of eighteen (18); and average cost per bottle \$8), speeding, and lack of compliance for warning signs and signals are evident in contributing factors of crashes and other distractions. This remains alarmingly important to the VIOHS for risk factors that compliant road users are exposed to when commuting modes of transportation from one point to another.

With the purpose of addressing the evolving thorn, to augment change, the agency and its traffic safety partners- local police forces, private sector and nonprofit organizations- have consistently joined resources and efforts in designing and executing strategic campaigns involving law enforcement, education and outreach, and rapid emergency medical services. Thus, the successful tools



in approaching serious traffic problems, reported a twenty-nine percent (29%) decrease in traffic fatalities in Fiscal Year (FY) 2016 from fourteen (14) to ten (10), the lowest it has been since 2011 which had eight (8). During Fiscal Year 2017 the amount of fatalities remained the same at ten (10) although increases were seen in specific classes of fatalities (which would be highlighted in specific areas of the report). Positively, the goal for the fiscal year was met. Therefore, the VIOHS will continuously review performance goal achievements to determine whether additional educational strategies and other initiatives are needed to move forward in traffic safety and reduce fatal crashes and serious injuries because of the relatively low number of fatalities.

Executive Summary

The Virgin Islands Senate legislated that the Virgin Islands Office of Highway Safety (VIOHS) would be responsible for developing and implementing, on behalf of the Governor of the Virgin Islands, the Virgin Islands Highway Safety program. To achieve this mission, the VIOHS promotes Territory-wide traffic safety programs through education, enforcement activities, and behavior modification by administering and coordinating funding for the Territory of the US Virgin Islands.

As previously discussed, the VIOHS manages grant funding from the National Highway Traffic Safety Administration (NHTSA) in partnership with public and private entities. Highway safety programs are developed and implemented to reduce traffic crashes, injuries, property damage and subsequent deaths. These programs include strategies associated with traffic enforcement, public education and awareness, media campaign, and community interaction. Programs can be far reaching and part of an overall approach, or they can be specific with short-term approaches.

Although the fatality goals were met in most areas for Fiscal Year 2017, there were increases in “unrestrained passenger vehicle occupant fatalities.” Through shared concerns with the community, the Virgin Islands Police Department (VIPD) Commissioner (Governor’s Representative) has created a Traffic Enforcement Unit under the Office of Highway Safety with circa seventeen (17) officers (ranking and non-ranking) territorially. However, with the Territory still under the “State of Emergency” status these officers/supervisors are performing tasks relevant to the USVI’s Recovery efforts. The creation of this group will only result in remarkable and exemplary accomplishments to the VIOHS’s commitment to safe driving through continued efforts to improve occupant and non-occupant awareness.

To ensure that the VIOHS continues its efforts during Fiscal Year 2018, the following program areas will be addressed: Occupant Protection, Impaired Driving, and Traffic Records through §402, MAP 21- §405, §406 and §408, with §402 being the primary source of funding for these programs. Progress in meeting our goals and objectives will be monitored and measured based on ten (10) core performance measures agreed upon by NHTSA and GHSA, one (1) behavior measure and three (3) activity performance measures. These will continue to be monitored through a three (3) tiered process that works for the VIOHS. The tiers are as follows:

- ✚ **Administration** –Includes the management of all NHTSA funds (e.g., §402, §405, §406, and §408) local funds (non-matching), the distribution of these funds to sub-grantee agencies, and preparation of the annual Highway Safety Plan, Traffic Records Plan and Highway Safety Plan Evaluation.
- ✚ **Problem Identification**– Includes collection, analysis and evaluation of data to identify the actual and potential traffic hazards and the development of effective

countermeasures.

- ✚ **Leadership and Technical Assistance** –Includes providing training and technical assistance to local partners, monitoring and evaluating grantee performance for maximum effectiveness and leading conditions in the territory that show promise to impact highway safety.

These exertions will continue by constantly improving strategies and best practices until numbers of traffic fatalities, serious injuries and property damages are relatively low.

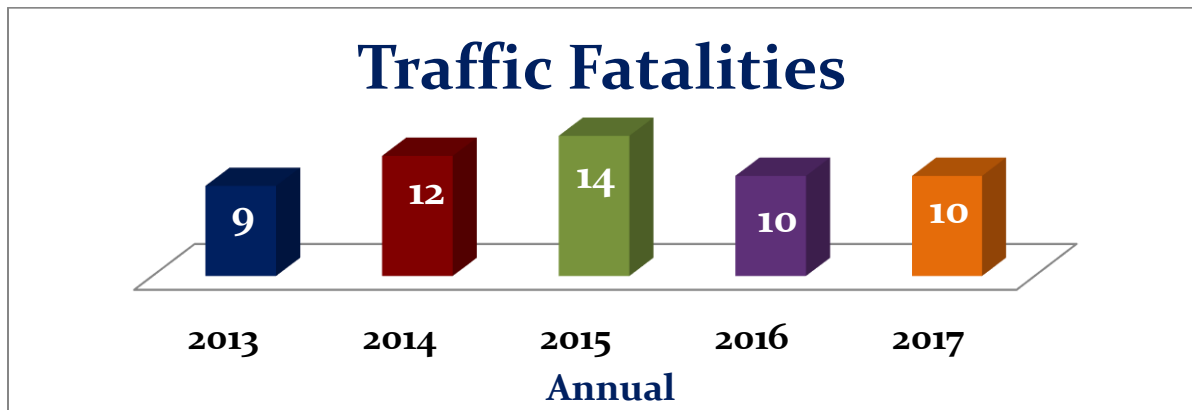
Core Performance Measures

Core Outcome Measure	Five-Year Moving Average 2012-2016 (From HSP)	2017 Goal (From HSP)	Actual FY 2017 Results	Goal Met Yes Or No
Traffic Fatalities	11	10	10	Yes
Serious Injuries in Traffic Crashes	13	12	16	No
Unrestrained Passenger Vehicle Occupant Fatalities	3	2	4	No
Alcohol Impaired Driving Fatalities	2	1	1	Yes
Speeding-Related Fatalities	4	3	3	Yes
Motorcyclist Fatalities	3	2	1	Yes
Unhelmeted Motorcyclist Fatalities	0	0	0	Yes
Drivers Age 20 or Younger in Fatal Crashes	1	0	0	Yes
Pedestrian Fatalities	3	2	2	Yes
Bicyclist Fatalities	0	0	0	Yes
Observed Seat Belt Use	77.5%	84%	Not Completed	No
Seatbelt Citations Issued During Grant-Funded Enforcement Activities	Leave Bank		771	No Quota Set for These Measures
Impaired Driving Arrests Made During Grant-Funded Enforcement Activities			9	
Speeding Citations Issued During Grant-Funded Enforcement Activities			2	

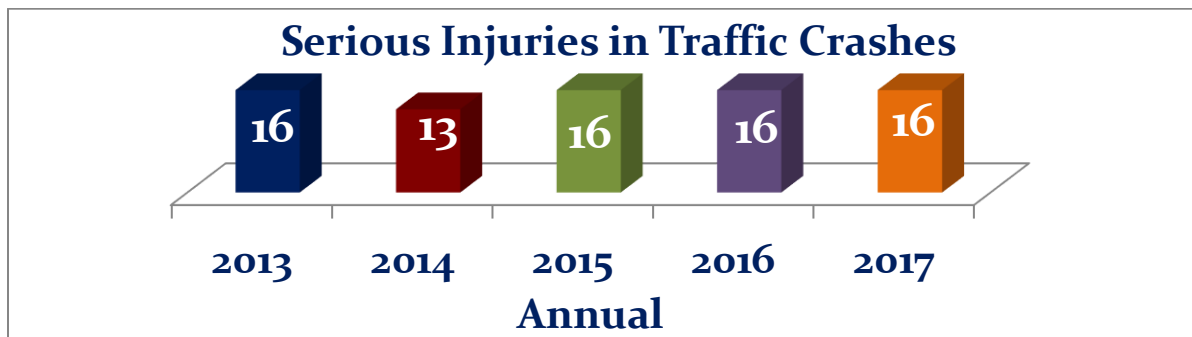
Performance Measures

The process of setting traffic safety improvement goals and their measurements begins with gathering traffic data. Most of the core performance measures, data is gathered and analyzed for the five (5) most recent years available. Additionally, recent performance and trends are analyzed. Trends from the previous two (2) years are looked at more closely. Some obvious questions are asked; Are the more recent years trending up or down to a greater or lesser degree?

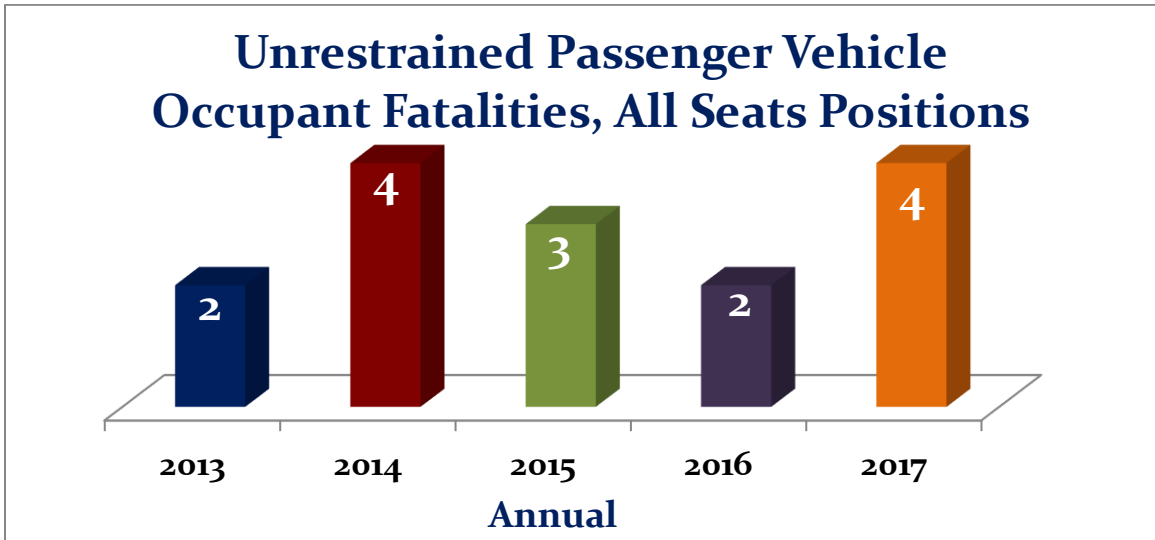
To decrease traffic fatalities (vehicles) by nine percent (9%) from the 2011-2015 with a five-year moving average of eleven (11) to ten (10) by December 31, 2017. The targeted goal of ten (10) was met as there were ten (10) traffic fatalities that were recorded for the Fiscal Year 2017.



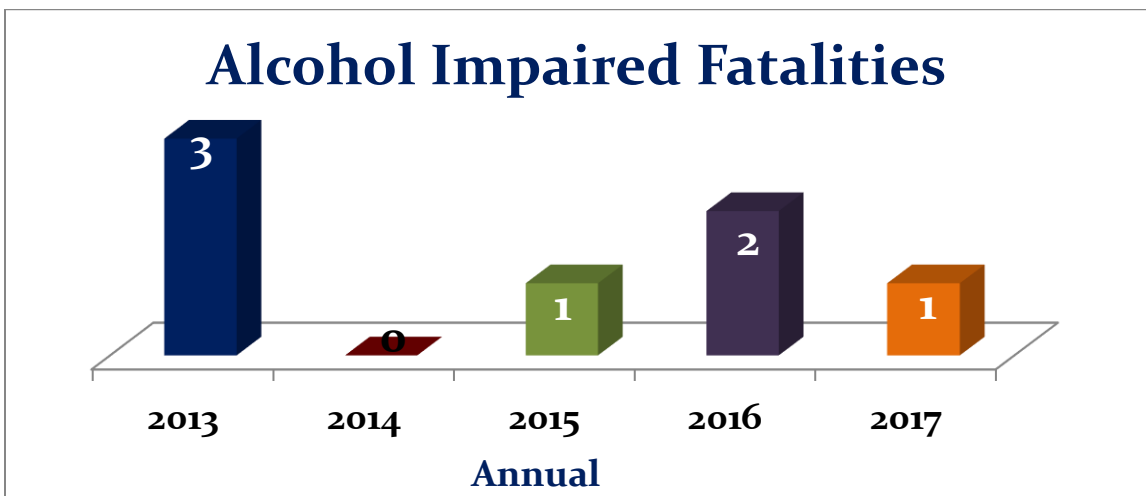
To decrease serious traffic injuries by eight percent (8%) from the 2011-2015 calendar base year average of thirteen (13) to twelve (12) using the performance measure of total number of serious injuries. This goal was not met as there was an increase from the average of thirteen (13) to an actual number of sixteen (16) which represents an increase of twenty-three point zero eight (23.08%) percent of the average. However, the actual number remains the same of that of Fiscal Year 2016 that reflected sixteen (16) cases of crashes involving serious traffic injuries when evaluating Fiscal Year 2017.



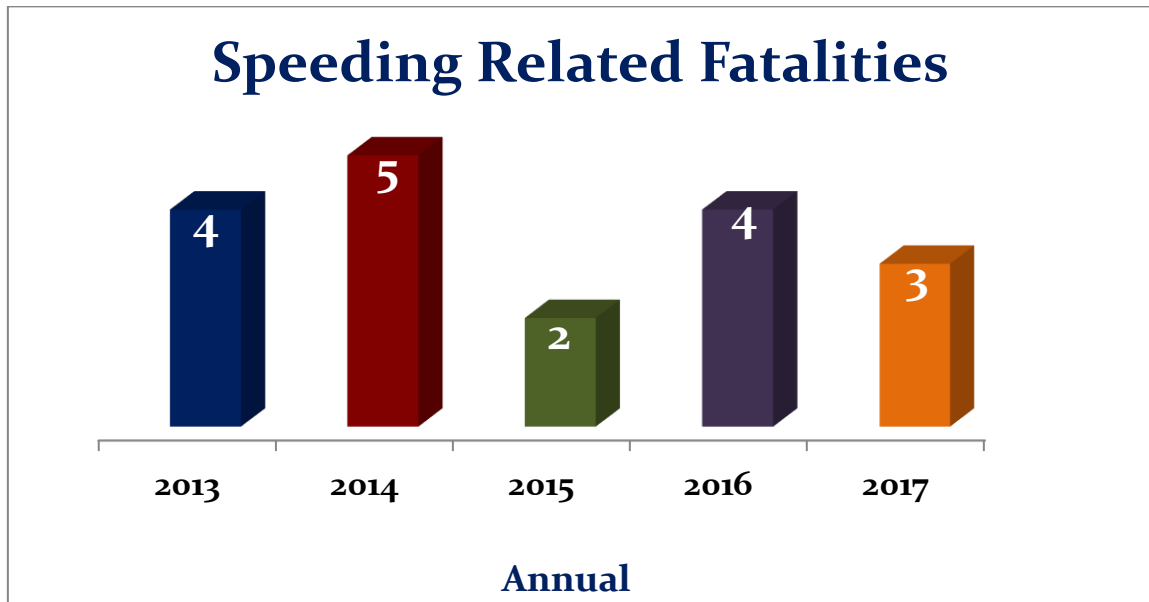
To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by thirty-three percent (33%) from the 2011-2015 calendar base year average of three (3) to two (2) using a performance measure of capturing the total number of unrestrained passenger vehicle occupant fatalities. During this fiscal year, the goal was not met. There was an increase in the amount of unrestrained passenger vehicles occupant fatalities by one hundred percent (100%) from two (2) to four (4). This inadvertently accounted for forty percent (40%) of the total fatalities for Fiscal Year 2017.



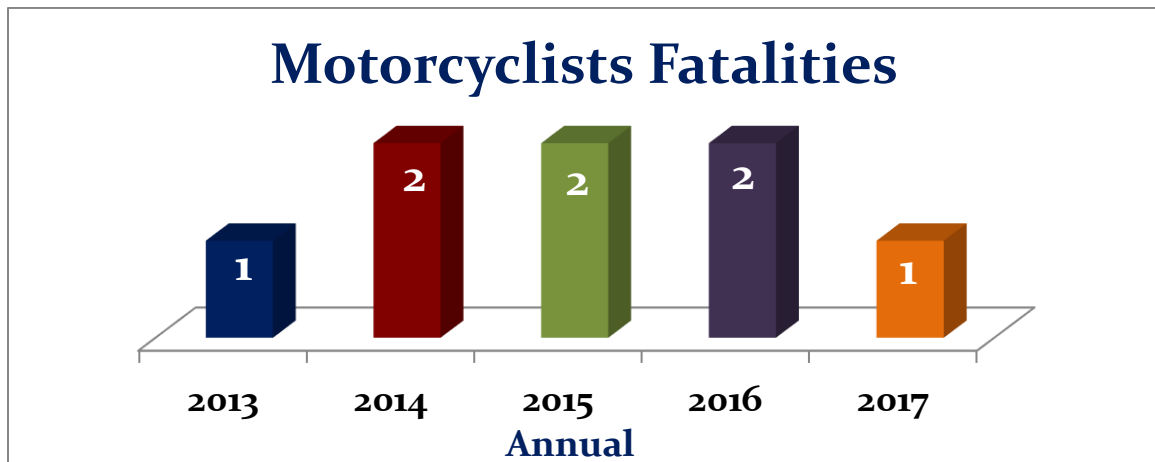
To decrease alcohol impaired driving fatalities by fifty percent (50%) from 2011-2015 five (5) year moving average of two (2) to one (1) by using a performance measure of capturing the total number of alcohol impaired driving fatalities. This goal was met. There was a fifty percent (50%) reduction of alcohol impaired driving fatalities from two (2) reflected in Fiscal Year 2016, to one (1) in Fiscal Year 2017.



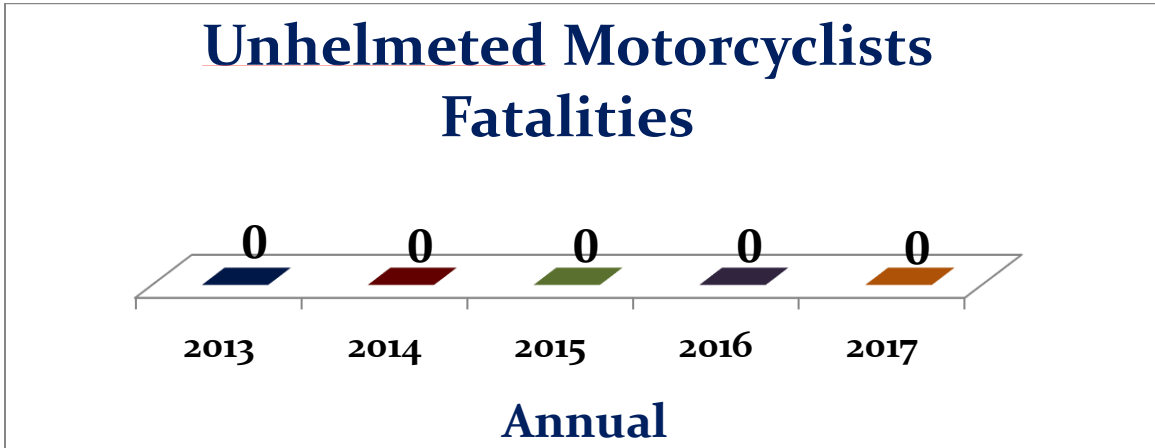
To decrease speeding-related fatalities by twenty-five percent (25%) from the 2011-2015 base year average of four (4) to three (3) using the performance measure of a total number of speeding-related fatalities. This goal was met this fiscal year. There was a twenty-five percent (25%) reduction from four (4) to three (3) of speeding-related fatalities.



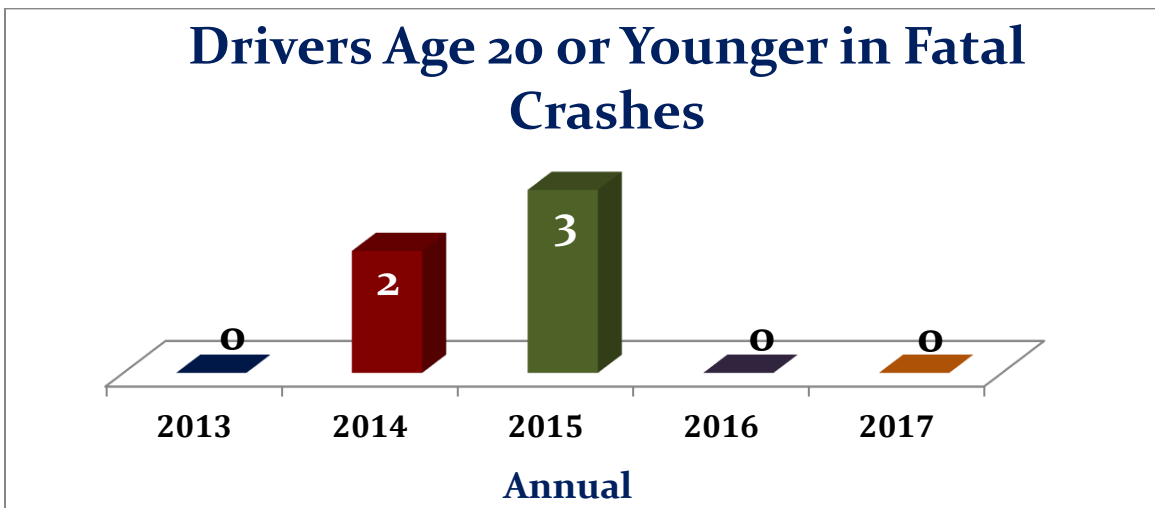
To decrease the number of motorcyclist fatalities by thirty-three percent (33%) from the 2011-2015 calendar base year average of three (3) to two (2) using the performance measure of a total number of motorcyclists' fatalities. This goal was met. Instead of reaching the reduction goal of thirty-three percent (33%), motorcyclists' fatalities were reduced to one (1) that accounts for a sixty-six point six six percent (66.66%) reduction rate based on the Fiscal Year 2017 figures.



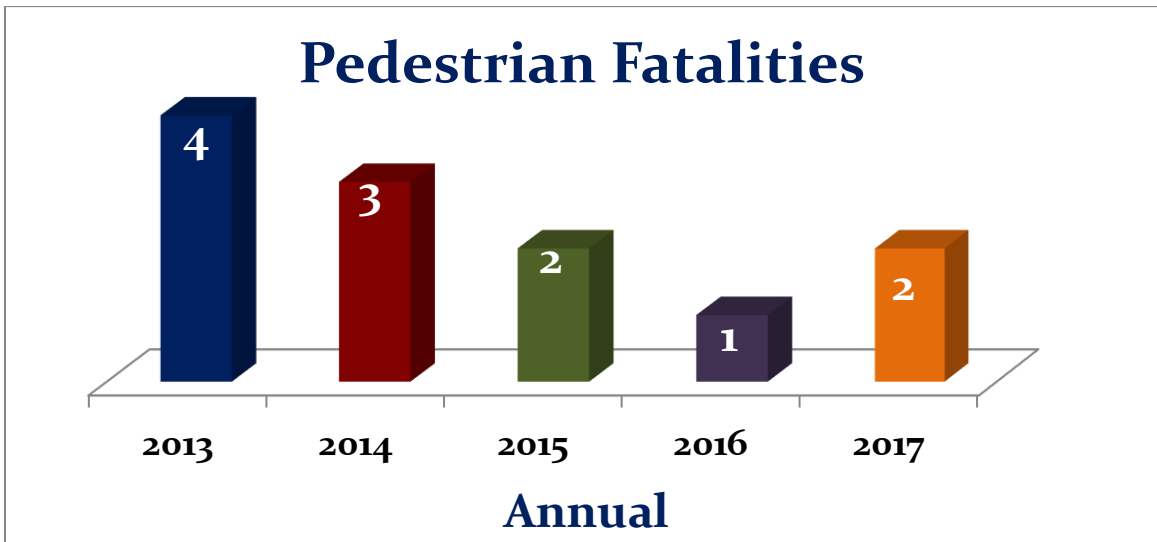
To maintain the unhelmeted motorcyclist fatalities from the 2011-2015 calendar base year average of zero (0) using the performance measure of a total number of unhelmeted motorcyclists' fatalities. This goal was met; there were no unhelmeted motorcyclist fatalities during Fiscal Year 2017.



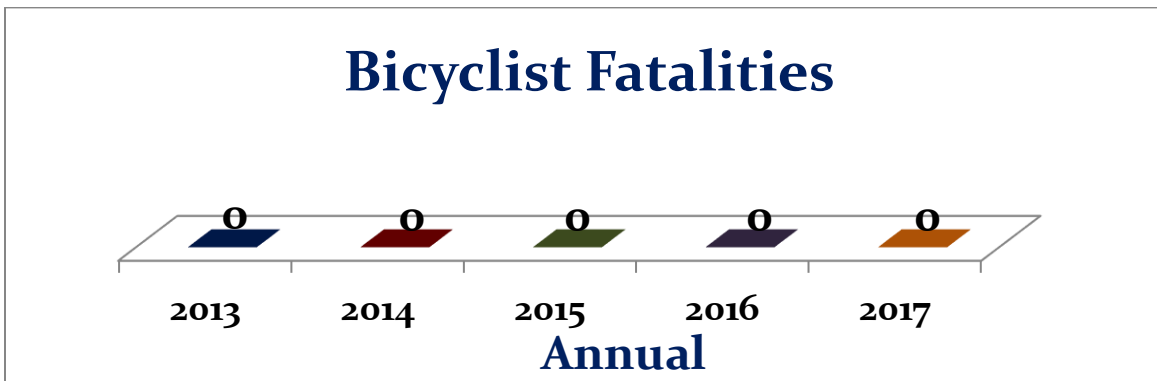
To decrease by one hundred percent (100%) the number of drivers age twenty (20) or younger involved in fatal crashes from the base line calendar year of 2011 - 2015 average of one (1) using the performance measure of a total number of drivers age twenty (20) or younger involved in fatal crashes. This goal was met, as the number of drivers age twenty (20) or younger involved in fatal crashes were reduced to zero (0) for Fiscal Year 2017.



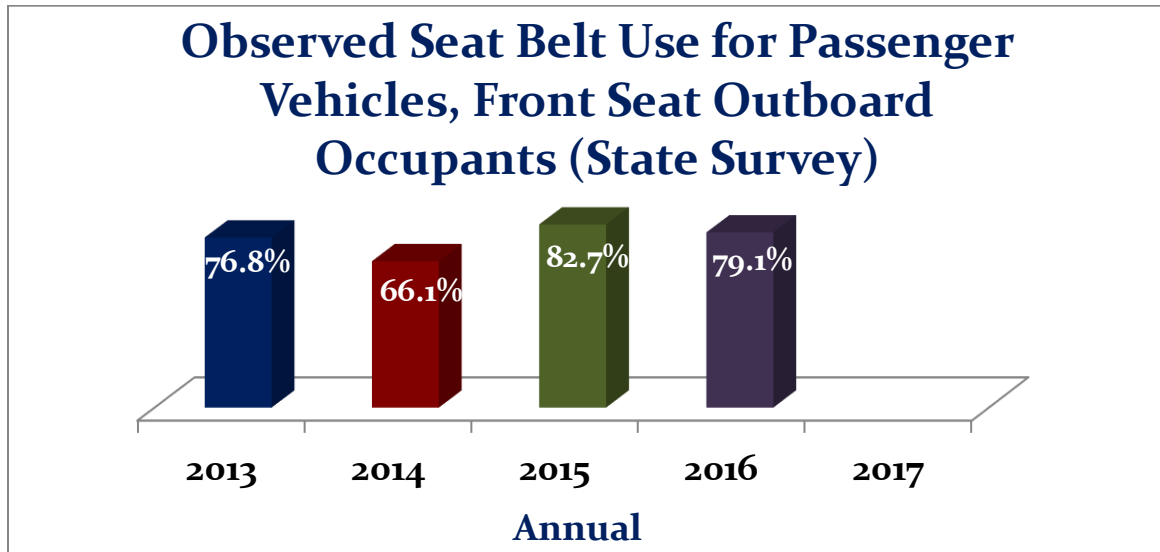
To decrease by thirty-three percent (33%) the number of pedestrian fatalities from the base line calendar year of 2011–2015 average of three (3) using the performance measure of a total number of pedestrians involved in fatal crashes. This goal was met, as the number of pedestrians that were involved in fatal crashes was reduced to two (2) in Fiscal Year 2017. However, similarly, there was an increase from the Fiscal Year 2016 number of one (1) to two (2) in Fiscal Year 2017.



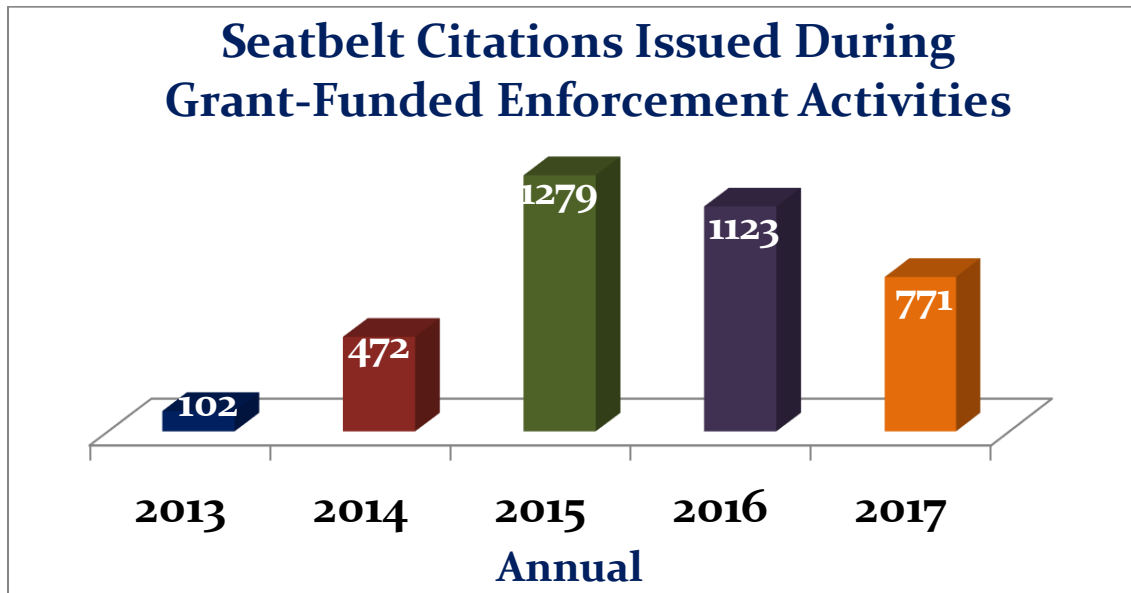
To maintain bicycle fatalities percent of zero (0) from the 2011-2015 calendar base year using a performance measure of capturing the total number of bicycle fatalities if any. This goal was met this year as bicycle fatalities remained at zero (0) for Fiscal Year 2017.



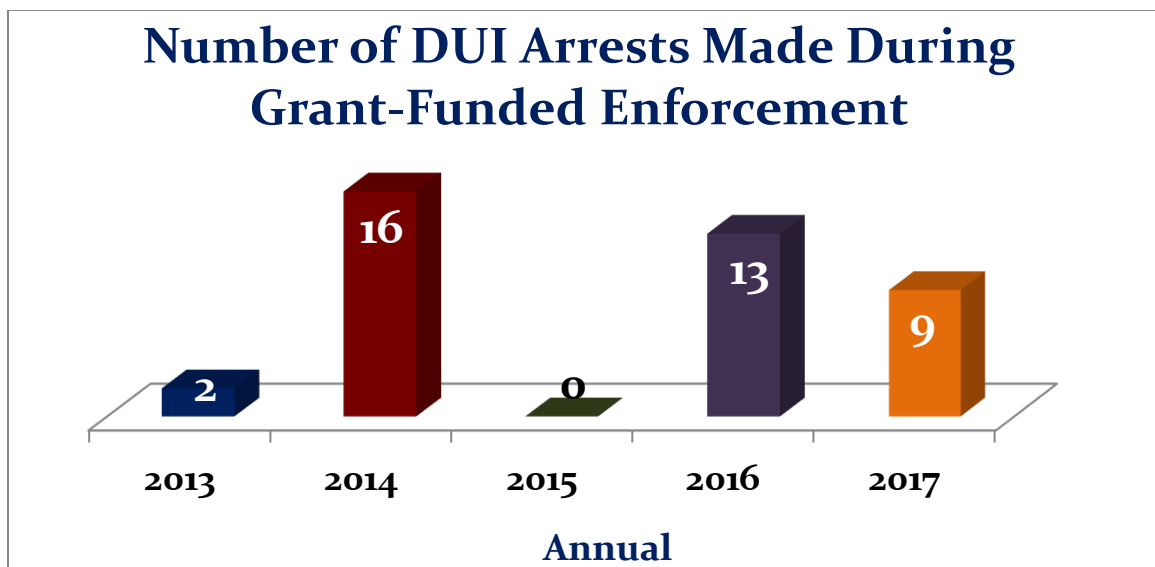
To increase territory-wide observed seatbelt use of front seat outboard occupants in passenger by two (2) percentage points from eighty-two-point seven percent (82.7%) to eighty-four percent (84%) to continue increasing from the 2011-2015 calendar base year average rate of seventy-seven point five percent (77.5%). Unfortunately, this goal was not met. As a result of the Territory experiencing two (2) Category 5 Hurricanes, Government operations were closed that prevented the seatbelt survey from being completed. Moreover, with the damages to roads and other pertinent areas highlighted under the site selection, survey team would have been unable to complete data collection.



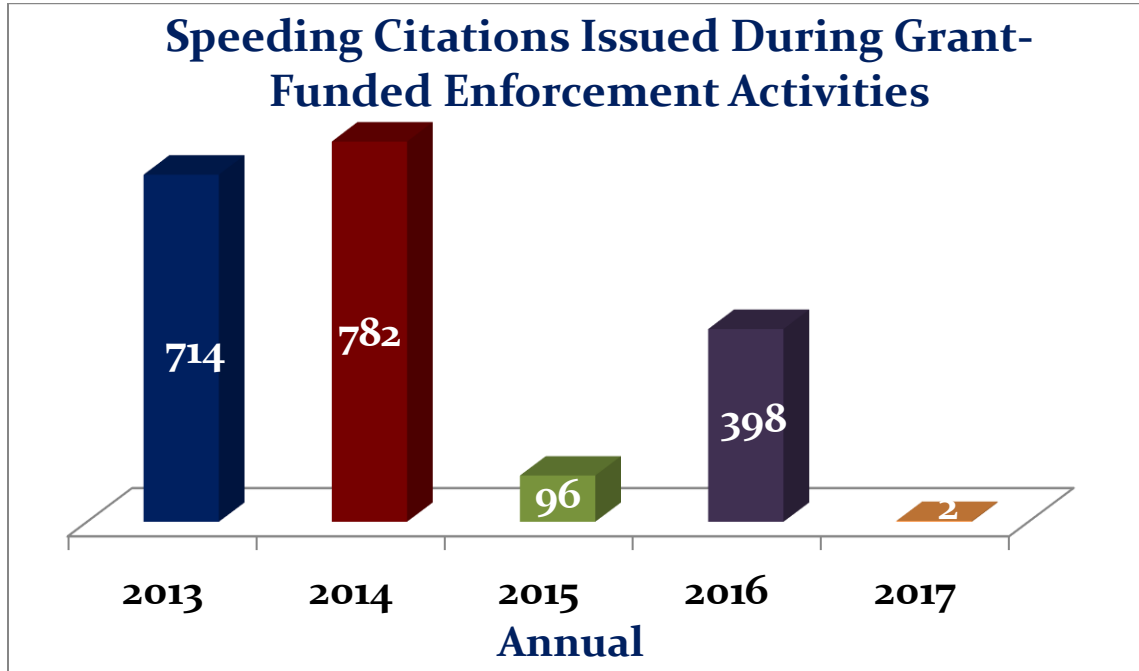
To continue seat belt enforcement activities and issuance of citations where necessary throughout the Territory to ensure the safety of the motoring public. Without setting a quota, continued grant funded and non-grant funded initiatives will aid in surpassing the 2015 amount of one thousand two hundred and seventy-nine (1,279) for grant funded and seat belt citations. During Fiscal Year 2017 there were seven hundred and seventy-one (771) citations issued during grant-funded activities throughout the Territory.



To increase Territory-wide impaired driving arrests during grant-funded enforcement by utilizing data such as the time of crashes. During Fiscal Year 2017 there were nine (9) arrests made in comparison to the thirteen (13) that was made during Fiscal Year 2016.



To increase territory-wide speeding citations issued during grant funded enforcement through increased activity. During Fiscal Year 2017, there were two (2) speeding citations that were issued. The Territory did not conduct a Police Traffic Services grant during Fiscal Year 2017 that would include speed enforcement.



Project Contributions to Meeting Highway Safety Targets

Awarded: \$287,203.00

Expended: \$100,744.89

\$402

Planning and Administration – USVI

The Planning and Administration project funded in the USVI oversees programs funded by source §402, §405, §406 and §408 in Fiscal Year 2017.

The goals of the Planning and Administration program are to provide management, supervision and support services for activities necessary to operate the traffic safety program in the Territory; to propose traffic safety legislation aimed at increasing awareness dangers of “risky” traffic safety behaviors, thereby reducing fatalities and increasing seat belt usage.



Objectives

- ✚ To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2017.
- ✚ To attend trainings, conferences, and webinars during Fiscal Year 2017 that would enhance the overall job performance of the VIOHS as stipulated by the National Highway Traffic Safety Administration (NHTSA).
- ✚ To conduct at least six (6) media events to publicize all locals and national enforcement initiatives whether or not they are funded by VIOHS by September 30, 2017.
- ✚ To prepare financial vouchers, Highway Safety Plans (HSP) and annual reports before the designated due dates applicable and before the end of Fiscal Year 2017.

Results

The VIOHS Planning and Administration (P&A) program was able to achieve most of the grant objectives in Fiscal Year 2017. Primarily, the VIOHS Director held several staff meetings during the fiscal year to discuss Program updates as well as other office related information. Meetings were held on January 17, 2017, February 7, 2017, July 20, 2017, and August 28, 2017. Agendas and sign-in sheets are available for meetings that were held. Coordinators used an open door policy to discuss programmatic difficulties that may have existed within the programs and its approved sub-grantees. During Fiscal Year 2017, there was a shortage of Coordinators for the Impaired Driving and Traffic Records Programs and posed some challenges involving the hiring of these individuals as it related to the background clearance of staff. When brought to the attention of the NHTSA Region 2 team, resolutions were sought in having the background clearances expedited to result in the hiring of employees. These employees start dates were May 1 and May 22, 2017. Hence, one-

on-one meetings were not conducted as slated. Programs developed ensured that all goals were measurable and attainable. Site visits were not conducted on a monthly basis. However, there were many informal monitoring conducted by telephone and email, done by the team to warrant tracking of the program activities that were approved. For sub-granted projects under the VIPD, the Commissioner of the VIPD (Governor's Representative) was notified on issues that were being faced in the non-compliance of conducted enforcement activities. This resulted in some structural changes within the Department. During Fiscal Year 2017, the P&A program managed and developed vouchers, the annual Highway Safety Plan for Fiscal Year 2018, as well as program evaluations. During this fiscal year, the VIOHS was at risk for losing Fiscal Year 2014 MAP-21 funding. As a result, the 2018 Grant Proposals are being developed to ensure that the projects were developed to accounted for funds that were deemed in jeopardy. The VIOHS staff collaboratively reviewed all proposals to guarantee that expenses within the projects were realistic and achievable. Goals and objectives that were covered in grant proposals were also critiqued to determine whether or not they would tie to the overall goals of the VI Office of Highway Safety.

During the course of the fiscal year, the Planning and Administration Program was approved for eleven (11) trainings/conferences to attend. Unfortunately, due to circumstances such as travels not approved in a reasonable time by the Governor and other related situations, only three (3) were attended within the fiscal year. The Director of the VIOHS and the Fiscal Officer (staffed under the P&A program), attended *Managing Highway Safety Programs (December 2016)*. The Director also attended *Communication Skills for the Highway Safety Professional (February 2017)* and *LifeSavers National Conference (March 2017)*.

The trainings afforded the Director and others involved in the daily operations of Highway Safety the opportunity to be trained and gather a better understanding of the program requirements to operate a functional and compliant Highway Safety Office. The information gathered from each of the trainings were shared with staff and provided guidance to enhance the effectiveness of the operations in the office. Moreover, reports were completed to provide the VIPD Commissioner and Governor which highlighted best practices learned from the trainings and what would be altered as an outcome of attending the courses. At a disadvantage to the VIOHS Director some courses were not attended. Therefore, first-hand knowledge and best practices used in programs such as NHTSA Region 2 Impaired Driving Summit; Data-Driven Approaches to Highway Program Assessment; the Impaired Driving Program; and the Occupant Protection Program overview could not be gained.

Furthermore, the NHTSA training schedule was also provided to staff to determine the best trainings for their program areas to prepare effective and efficient projects. The staff, especially the new hires was unable to attend most of these trainings. Two (2) were approved and could not be attended as a result of airport closure from Hurricanes Irma and Maria. GHSA newsletters were received by staff to keep up with program changes, especially those that were relevant to the Territories, by being disseminated by the VIOHS Director. Webinars and conference calls were also attended during this fiscal year.

The VIOHS Planning and Administration project met the objective of conducting at least six (6) media events that will publicize local and national initiatives that were grant funded and non-grant funded. The Impaired Driving program and Occupant Protection Program held

press conferences that publicized the national initiatives. Additionally, the VIOHS Director in conjunction with enforcement officers conducted several public outreach using the local news stations and the Government Access Channel to speak about highway safety initiatives and Territory data. Radio shows and newspaper ads were also used to disseminate information on ongoing and upcoming initiatives, as well as to shed light and educate the general public on the importance of roadway safety. The VIOHS participated in the 46th Annual Agricultural and Food Fair (February 2017); New Attitude Talk Show (March and April 2017); Kennedy Fun Day (July 2017); VIPD Job and Information Fair (July 2017) and COPS Talk Show (July 2017). The VIOHS utilized the local newspapers (online and printed), and the Government Access Channel for the first time to solicit new sub-grantees for Fiscal Year 2018 projects.

In previous fiscal years, the Virgin Islands Office of Highway Safety was not submitting vouchers to NHTSA for reimbursement, providing the needed review and oversight of its financial management responsibilities, or meeting slated deadlines. As such, the VIOHS Director set an objective to assure the required minimum responsibilities of the Highway Safety Office were met, including preparing financial vouchers, Highway Safety Plans, and annual reports within applicable deadlines. Thus far, there have been fourteen (14) vouchers that have been prepared and submitted in Fiscal Year 2017. During this fiscal year, the VIOHS regressed in the spending of funds due to insufficient staff to manage program activities and generate expenditures. Moreover, the Fiscal Year 2018 Highway Safety Plan was submitted and approved with conditions for the Territory. Hence, the objective was achieved.

Fiscal Year 2018 Corrective Measures

Just as this area had successes, there were some shortfalls that occurred:

- 1)** Monthly one-on-one meetings with the Director were not kept. As a corrective action, the Director has started doing weekly meetings with the VIOHS staff. In these weekly meetings, tasks and goals to be met for the week are assigned to staff. For accountability measures, the staff is required to complete a bi-weekly report that is to be submitted on the Friday after payday. Increased program effectiveness through spending and meeting program goals and objectives, along with close monitoring and individual technical support will be the intended outcome of this modification.

- 2)** In addition, VIOHS Policies and Procedures Manual require monthly onsite visits of all its sub-grantees, followed by a letter from the Director that evaluates progress. Monitoring visits are critical to assure the VIOHS can reasonably assure compliance issues are identified and resolved, and can serve as a prevention method to be able to address all short falls that may occur during the fiscal year of all approved projects. As a corrective measure under this process that has improved, the VIOHS Director will assign monitoring schedules to program area Coordinators as part of weekly tasks. This will include inter-island monitoring visits that would also be provided to the NHTSA Region 2 office for approval. As it relates to enforcement activities, the VIOHS Director will work closely with the Territorial Traffic Unit Commander to warrant full

and effective participation in enforcement initiatives through updated progress monitoring and bi-weekly meetings.

- 3) Increasing public awareness and dissemination of public information is necessary for the public to grow its understanding of traffic safety, and aid VIOHS in reaching program goals. Consequently, the VIOHS will continue to work with the current Public Information Officer (PIO) that has been hired full-time by the VIPD to develop individual program media plans to disseminate information. Additionally, the VIOHS will reach out to the NHTSA Region 2 Office to re-schedule best practices site visits and shadowing of States that has similar data trends to that of the USVI.
- 4) The VIOHS will work on the submission of vouchers based on frequent expenditures. The first quarter of the fiscal year was already missed as a result of the Territory being hit by two (2) Category 5 Hurricanes and is still in the recovery mode of the declared "State of Emergency." With approved projects and program budgets online, spending will immediately commence to enhance and improve recognizably poor spending habits. Under the Planning & Administration program, the VIOHS Director will continue to request for the VIPD's Territorial Commander/Project Director to provide backup documentation after each mobilization to the VIOHS. This will allow increased accountability and oversight of mobilizations being conducted within the fiscal year.
- 5) The VIOHS currently has two (2) vacancies. The VIOHS for years have unsuccessfully listed and allotted funds under the Planning and Administration Project for a Law Enforcement Liaison for five (5) years. As a result. The VIOHS has removed it from this project and will have it as a separate project. The VIOHS Director will work closely with the VIPD Commissioner to select a candidate capable of performing the duties required of a Law Enforcement Liaison (LEL). The VIOHS repeatedly advertised during Fiscal Year 2017 for a Data Analyst and was not successful with receiving qualified applicants. As such, the VIOHS will work jointly with the VIPD's Human Resources Bureau to ensure that the vacancy is again advertised to be filled within a reasonable time.

Impaired Driving Program Management–USVI

Awarded: \$154,632.00

Expended: \$ 56,847.79

\$402

The Impaired Driving Program was implemented for the main purpose of disseminating information and educating the public about the dangers of impaired driving. In order to initiate change in impaired driving behavior in the Territory. The program will focus on four (4) prevention initiatives and activities during local events such Health and Wellness activities conducted by the Department of Personnel and the University of the Virgin Islands on St. Croix. The program’s intervention capabilities will be channelled through local media, press conferences, public service announcements (PSAs), and two (2) national enforcement initiatives and activities

Objectives

- ✚ Provide technical support to the project managers and closely monitor their grants in order to comply with the applicable federal requirements; To conduct monthly on-site monitoring activity on each sub-grantee project by the end of Fiscal Year 2017, in order to evaluate the effectiveness and efficiency, and to report the findings; provide a detailed, written report of each on-site monitoring activity to the Director at the end of each visit with the sub-grantee during Fiscal Year 2017. To support and enhance capacity building in efforts of expanding the Impaired Driving Program.
- ✚ Develop a comprehensive Public Information and Education Campaign on drunken driving prevention; Conduct Public Information and Education within the Territory through two (2) National DUI Initiatives and four (4) local events for Fiscal Year 2017.
- ✚ Combat underage and elder drinking and educate youth and the public on the dangers of drinking and driving.
- ✚ To attend Traffic Safety Institute trainings and Lifesavers Conference during Fiscal Year 2017 that would enhance the overall job performance of the Impaired Driving Coordinator.

Results

The Impaired Driving Program Management grant was able to achieve some of its goals during the Fiscal Year 2017. However, in lieu of a Program Coordinator that was hired within the third quarter of the fiscal year, some of the tasks under this project were carried out by the VIOHS Director. There were technical assistance meetings/visits provided to sub-granted programs (St. Croix Mission Outreach–DUI Offenders Program) under the Impaired Driving Program. These meetings/visits were conducted on October 28, 2016, December 1,

2016, December 12, 2016, December 28, 2016, and July 19, 2017. These dates mentioned above include telephone monitoring, scheduled and un-scheduled spot checks, as well as follow-up visits. Documentation of these encounters were completed through work load logs and emails that show the areas that were covered; the results; and corrective measures if deemed necessary. Project Directors (especially St. Croix Mission Outreach-DUI Offenders) often visited and/or called the VIOHS with any difficulties that occurred, in efforts to receive solutions to rectify their hardships. As required NHTSA Region 2, to determine the location of enforcement activities to be efficiently delivered, the impaired-driving data to include crashes and arrests were evaluated on a monthly basis to make certain that resource deployment were concise.

Another initiative was to develop a comprehensive Public Information and Education Campaign on impaired driving prevention through two (2) National DUI initiatives and four (4) local events for the fiscal year. A comprehensive media plan was not developed. However, the program conducted several media campaign waves during the fiscal year. Primarily, the Impaired Driving Program participated in the Crucian Christmas Festival Serenades (December 2016); Crucian Christmas Festival Children's Parade (January 2017); Crucian Christmas Festival Adult's Parade (January 2017); 46th Annual Agricultural, and Food Fair (February 2017); St. Thomas Carnival Children's Parade (April 2017); St. Thomas Carnival Adult's Parade (April 2017); VIPD Job and Information Fair (July 2017); and St. John Festival Parade (July 2017). On the other hand, press conferences were held to commence each National and Local Enforcement Initiatives.

The press conferences discussed the Office of Highway Safety Drive Sober Initiative broadcasting the national crackdown on drunk driving and highlighted the dangers of driving while drunk. Public awareness of this activity was published in local and online newspapers respectively (The St. Croix Avis; The Virgin Islands Daily News; The Island Trader; Take Twelve Magazine published in August and September; and the St Croix Source). Television coverage showed the inside of the DUI van that was purchased for enforcement activities and explaining the Intoximeters and the Standardized Field Sobriety Testing (SFST) process during the VIPD Job and Information Fair (July 2017). Additionally, banners displaying the messages *"They'll See You Before You See Them-Don't Drink and Drive...Drive Sober or Get Pulled Over"* were strategically placed throughout the islands to promote each activity. Pamphlets that promoted the deterrence of DUI related behaviors were distributed. The VIOHS in Fiscal Year 2016 purchased the Simulated Impaired DrivINg Experience (SIDNE) driving simulation program which would promote hands-on interactive prevention activities at community events. Training was held with Impaired Driving Task Force members on successfully implementing the program unfortunately; most of the task force members are no longer active as a result of the Coordinator position being vacant. With the new Coordinator employed, the SIDNE was arranged for September 4-8, 2017 in efforts to

train the entire VIOHS staff, as well as the new task force members. However, Hurricanes Irma (September 6, 2017) and Maria (September 19, 2017), occurred causing the training had to be postponed.

The program intended to provide outreach to combat underage and elder drinking, and also educate youth and the public on the dangers of drinking and driving. This goal was not met as a result of the Impaired Driving Coordinator's start date of May 22, 2017, and the closing of schools on June 02, 2017, educational presentations were not conducted. The dangers and the consequences of elder and underage drinking were not accomplished. The Impaired Driving Management project had seven (7) trainings/conferences that were approved to enhance the job performance of the Impaired Driving Program Coordinator. Hiring at the end of the third quarter of the fiscal year, made it impossible for the Coordinator to attend these trainings/conferences.

Fiscal Year 2018 Corrective Measures

As shown above, there were several shortfalls that occurred during this period that will be corrected:

- 1)** Primarily, funds were not expended the way that they were intended due the contributing factor that the employee was hired with a start date of May 22, 2017. Unfortunately, this was towards the end of the third quarter. To correct this shortfall, the Coordinator has already requested quotes for all anticipated expenditures (with the exception of costs associated with training/conferences) approved to be done during Fiscal Year 2018. Once program budgets become available online, expenditures will commence, producing vouchers for submission to the NHTSA Region 2 Office. In-turn, funds that are required to be spent to liquidate the VIOHS balances will be achieved because of this venture.
- 2)** Schedules for on-site monitoring were not completed during Fiscal Year 2017. To correct this measure, during weekly team meetings, which will occur under the Planning and Administration project, monitoring schedules will be addressed and provided. Additionally, work load logs will be completed for each encounter of technical assistance/guidance, and monitoring to be documented for the sub-granted programs under the Impaired Driving Management program.
- 3)** The Impaired Driving Management program, did not achieve its goal of implementing a Comprehensive Media Plan. Through the submission of a proposal (although the potential sub-grantee is still unreachable) the Impaired Driving Coordinator will work with the potential sub-grantee and/or the VIPD's Public Information Officer to develop media outreach information specific to the Impaired Driving program and activities.

- 4) School presentations, pre-post surveys in the lines of using the SIDNE program purchased in Fiscal Year 2016 were not completed because of lack of training for the task force members and the newly hired coordinator. The training has been scheduled to occur in March of 2018, to provide the capability of utilizing the program to full capacity. Schools in the Territory because of damages suffered due to the two (2) Category 5 hurricanes are in double session; but the program will be used with Police Cadets and Pathfinders during local events to combat underage drinking and educate on the dangers of alcohol. Local driving schools will have the opportunity to gain this experience as well, if they're interested.
- 5) The Impaired Driving Management project had seven (7) approved trainings/travels that were not attended. This was again because of the late start date of the program Coordinator. To safeguard this not happening, the Coordinator will follow the trainings as approved in the grant by months, through seeking timely registration and approval from the NHTSA Region 2 Office to proceed with the local travel requirements to receive approved travels. This will enhance the knowledge and job performance of the Impaired Driving Program Coordinator.

Impaired Driving Enforcement Enforcement–St. Croix, USVI

Awarded: \$109,457.00

Expended: \$47,535.08

\$402

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Croix District. Performance indicators such as motorist contacts, citations issued for all traffic offenses and impaired driving arrests.

Objectives

- ✚ To reduce the number of DUI related crashes by nine percent (9%) from thirty-six (36) in Fiscal Year 2016 to thirty-three (33) Fiscal Year 2017.
- ✚ To facilitate community engagement through public information announcements, brochures, radio talk shows and community event participation.

Results

The St. Croix Impaired Driving Enforcement grant program had the intentions of completing several tasks to help achieve results during the fiscal year. To begin, the program proposed to conduct initiatives during the following periods: December 29, 2016–January 08, 2017; February 05, 2017; February 17–21, 2017; April 13-17, 2017; May 04-07, 2017; June 30-July 04, 2017 and August 29- September 4, 2017. Of these, the sub-grantee conducted initiatives on February 17-21, 2017; April 13-17, 2017; May 04-07, 2017; June 30-July 04, 2017; and August 29- September 4, 2017. In May of 2017, the Territory hosted its first Standardized Field Sobriety Test (SFST) training course. On the island of St. Croix, there were twenty-seven (27) individuals who became certified. Those certified individuals were included on rotation during the June through September enforcement activities. This was a way to guarantee that the initiatives were being conducted with fidelity and the correct detection mechanisms of identifying drivers who were intoxicated were practiced.

During these initiatives, a total of nine hundred and eighty-four point five (984.5) hours were completed and yielded the following citations:

- ✚ One hundred (100) Seatbelts
- ✚ Six (6) Child Safety Seats
- ✚ Twenty-one (21) Tint
- ✚ Seventy-one (71) Registration
- ✚ Fifty-nine (59) Insurance
- ✚ Four (4) Cell Phone
- ✚ Two (2) Speed
- ✚ One (1) Stop Sign
- ✚ Fifty-four (54) Driver's License

- ✚ One hundred and thirteen (113) Other Citations
- ✚ Nine (9) DUI Arrests
- ✚ Two thousand four hundred and nineteen (2,419) Interventions.
- ✚ Seventeen (17) Standardized Field Sobriety Tests were also conducted for all motorists that were suspected of consuming alcohol.

The results and the dates the enforcement activities were conducted were incredible from the approved/proposed activities. The checkpoints were designed with intent to curb and decrease the total amount of DUI related crashes from thirty-six (36) to thirty-three (33). Instead, there was a two point seven seven percent (2.77%) decrease from thirty-six (36) to thirty-five (35) DUI crashes in Fiscal Year 2017.

The other objective was to facilitate community engagement through public awareness, brochures, radio talk shows and community event participation. Beginning in December, educational information was provided for the Crucian Christmas Festival Serenades (December 2016); Crucian Christmas Festival Children's Parade (January 2017); Crucian Christmas Festival Adult's Parade (January 2017); 46th Annual Agricultural, and Food Fair (February 2017); St. Thomas Carnival Children's Parade (April 2017); St. Thomas Carnival Adult's Parade (April 2017); VIPD Job and Information Fair (July 2017); and St. John Festival Parade (July 2017). This was done through 15 and 30 second commercial spots aired on television; the use of program banners; and the use of other promotional medium (brochures and DVDs.) In the months of May and June, pre-enforcement initiative press conferences and media coverage were held. Coverage of the national crackdown efforts and the dangers of driving while drunk were captured through the duration of the conferences. As a supplement, educational awareness were also published in local and online newspapers such as: The St. Croix Avis; The Virgin Islands Daily News; The Island Trader; and the St Croix Source. As required, radio talk shows such as the COPS Radio Show and the New Attitude Show were participated in to share information on the effects and consequences of impaired driving.

Fiscal Year 2018 Corrective Measures

As shown above, funds were not expended as they were intended to. Therefore, a dire need for improvement in the following areas will be addressed below:

- 1) The pay rates for the officers that worked the initiatives in most cases remained below the estimated fifty-five (\$55) and sixty-five (\$65) rate that was budgeted based on assessment. While there were some that were paid at the budgeted rates, the amounts were just not sufficient because of years of services and ranks some only receive rates of between thirty (\$30) and forty dollars (\$40) an hour to meet the approved proposed amount. In this occurrence, the Impaired Driving Program

Coordinator will work closely with the Territorial Traffic Commander will review the current enforcement calendar, focusing on enforcement dates scheduled for other programs; contact the NHTSA Region 2 Office to request an amendment to schedule additional enforcement activities; and conduct enforcement activities as approved.

- 2) The DUI Enforcement Initiatives were conducted as scheduled, despite the Traffic Bureau's lack of a strong Commander. Through the office of the Commissioner, a Supervisor was selected to lead the charge. In some instances, the enforcement initiatives were conducted utilizing other Bureaus that had staff certified in SFST. Therefore, the goal the eight (8) Officers two (2) Supervisors were not met within about twenty-five percent (25%) of the total enforcement initiatives that were conducted. To augment this, the VIPD Commissioner (Governor's Representative) has created a Traffic Enforcement Unit on the island of St. Croix with a Territorial Commander to make certain that the staff amounts are met for each activity conducted.

DUI Offender Risk Reduction-St. Croix Mission Outreach

Awarded: \$46,504.58

Expended: \$17,138.36

§402

The project will use the PRIME For Life ® (PFL) curriculum which is a motivational intervention and has been used primarily among court-referred impaired driving offenders. PRIME For Life is an evidence-based motivational intervention used to prevent alcohol and drug problems or provide early intervention. Two (2) primary goals of PFL are to reduce the risk of developing health problems such as alcoholism, and experiencing impairment problems (DWI or alcohol related crashes). DUI Offender Risk Reduction program is being implemented in English and Spanish by trained instructors through the use of videos and printed material to individuals referred through the Court System to address the problem of DUI on St. Croix and the consequences associated with such actions. This program is being offered in five (5) week cycles of two (2) sessions per week, with duration of two (2) hours each session.

Objectives

- ✚ To determine the type of care/treatment needed for each referred offender based on completed needs assessment during Fiscal Year 2017.
- ✚ To implement a five (5) week Prime For Life (PFL) motivational program that will change the behavior of all DUI Offenders. To utilize material developed by Prime For Life and other community resources to impart critical information about the dangers of impaired driving during Fiscal Year 2017 cycles.
- ✚ To address addiction issues of DUI Offenders referred from the completed Prime For Life motivational program, during Fiscal Year 2017 cycles.

Results

The DUI Offender Risk Reduction grant was able to achieve some of its goals during the fiscal year. To begin, referred offenders completed orientation regarding the purpose of the needs assessments. Following the orientation, the needs assessment determine the type of care/treatment appropriate for referred offenders were completed. The needs assessments results yielded that there is a need for participants to be in the classes. There were orientations conducted prior to the first session of each class. Orientations were held on November 28, 2016; February 01, 2017; April 04, 2017; May 22, 2017 and August 03, 2017. During orientation, the DUI Offenders are welcomed, provided the class rules and participants shared their stories/testimonies. A pre-test is given, Unit 1, Exploring activity "What is Important to Me." Needs Assessments were conducted for all six (6) classes that

were completed during this fiscal year (see chart below). Twenty-one (21) participants were deemed qualified for the program.

Another initiative under the section was to utilize materials developed by Prime For Life and other community resources to impart critical information about the dangers of impaired driving during Fiscal Year 2017 program cycles. Six (6) of the nine (9) slated five (5)-week cycles that were expected to happen during the fiscal year were conducted that including five (5) week cycles of ten (10) sessions: two (2) weekly meetings with duration of two (2) hours per session. As previously mentioned twenty-one (21) offenders were able to participate and successfully completed the class. Prior to each class, a breathalyzer/alcohol test was administered to each participant, which reflected negative results. Pre-and post-tests determine preliminarily if the participants grasped the concepts taught given at the beginning of the class. Please see the breathalyzer chart and the breakdown of each class and assessment are listed below:

Assessment Results

Participants Name	Evaluation Completed	Pre-Test	Post-Test
1) M. Figueroa	12/28/2016	70%	70%
2) S. Greene	12/28/2016	60%	60%
3) H. Turnbull	12/28/2016	80%	80%
4) L. Philgence	12/28/2016	80%	80%
5) C. Alleyne	3/8/2017	70%	70%
6) A. Acevedo	3/8/2017	60%	60%
7) G. Edwards	3/8/2017	90%	90%
8) N. Arson	3/8/2017	80%	80%
9) A. Henrillien	5/8/2017	80%	80%
10) V. Figueroa	5/8/2017	90%	90%
11) C. Michael	5/8/2017	70%	70%
12) C. Farrelly	5/8/2017	90%	90%
13) L. Nunez	6/21/2017	40%	40%
14) S. Corkic	6/21/2017	60%	60%
15) A. Mustafa	6/21/2017	70%	70%
16) R. Beazer	8/21/2017	90%	100%

17) O. Clercent	8/21/2017	80%	100%
18) N. Cohn	8/21/2017	90%	100%
19) H. Thomas	8/21/2017	80%	80%
20) M. Trinidad	8/29/2017	50%	50%
21) N. Lovel	8/29/2017	90%	90%

The following participants enrolled in the DUI Risk Reduction for each cycle, and attended one (1) Alcoholic Anonymous (AA) meeting to address their drinking behavior; which helps the participant determine if they have a drinking problem that may need to be addressed and if they should seek help. The assessments of sessions held and the participants enrolled in the program that is held twice a week totaling ten (10) sessions along with their breathalyzer results are as follows;

- ✚ Sessions held from November 28- December 28, 2016, had an overall breathalyzer pre-test result of seventy-two point five percent (72.5%), with a post-test of ninety-five (95%) showing that knowledge provided within the classes were gained of the four (4) DUI Offenders.
- ✚ Sessions held from February 01- March 08, 2017 obtained four (4) participants overall breathalyzer pre-test of seventy-five percent (75%) and post-test of ninety percent (90%). The sessions began with four (4) participants; however, one (1) participant dropped out of the course after attending the first session. The three (3) DUI Offenders that were enrolled completed the twenty (20) hour courses. Everyone contributed well in the sessions and showed commitment.
- ✚ Sessions held from April 4-May 8, 2017, obtained five (5) participants overall breathalyzer pre-test of eighty-two point five percent (82.5%) and a post-test of ninety-five percent (95%). Session began with five (5) participants; however, one individual was a no show concluded the course with four (4) participants completing the twenty (20) hour class. The participants contributed well, and it was important that they felt they were not alcoholics and even felt strongly after attending the required AA session.
- ✚ Sessions held from May 22-June 21, 2017 obtained three (3) participants overall breathalyzer pre-test of fifty six point six six percent (56.66%) and a post-test of ninety-three point three three percent (93.33%). The participants became aware of how their actions affected them financially, causing them to concentrate on things they valued.

- ✚ Sessions held from July 24– August 23, 2017 obtained four (4) participants who were on time and did not miss sessions. One (1) participant was required by her employer to attend six (6) hours, three (3) sessions of DUI classes in accordance with their Employee Assistance Program. This class had an overall breathalyzer pre-test of eighty-five percent (85%) and a post-test of ninety-five percent (95%). The sessions listed were completed; however, the supporting documentations for reimbursement was not submitted VIOHS as a result of the two (2) Category 5 hurricanes and will be request to include in the Fiscal Year 2018 expenditure.
- ✚ Sessions held from August 03-29, 2017, obtained two (2) participants were asked to closely examine their value system establishing what's important. The students expressed the health factors and their individual stories. Participants were able to evaluate their strength, identify their support system, look at how various personalities affect choices, and how your value system can be compromised when we choose to leave the Green Phase (low risk). The overall breathalyzer pre-test of seventy percent (70%) and post-test of ninety percent (90%), which showed that they gained the knowledge of the course. The sessions listed were completed; however, the supporting documents for reimbursement was not submitted VIOHS as a result of the two (2) Category 5 hurricanes and will be request to include in the Fiscal Year 2018 expenditure
- ✚ The Prime For Life program helped participants to explore their risks and suggests tasks that can be completed to reduce their risk to protect the things they value most in life. Each participant decided their value, as Prime For Life provided a way to reduce risk for future problems with alcohol and drugs. St. Croix Mission Outreach (sub-grantee) utilized materials developed by PFL and other community resources, to impart critical information about the dangers of impaired driving during Fiscal Year 2017 cycles.

To conclude, the three (3) month Outpatient Program which was available for repeat DUI Offenders is offered in both English and Spanish. The program provided useful tools to assess their behavior during and after drinking and/or using other drugs; how to recognize early warning signs of problem drinking, and ways to gain insight into social, problem and alcoholic drinking and the use of other drug patterns. In Fiscal Year 2017, there were two (2) participants eligible for the Outpatient Program who in turn grasped the concepts and what they found to be of value since, they did not return to the program. The participant(s) had an individual coach/counseling session bi-monthly, attended two (2) one (1) hour individual work sessions per week using Prime Solutions that integrating the session topic with twelve (12) step approaches and one (1) hour group sessions per week utilizing Prime Solutions and evidence-derived program.

Fiscal Year 2018 Corrective Measures

During the Fiscal Year 2017 grant year, the St. Croix Mission Outreach had some hardships that did not allow them to conduct all nine (9) classes as approved. In efforts to correct, the sub-grantee has proposed the following improvement strategies:

- 1)** The St. Croix Mission Outreach has expanded to St. Thomas. As a result, the aspiration of nine (9) proposed sessions would be achieved in Fiscal Year 2018. This will help to elevate the expenditure rate of the proposed project.
- 2)** With September being the last month of the fiscal year, there were payments for the preparation of the final reports for the ending of each class were paid for by the sub-grantee. But with the submission, the sub-grantee did not have a DUNS number (that became a mandated requirement since April of 2017) necessary to provide payments. Prior to the hurricanes the DUNS number(s) were not received hindering the payment to go in. As a corrective measure would be to make certain that all vendors have updated DUNS number to avoid delays. This would be requested to be paid in Fiscal Year 2018.

VIPD Training Grant

Awarded: \$44,380.20

Expended: \$18,222.74

§402

To improve the interdiction of impaired drivers, the VIPD proposed to train sixty (60) officers in Standardized Field Sobriety Test (SFSTs). Training to recognize, arrest, and process impaired drivers will stimulate impaired driver arrests. Interdicting impaired drivers will reduce the number of impaired driving crashes, injuries, and fatalities. Out of the first phase of NHTSA or International Association Chiefs of Police (IACP) SFST training, twelve (12) qualified participants will be identified to become future SFST instructors. This will allow the VIPD to become self-sufficient in the delivery of the NHTSA/IACP SFST curriculum and allow all enforcement personnel to be trained in this critical area.

The Below 100 program aims to eliminate preventable line-of-duty deaths and serious injuries with common-sense training designed to focus on areas under an officer's control. Training covers how line-of-duty deaths occur and what can be done to minimize the risk. It is a straight forward message that improves officers safety and morale, while decreasing liability exposure.

Objectives

- ✚ To train and certify sixty (60) officers thirty (30) on St. Croix District and thirty (30) on St. Thomas/St. John District) in the Standardized Field Sobriety Testing Training.
- ✚ To train sixty (60) officers thirty (30) on St. Croix and 30 on St. Thomas/St. John) in the Below 100 Curriculum.

Results

In May of 2017, the Standardized Field Sobriety Test (SFST) training conducted was hands-on, which included the community and other members from departmental task force to be part of the wet lab portion of the training. Successfully, the training certified fifty-nine (59) participants territory-wide. They are now the key participants of the VIOHS/VIPD Impaired Driving Enforcement Initiatives. When signing up for these initiatives it is required for the officers and supervisors to be those that were recently certified. Although the St. Thomas/St. John District did not have an Impaired Driving Enforcement project during Fiscal Year 2017, this would be the same requirement when the project commences during Fiscal Year 2018.

Within the same timeframe, these participants attended the one (1) day Curriculum of the Below 100 program. This training provided knowledge on ways officers can avoid line-of-duty deaths and serious injuries through strategies that alerts the officers that they are in control of most situations. The course taught the staff five (5) key components to improve

officer safety. The components were: “Wear your belt;” “Wear your vest;” “Watch your speed;” “What’s Important Now;” and “Complacency Kills.” Since the training, the attitudes of the officers have changed. The VI Code allows officers to not wear seatbelts when operating a police vehicle. Although it is evident that some follows this law, participants of the training are now mindful and can be seen wearing safety belts.

Fiscal Year 2018 Corrective Measures

Under this project, there are no corrective measures to address. But, there will be levels of continuity stemming from these trainings. The following will be addressed in 2018 and forward:

- 1)** To begin, since the knowledge, skills, and attitudes obtained during the NHTSA/IACP SFST course are perishable, the USVI will sort the NHTSA-approved refresher curriculum to be delivered to SFST practitioners every two (2) years. Therefore, refresher courses will be institutionalized into the in-service training cycle. To support this skill training and ensure that trained personnel are assigned to grant funded activities, we will include special terminology in our grants to require all operational personnel to have received initial/refresher SFST training within the past two (2) years when working a grant-funded enforcement operation. This will help ensure qualified personnel with recent training and proficiency are conducting DUI investigation. It will promote a VIPD culture that encourages and supports the interdiction of impaired drivers.
- 2)** Based on the officers/supervisors that were certified, the VIOHS and the Commanders of the newly created Enforcement Unit under the VI Office of Highway Safety, will select and send a minimum of four (4) officers/supervisors to attend the Train-the-Trainer exercises to continue training and certification of new officers employed within the Department; this will promote continuity. Implementation of this training module will be completed during Fiscal Year 2018.
- 3)** The VIOHS will coordinate with the NHTSA Region 2 Office in Fiscal Year 2019 to begin the application process for officers eligible to become Drug Recognition Experts (DREs). Feasibility and readiness for this training will be assessed and determined through Fiscal Year 2018 by the VIPD leadership, as it is probably the most rigorous academic training that any law enforcement officer can undertake as it involves three (3) phases. The proposed goal will be to complete this initiative during Fiscal Year 2019.

Data Driven Approaches to Crime and Traffic Safety Workshop

Awarded: \$14,014.80

Expended: \$ 0

\$402

To improve the interdiction of impaired drivers, the VIPD proposes to train two (2) Commanders and two (2) Supervisors in Data Driven Approaches to Crime and Traffic Safety (DDACTS). The training will provide knowledge on using effective strategies to integrate location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources. Although geo-mapping does not exist in the Territory currently, the training will highlight ways for the Territory to use its current crash data to identify areas that have high incidences of crime.

Objectives

- ✚ To train and certify four (4) VIPD staff; two (2) Commanders and two (2) Supervisors in the Data Driven Approaches to Crime and Traffic Safety (DDACTS) curriculum.

Results

This training did not happen this year. The approved travel came back the day of travel making it impossible to get flights out with the limited options that St. Croix has, for all participants to attend. Hence, the joint decision between NHTSA Region 2 and the VIOHS was made to move this venture to the 2018 Fiscal Year.

Fiscal Year 2018 Corrective Measures

Under this project, there are corrective measures that are needed to address this training.

- 1) The VIOHS Impaired Driving Program Coordinator will work closely with the NHTSA Region 2 office to find out when the course will be offered during Fiscal Year 2018. This will ensure that there are no conflicts associated with the dates of the training and have the identified individuals attend the training. The training will help the VIPD officers/supervisors to identify high activity hot spots, likely to include incidents of crashes, crimes, and other calls for service. These hot spots can then be targeted with strategic, highly visible traffic and other enforcement efforts at the most appropriate places and times. As discussed in the previous paragraph, hot spot analysis guides the realignment of workflow and operational assignments to focus highly visible traffic enforcement efforts and increase the efficiency of reducing social harm.

Occupant Protection Management, USVI

Awarded: \$105,756.00

Expended: \$82,893.44

\$402

VIOHS's Occupant Protection program, assures that all citizens of the Virgin Islands are educated and motivated to use all available motor vehicle occupant protection systems available to protect themselves, their children or any other passengers travelling in vehicles with them. This is done through Public Information and Education programs, enforcement of the Virgin Islands Occupant Protection Law, child passenger technician training, and child safety seat programs.



Objectives

- ✚ To conduct twelve (12) site visits together with twelve (12) telephone monitoring to sub-granted programs throughout the Territory to ensure their compliance with federal mandates by September 30, 2017; To work with the Virgin Islands Police Departments Public Information Officer and the media to report the dangers of driving unrestrained by September 2017.
- ✚ To convene with the Virgin Islands Occupant Protection Task Force (VIOPTF) to meet at least six (6) times a year to explore innovative traffic management methods using community involvement to reduce traffic fatalities and injuries by increasing occupant restraint usage by September 30, 2017.

Results

During the Fiscal 2017 grant year, the Coordinator provided technical assistance to the traffic commanders responsible for overseeing the enforcement grants. This support began immediately after the grants were approved by the Regional Office and all documents, to include grant and enforcement summary sheets, were then forwarded to the commanders. During the Click It or Ticket mobilizations, there were two (2) onsite monitoring that occurred on St. Croix on May 24th and 25th, 2017, in which the Occupant Protection coordinator observed and discussed the police operations. Shannon Trice, from NHTSA Region 2 Office, who were in attendance provided his expertise on the mobilizations. The Occupant Protection Coordinator distributed roughly twenty (20) pamphlets about car restraint safety to drivers.

On St. Thomas/St. John, there were three (3) occasions on in which the Traffic Commander was contacted and meetings were set on May 8, 15, and 23, 2017 to conduct monitoring and to better assist with getting initiatives up and running; however, the Commander remained

unresponsive. Instead, the Coordinator, utilized the time on May 8, 2017 to attend Commander's Call meeting with all Zone Commander, and Deputy Chiefs of the St. John and St. Thomas Districts. During this meeting, several areas of the grant were discussed to include the funding source, program requirements, and operational plans. Operational Plans were distributed to all Commanders in an effort for them to recruit workers from their zones to participate in these mobilizations. Positive feedback was garnered from the Special Operations Bureau Commander, in which the Coordinator was contacted the following day with several questions about reporting out after the mobilizations. Work load logs were utilized to document these occurrences. However, there were no follow-up letters written, or any press releases issued as it relates to unrestrained activities. Citation information was submitted, along with enforcement summaries, payroll sheets, and tickets. These documents were cross referenced with mobilization times, tickets issued, and hours worked for both districts. An email was sent in June 2017 to both Traffic Commanders, about their approved grants and plans to be made for the upcoming year's submission. The St. Croix Traffic Commander visited the VIOHS office one week after the email correspondence to seek help with data and ways to better improve the St. Croix enforcement grant, as well as how the mobilizations were being conducted; however, The St. Thomas Traffic Commander remained unresponsive.

During the National Click It or Ticket mobilization from May 23- June 5, 2017, the VIPD Public Information Officer, reported on all local television stations of the dangers of driving unrestrained and about the Click it or Ticket mobilization that took place. A voice over was done by the Occupant Protection Coordinator with the Public Information Officer, which was ran on May 18, 2017 and again on May 23,2017, the day before the Click it or Ticket mobilization was slated to begin.

The Occupant Protection Coordinator attended the *Managing Highway Safety Programs* course from March 13- 18, 2017, in Chicago, Illinois, in which Highway Safety professionals were presented with knowledge on ways to effectively manage highway safety programs and projects. It also exposed participants to federal funding processes, program development, monitoring, funding sources as well as, the Fast Act. The Coordinator was also slated to attend the *Data Driven Approaches* training on September 12-16, 2017 in Kansas City, Missouri as well as, the *Occupant Protection Management* conference in Philadelphia, Pennsylvania from September 19-23, 2017. However, with the impending hurricane that was approaching the islands, these travel plans were cancelled. There was little media coverage that occurred during this grant year. However, the program did take part in the 46th Annual Agriculture and Food Fair that garners over fifty thousand (50,000) people on the President's Day weekend. There, we were able to highlight all aspects of the Occupant Protection and Child Passenger Safety (CPS) programs with car seat demonstrations, dialogue and

educational information. Free media was utilized to promote the fair as well as Click It or Ticket mobilizations in May 2017. This was done through the use of social media, newspapers, television and a press conference.

After continuous efforts to hold Virgin Islands Occupant Protection Task Force (VIOPTF) meetings, the Coordinator decided to target specific persons and requested permission from supervisors to have those individuals attend during working hours. We were only able to hold two (2) out of six (6) VIOPTF meetings on August 11 and 25, 2017, in which committee unanimously agreed that our focus for the upcoming grant year should be educating the community about traveling with children with special needs. Ten (10) members represented the Department of Human Service, the Department of Education, the Virgin Islands Police Department, the Emergency Management Services, and Highway Safety at this meeting. At these meetings, agendas were disseminated, and notes were taken to be provided for follow-up meetings. We began to explore this area of interest after two (2) members, who work for the Virgin Islands Emergency Services asked during our first meeting, if there was anything being done in the Virgin Islands for children with special needs. We then went on to share our experiences at the special needs training and began to explore what angles we should utilize to address this concern. Several members at the meeting suggested that a seminar with a presenter from Riley Hospital that presented at the *Transporting Children with Special Needs* training would be an excellent way to shed light on the program that she began there. This would help all involved to understand the importance of how to properly transport these special needs individuals, and what support they can receive in the Territory to better assist in transporting our special needs community.

On August 12 and 25, 2017, meeting minutes were distributed for all members to read and give input via hard copy. The meeting on August 25th was held with two (2) members of EMS as they discussed ways that EMS and CPS can partner in 2018. There were no proposals submitted for the 2017 project cycle.

Fiscal Year 2018 Corrective Measures

In 2018, the Occupant Protection Program will be faced with many challenges, because of the devastation caused by the two (2) Category 5 hurricanes that hit our Territory.

- 1)** The Coordinator will conduct site visits to ensure that all sub-grantees are in full compliance of what is prescribed by the grant, by conducting monitoring on a monthly basis and after each enforcement initiative. Travel to conferences and training will be conducted in the first half of the grant year. Based on NHTSA's Special Conditions in regards to travel, we will submit all documentation for prior approval before proceeding with travel arrangements.

- 2) Follow-up letters will be sent to sub-grantees of any improvements or successes in the project. Due to the lack of sub-grantees, the Office of Highway Safety has proposed partnering with the Women's Coalition to apply for grant funding to be utilized for training and possibly the distribution of car seats to parents of the program who are deemed needy to ensure that children in the program travels safely on every trip.
- 3) The Virgin Islands Occupant Protection Task Force program raises the awareness of the public, parents and other caregivers to ensure drivers and vehicle occupants are properly restrained at all times. This Task Force will engage agency staff, stakeholders, and legislature and community partners in improving the improvement processes.
- 4) As the VIOPTF moves forward, we do intend to recruit newly certified technicians and other community members who attend our presentations, for input on the task force, as well as conduct quarterly meetings with a smaller group of committed individuals.

Occupant Protection Enforcement- St. Croix

Awarded: \$121,400.00

Expended: \$18,995.66

\$402

Enforcement will consist of both saturation patrols and targeted enforcement locations with an emphasis on issuing citations rather than warnings and will occur primarily during daylight hours. The Virgin Islands Police Department will develop an Implementation schedule to conduct all NHTSA national mobilizations and local mobilizations as follows:

- ✚ During all NHTSA required national mobilizations
- ✚ During all local mobilizations
- ✚ During Child Passenger Safety Week

The following performance indicators will be tracked:

- ✚ Citations issued
- ✚ Interventions conducted
- ✚ Man-hours worked

Objectives

- ✚ Plan and staff deployment strategies to include two (2) supervisors and nine (9) officers.
- ✚ Conduct thirty-eight (38) high-visibility checkpoints in conjunction with saturation patrols on high crash roadways between the hours of 6:00 am and 6:00 pm during planned local and national mobilizations. (One (1) checkpoint /saturation patrol is scheduled for every day of the planned mobilizations. thirty-eight (38) days of mobilizations = thirty-eight (38) checkpoints/saturation patrols)
- ✚ Track motorist contacts and citations issued
- ✚ Attend forums and discussions geared towards seat belt usage
- ✚ Distribute seat belt usage brochures during enforcement initiatives, public events, and sustained enforcement.
- ✚ Partner with VIPD to conduct seat belt usage public service announcements through media outlets during National campaigns and Holidays.
- ✚ Attend radio talk shows to discuss the effects and consequences of not using seat belts.

Results

The St. Croix Occupant Protection program conducted grant funded initiatives in the month of May 2017. With all the activities being carried out based on the enforcement operational plan during the 2017 grant year, the citations issued are as follows:

- ✚ Six Hundred and fifty one (651) Seat Belt

- ✚ Twenty-nine (29) Child Safety Seats
- ✚ Two hundred and forty-eight (248) Tint
- ✚ One hundred and ninety-nine (199) Registration
- ✚ One hundred and thirty-nine (139) Insurance
- ✚ Forty-three (43) Cell Phone
- ✚ Five (5) Speed
- ✚ Nineteen (19) Stop Signs
- ✚ Eighty-seven (87) Driver's License
- ✚ Ninety-nine (99) Other Citations
- ✚ Eleven (11) DUI Arrest
- ✚ One thousand two hundred and fifty-eight (1,258) Interventions

The Click It or Ticket campaign garnered the highest citations issued, as stated below, during the entire grant year. It began with earned media followed by enforcement initiatives. The breakdown is as follows:

- ✚ **May 19-June 5, 2017:** Seat belt initiatives conducted during the month of May were: one-hundred and forty-three (143) seat belts, thirteen (13) child safety seats, twenty-two (22) tint, twenty-eight (28) registration, twenty-one (21) insurance, five (5) cell phone, zero (0) speed, sixteen (16) stop signs, thirteen (13) driver's license, and fifty-nine (59) other citations.
- ✚ **June 11-17, 2017:** Seat belt initiatives conducted during the month of June were: one hundred and twenty-three (123) seat belts, ninety-three (93) tints, thirty-six (36) registration, twenty-three (23) insurance, seven (7) cell phone, twenty-one (21) stop signs, thirteen (13) driver's license, and twenty-seven (27) other citations.
- ✚ **July 24-28, 2017:** Seat belt initiatives conducted during the month of July were: Forty-seven(47) seat belts, zero (0) child safety seats, twenty-eight (28) tint, thirty-three (33) registration, twenty-eight (28) insurance, three (3) cell phone, ten (10) stop signs, fourteen (14) driver's license, and thirty (30) other citations.
- ✚ **August 17-19, 2017:** Seat belt initiatives conducted during the month of August were: seven (7) seat belts, zero (0) child safety seats, one (1) tint, zero (0) registration, zero (0) insurance, zero (0) cell phone, zero (0) speed, one (1) stop signs, zero (0) driver's license, one (1) other citations.

All enforcement initiatives were not conducted. During the dates of September 17-22, 2017, there were no mobilization activities due to Hurricanes Irma and Maria, in which officers were taken off of special duties and deployed to police operations for safety and security before and after the storms. The VIPD continues throughout the fiscal year to do non-grant funded activities.

During the Click it or Ticket mobilization, at the Sunny Isles intersection, the Occupant Protection Coordinator participated in the mobilization by distributing fifty (50) pamphlets to drivers and passengers about the use of car restraints. There were no public forums or

radio talk shows to discuss Occupant Protection; however, the VIPD Public Information Officer collaborated with the Director of the Government's Public Access Channel 6, which ran a Click It or Ticket PSA during the entire month of May.

Fiscal Year 2018 Corrective Measures

We anticipate in Fiscal Year 2018 to have less unscheduled police initiatives to allow for all activities and initiatives to be conducted in a timely fashion. Some dates for overtime enforcement will be revisited to maximize positive results. A resolution to this will be for the Occupant Protection Coordinator to work closely with the Project Director.

- 1)** The Territorial Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes. Within one (1) week prior to the mobilization, the Territorial Traffic Commander will provide an operational plan, which will list the personnel dedicated to the mobilization. VIOHS will review and ensure that the budgeted positions are filled and resources are directed to problem areas identified by data. Any issues between the mobilization deployment and VIOHS will be brought to the attention of VIPD Commissioner for immediate remediation. Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.
- 2)** To ensure that the seat belt and restraint message is resonated, in 2018, we intend to cite and educate drivers who are in violation of the seat belt and child restraint laws by providing them with educational brochures and pamphlets at all mobilizations throughout the District.
- 3)** To ensure that these activities occur, the Coordinator will request a quarterly schedule of radio appearances coordinated by VIPD public information officer to discuss the importance of car restraints. The VIOHS will request that the VIPDs Public Information Officer will conduct PSAs prior to national mobilizations at least five (5) days in advance to inform the public.
- 4)** A meeting will be held with the Public Information Officer to create a run schedule for PSAs pertaining to Occupant Protection, to be administered throughout the grant year.

Occupant Protection Enforcement St. Thomas/St. John

Awarded: \$122,451.00

Expended: \$ 2,462.68

§402

Enforcement will consist of both saturation patrols and targeted enforcement locations with an emphasis on issuing citations rather than warnings and will occur primarily during daylight hours. The Virgin Islands Police Department will develop an Implementation schedule to conduct all NHTSA national mobilizations and local mobilizations as follows:

- ✚ During all NHTSA required national mobilizations
- ✚ During all local mobilizations
- ✚ During Child Passenger Safety Week

The following performance indicators will be tracked:

- ✚ Citations issued
- ✚ Interventions conducted
- ✚ Man hours worked

This would allow Occupant Protection Enforcement St. Thomas/St. John program to effectively fulfill its goals and objectives and implement proposed activities.

Objectives

- ✚ Plan and staff deployment strategies to include two (2) supervisors and nine (9) officers.
- ✚ Conduct thirty-eight (38) high-visibility checkpoints in conjunction with saturation patrols on high crash roadways between the hours of 6:00 am and 6:00 pm during planned local and national mobilizations. (One (1) checkpoint /saturation patrol is scheduled for every day of the planned mobilizations. Thirty-eight (38) days of mobilizations = thirty-eight (38) checkpoints/saturation patrols)
- ✚ Track motorist contacts and citations issued.
- ✚ Partner with the Virgin Islands Office of Highway Safety to conduct annual public information and education campaigns.
- ✚ Attend radio talk shows and conduct presentations to discuss the importance of utilizing seat belts and the appropriate child safety seat for a child's age.
- ✚ Distribute informational brochures relative to the correct use of car restraints.

Results

The St. Thomas/St. John Occupant Protection Enforcement grant suffered tremendous hardships again this year. On May 8, 15 and 23, 2017, the Coordinator attempted to assist

the Traffic Commander with managing the VIOHS grants; however, it never came to fruition. There were constant cancellations by the Commander. At the end of the grant cycle, a new Territorial Commander was selected. During the transition period, it was difficult for program objectives to be met, as well as program funds to be expended. The goal of conducting all initiatives as prescribed in the grant was not achieved considering the amount of technical support that was provided; however, the program did conduct enforcement activities during the month of May. This initiative garnered a total result of;

- ✚ Twenty (20) Seat Belt Citations
- ✚ Four (4) Car Seat
- ✚ One (1) Tint
- ✚ Two (2) Registration
- ✚ Zero (0) Insurance
- ✚ Three (3) Cell Phones
- ✚ Zero (0) Speed
- ✚ Zero (0) Stop Signs
- ✚ Two (2) Driver's License
- ✚ Fifteen (15) Other Citations

The goals of conducting all initiatives as prescribed in the grant were not achieved, and the program requested the Police Commissioner's intervention. At the single mobilization that was conducted, officers distributed about seventy-five (75) brochures of the importance of buckling up. They also provided brochures to children in attendance at the Police Week celebrations. There were no public forums that were attended, nor did the VIPD conduct any public service announcement during mobilizations.

Fiscal Year 2018 Corrective Measures

- 1) Plans are being made with the Territorial Traffic Commander, to ensure that all mobilizations are executed in a timely fashion, by notifying the officers of these initiatives at least five (5) days ahead of time to ensure coverage. One supervisor will be the direct contact for all overtime submissions. He/she will also be responsible for preparing payroll sheets and reviewing enforcement mobilization submissions before they are forwarded to the Traffic commander and VIOHS.
- 2) To ensure that the seat belt and restraint message is resonated, in 2018, we intend to cite and educate drivers who are in violation of the seat belt and child restraint laws by providing them with educational brochures and pamphlets at all mobilizations in

the district. The Coordinator will work hand in hand with the Traffic Commander to ensure that officers partake in CPS activities to emphasize the importance of restraint usage from a legal standpoint.

- 3)** To ensure that these activities occur, the Coordinator will request a quarterly schedule of radio appearances coordinated by VIPD Public Information Officer to discuss the importance of car restraints. The VIOHS will request that the VIPDs Public Information Officer conducts PSAs prior to national mobilizations at least five (5) days in advance to inform the public.

Occupant Protection Signage–USVI

Awarded: \$154,720.00

Expended: \$0.00

\$405B

The “Buckle Up” road signs will be placed throughout the Territory to continually remind motorists of the safety precaution that should be taken when operating a vehicle, and the importance of minimizing injuries and deaths by buckling up. Therefore, expanding on “the use of signage reminding motorists to buckle up, such as Buckle Up-It’s the Law, and ensure signs are displayed on local roadways and at the parking lot exits across the islands” will help us in getting our message across and in achieving our one hundred percent (100%) seat belt usage rate.

The first phase of this project had a late start in the grant year with funding approvals in June 2016. It began with a completed sign design which states, “Click, Clack Front and Back Buckle up It’s the Law. Members involved in this project at the Department of Public Works were responsible for the creative wording. To determine the areas in which these signs will be placed, data from the VI Traffic Counts was utilized. The VI Traffic Counts, which determines the volume of traffic on specific roadways, also determines where stop signs and speed bumps are placed. There were two hundred (200) signs purchased to cover this phase and they will be distributed evenly between the three (3) islands to cover some areas on the main roads. .

Objectives

- ✚ Continue the placement of permanent signage throughout the territory to promote the seat belt message in Fiscal Year 2017

Results

The VIOHS, in collaboration with the Virgin Islands Department of Public Works (VIDPW), initiated a signage project throughout the territory. The inception of this project began in July 2016, with area mapping to determine signage sights and pole installations. To date, there have been two hundred (200) signs installed on St. Croix, which only covers a small portion of the main traffic routes. Though the project was online since November 2016, the Coordinator was unable to complete this task. Sign quotations were requested and no follow-up occurred therefore, the contractor lapsed. When quotations were again requested in June 2017, the contractor was unable to



provide a DUNS number in a timely fashion. Due to a lack of signs being produced by the selected vendor and his inability to provide a DUNS number for payment, this project was unable to move forward.

Fiscal Year 2018 Corrective Measures

- 1)** The VIOHS will seek to hire a private contractor to work alongside the Virgin Islands Department of Public Works (VIDPW) for the signage placement. We anticipate that this will assist with the shortage of manpower that the Virgin Islands Department of Public Works was experiencing.
- 2)** We will also attempt to apply for a small stipend through the grant to compensate for hours worked on this project. The lead on this project, have vowed to designate five (5) new workers to the DPW sign crew to assist with this year's project, and with a timely submission of quotes and invoices, we hope that the signs made and delivered in the Territory, by March/April for this project to be completed by late July 2018. It is necessary for the VI Department of Public Works to be on hand to ensure that we are in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) therefore, a meeting will be held with the Assistant Commissioner upon approval of this grant to ensure full cooperation to complete this project.

Child Passenger Safety Training –USVI

Awarded: \$48,242.00

Expended: \$25,579.87

\$405B

The Virgin Islands Child Occupant Protection program raises the awareness of the general public, parents and other caregivers to ensure drivers and vehicle occupants are properly restrained at all times. In 2009, the mandatory seat belt law in the Virgin Islands was amended to include booster seats and the use of seat belts in all seating positions. It is proven that when utilized correctly, child restraints can reduce fatal injury to infants and children in the event of a traffic crash. Effective child passenger safety training is an important tool in the effort to raise awareness and convey accurate technical information about proper occupant restraint usage. Therefore, the Virgin Islands Office of Highway Safety (VIOHS) Territory wide Occupant Protection provides territorial coordination for the Child Passenger Safety Training program.



With continued funding from the National Highway Traffic Safety Administration (NHTSA), the Occupant Protection program will continue to recruit individuals for the technician training program and one individual who have shown exemplary performance and knowledge in our Child Passenger program to become an instructor. We will also train technicians in the most current fact and findings in Child Passenger Safety by providing updated information to our community.

Objectives

- ✚ To host the technician level NHTSA National Child Passenger Safety Certification training and successfully train thirty (30) persons territory wide by September 30, 2017.
- ✚ To successfully train one (1) person as instructor level NHTSA certified Standardized Child Passenger Safety Trainer by September 30, 2017.
- ✚ To conduct worksite occupant protection education training focusing on seat belt policies and correct seat belt/child safety seat usage for the Juan F. Luis Hospital nurses impacting thirty (30) employees by September 30, 2017.
- ✚ Certify two (2) Child Passenger Safety instructors and two (2) technicians in the Transporting Children with Special Healthcare Needs course at Riley Hospital in Indianapolis, IN by September 30, 2017. To conduct at least three educational safety presentations impacting twenty(20) students in each session by September 30, 2017.



Results

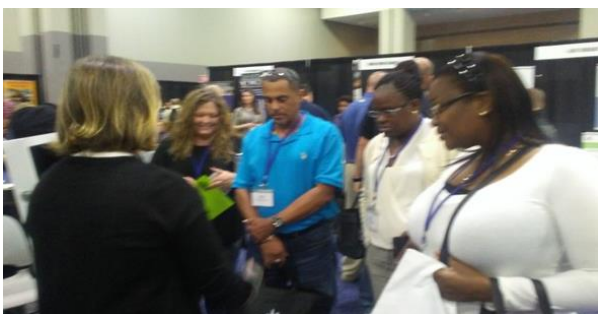
We were unable to conduct any Child Passenger Safety clinics in September or classes in March and July of Fiscal Year 2017. In March, we intended to host a refresher course to retrain all technicians that recently lost their certifications, however, when we attempted to register for the class in February, we found out that all classes must have two instructors to occur, which the Territory presently lacks, therefore that class was cancelled. We actively reached out to members of the CPS community through Facebook and phone calls to members in an attempt to reach instructors that may have been interested. That was unsuccessful. Finally the Director reached out to several of his GHSA discussion board who provided us with several contacts. Plans were made for the instructor to travel to the Virgin Islands in September. Both of these activities were scheduled during Child Passenger Safety Week and the week that followed. However, the class was cancelled for late September due to Hurricanes Irma and Maria. We hoped to have certified at least fifteen (15) persons as Child Passenger Safety technicians and one instructor, that goal was not achieved.



In March 2017, Technicians and an Instructor participated in a two (2)-day certification course for Traveling with Children with Special Health Needs training. At that training, emphasis was placed on:

- ✚ Special needs access to proper resources for safe transportation.
- ✚ Current guidelines for the protection of children with specific health care needs.
- ✚ Important considerations for transporting children with special health care needs including those with a tracheostomy, a Spica cast, challenging behaviors, or muscle tone abnormalities as well as those transported in wheelchairs.
- ✚ The most appropriate restraints available for children with different health care needs.

We also attended the Lifesavers Conference that provided insight in all program area. The Occupant Protection Program was able to experience the innovations in car restraint technology, as well as, ways to improve and capture vital program data through checkup forms.



The Virgin Islands Department of Human Services (VIDHS) hosted In-Service Workshops in which the program shared vital information to teachers, bus drivers, and aides in child passenger safety in cars and on school buses. The Occupant Protection Coordinator hosted the Child Passenger Safety segment of the training in which attendees were taught the basic guidelines for selecting restraints, positioning children into them, and securing these restraints in all types of vehicles, primarily the family vehicle and

school buses. During these four sessions, they were also taught how to avoid the use of substandard products, makeshift restraint systems, or unsafe methods of securement in motor vehicles. They were also afforded the opportunity to install a seat on our training seat to ensure that they grasped the concept of correct installation. After these sessions, teachers and bus drivers were able to spot misuse of car restraints and could properly inform parents of corrective measures to take when transporting their children to and from the Head Start Centers.



During the Week of the Young Child activities in May 2017, there were also parades and fun day activities held at the Christiansted Band Stand, the community Head Start Centers and at the Canegata Ballpark which garnered over one hundred (100) children. Buckle Bear, the Child Passenger Safety mascot was also on hand to entertain and provide educational information on the importance of buckling up. Children and teachers were very interested in the correct ages for child restraint use. He was also invited to attend the opening of the 2018 head start school year in September, to welcome parents and students and to encourage using car restraints at all times however, the schedule was changed after we experienced the hurricanes, which caused the schools to open later than previously anticipated.

The program decided to shift its focus from training members of the Juan F. Luis Hospital and work with the Department of Health workers, because they encounter children on a daily



basis at the Maternal and Child Health clinic. Training was set for August 11, 2017; however, the offices were closed due to mold issues. However, time was utilized to meet with the VIOPTF members from EMS to discuss the possibility of us hosting the Special Needs training in conjunction with member from Riley Hospital.

Fiscal Year 2018 Corrective Measures

- 1) In Fiscal Year 2018, the Coordinator will contact participants and instructors to conduct a class in April 2018. The course registration will be completed by February 2017. Several individuals have already been considered for classes and their respective agencies and supervisors will be contacted for approval in March. Off island instructors will be contacted in February/March to ensure availability for travel and for time off from their jobs.
- 2) Vendor authorizations will be established and all respective letters will be forwarded. Though we usually conduct activities during the entire month of September to coincide with Child Passenger Safety Week, we will be moved to an earlier time to also avoid possible hurricanes and tropical storm weather.

- 3) Though we were unable to conduct our annual Child Passenger Safety clinics due to the hurricanes, the Child Passenger Safety program will conduct three (3) mini-clinics during Child Passenger Safety Week when Child Passenger Safety awareness is heightened.

Occupant Protection Seat Belt Survey, USVI

Awarded: \$121,330.00

Expended: \$53,723.40

§405B

The Annual Scientific Seat Belt Survey is a probability based observational survey of seat belt usage in the Territory, observing traffic as it occurs on random roadways to track vehicle occupant seat belt use behavior. Mandated by the National Highway Transportation Administration and certified by the Territory as a condition to receive grant funding, an annual seatbelt survey must be conducted in accordance with the criteria established by the United States Department of Transportation. The Virgin Islands is required to submit this annual study design and data collection protocol survey to NHTSA to estimate passenger vehicle occupant restraint use. In April 2011, the Final Rule was published in the Federal Register, Vol. 76, No. 63 and became effective May 11, 2011. The revised uniform criteria require the submission of a state observational survey design of seatbelt use that meets these new requirements; therefore, a new survey design was created and that cost had to be included. This creates the need for a professional contractor to conduct the survey in the Territory. The Coordinator will ensure that the following tasks are completed by dividing the payment schedule such that dates are met as established to ensure timely compliance with NHTSA.

Objectives

- ✚ Have the seat belt survey and reports completed along with all states and territories by August 2017

Results

The 2016, seat belt survey was funded during this grant year, this occurred due to the Department of Property and Procurement (P&P) changes in the contract format that the department was unaware of. In 2016, this was the series of events that took place.

- ✚ **May 6, 2016-** Justification letter was forwarded to VIPD Commissioner for signature.
- ✚ **May 26, 2016-** Seat Belt Survey encumbrance received from VIOHS Fiscal Officer and forwarded to accompany the justification letter.
- ✚ **June 2016-** RFP for solicitation was published.
- ✚ **July 6, 2016-** Contractor selection meeting held, and contractor is selected.
- ✚ **July 11, 2016-** Bidding acceptance sent from P&P for attendee's signatures.
- ✚ **July 13, 2016-** Contractor contacted and contracts were forwarded for review and signature.
- ✚ **July 19, 22, and 25, 2016-** Supporting documents received from contractor to include business licenses and all were forwarded to the VIPD's Legal Counsel.

- ✚ **August 11, 2016-** The TreWyn and Associates contract was returned to VIPD's Legal Counsel, and we were informed that there is a new contract template, and it must be redone.
- ✚ **August 11, 2016-** The contractor was informed of the new contract template and it was revised and forwarded to them.
- ✚ **August 15, 2016-** The contractor returned the contract and it was forwarded to VIPD's Legal Counsel.
- ✚ **October 25, 2016-** P&P forwarded the contract to legal counsel and is requesting deliverable dates for the contract execution.
- ✚ **November 14, 2016-** P&P requested that several pages of the contract be revised to include initials.
- ✚ **December 12, 2016-** Letter sent to VIOHS Director in regards to the contract's delay from the VIOHS Occupant Protection Coordinator.
- ✚ **December 12, 2016 -** The Director contacts the Commissioner after this ongoing situation and it was resolved.

In 2017, we were unable to conduct the Annual Seatbelt Survey along with all states and territories due to the late approval by Property and Procurement. The timeline of events shows the lengthy process that takes place with the execution of this contract.

- ✚ **March 6, 2017-** Termination letter was sent to VIPD's Legal Counsel for review.
- ✚ **April 20, 2017-** Follow-up occurred with VIPD's Legal Counsel.
- ✚ **May 3, 2017-** Contract termination letter drafted and forwarded to VIPD's Legal Counsel.
- ✚ **May 15, 2017-** The signed RFP letter from the VIPD Commissioner was returned to VIOHS.
- ✚ **June 28, 2017-** The Department of Property and Procurement held the contractor selection meeting, in which TreWyn and Associates was selected.
- ✚ **July 11, 2017-** A signed letter of Recommendation and Award was forwarded to the VIOHS office as well as to the selected contractor.
- ✚ **July 31, 2017-** The contractor submitted the contract and all supporting documents to the VIOHS, who in turn forwarded to the VIPD's Legal Counsel.
- ✚ **August 1, 2017-** TreWyn submitted additional documents, general liability insurance, and trades name registration that P&P stated would expire soon.
- ✚ **August 2, 2017-** TreWyn and Associates contacted DUNS in regards to their number and was informed that it needed to be updated to reflect the name; TreWyn and Associates and would take five to seven (5-7) days
- ✚ **August 21, 2017-** TreWyn reported that they were still attempting to rectify the situation with the DUNS number.
- ✚ **August 29, 2017-** TreWyn and Associates DUNS number became active.

On September 6 and 19, 2017, Hurricane Irma and Maria hit the Territory and the survey could not commence. There was a total Government shut down, roadways were blocked, there was no electricity, and air travel was grounded.

Fiscal Year 2018 Corrective Measures

- 1) In 2018, the Annual Seat Belt Survey process will begin in early March. The RFP will be sent out in February, to ensure that contractors are notified of the project early enough so that preparations could be made to have these contracts executed and completed by the third quarter of 2018.

Traffic Records Management, USVI

Awarded: \$153,086.79

Expended: \$40,671.52

\$408

It is imperative that the Virgin Islands establish and implement a complete and comprehensive traffic records program, which is essential for the development and operation of a viable safety management system and an effective traffic-related injury control effort. The Traffic Records Coordinating Committee (TRCC) will in turn, analyze data, assessing priorities for the Virgin Islands' six (6) core systems based on the most recent assessment. The Coordinator will oversee and monitor all the Traffic Records grant funded projects, coordinate and prepare all Traffic Records Coordinating Committee Meetings, and supervise the traffic data processes. The Coordinator will also be responsible for the development of the Territory-wide Traffic Records program as part of the Highway Safety Plan.

The Virgin Islands Traffic Records Coordinating Committee is responsible for developing a strategic plan to facilitate agencies gathering and transmitting traffic records data electronically. In order to increase the quality of traffic crash data collection in the Territory of the United States Virgin Islands, the previous plan consisted of eight (8) major projects which were:

- 1) Electronic Crash Reporting System (ECRS)
- 2) Emergency Medical Services Patient Care Reporting System (EMS PCR)
- 3) Electronic Citation
- 4) Bureau of Motor Vehicle (BMV)
- 5) Virgin Islands Police Department (VIPD)
- 6) Attorney General Office (AGO)
- 7) Superior Court Connection
- 8) Virgin Islands Crash/Roadway Database Update

Objectives

- ✚ Schedule, coordinate and have at least six (6) Traffic Records Committee meetings by September 30, 2017.
- ✚ Conduct monthly on-site visits and telephone follow ups per project for monitoring purposes by the end of Fiscal Year 2017; provide a detailed written monitoring report of each on-site monitoring activity at the end of each sub-grantee visit during Fiscal Year 2017.
- ✚ Provide updates to the TRCC on the Strategic Plan and the performance measures at scheduled TRCCs meetings during Fiscal Year 2017.
- ✚ Provide quarterly statistical reports Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Virgin Islands Department of Public Works (VIDPW), and other pertinent agencies during Fiscal Year 2017.

- ✚ Have Traffic Records (TR) Coordinator attend TSI training courses and Traffic Records Forum with the VIOHS Director during Fiscal Year 2017.

Results

The Virgin Islands Office of Highway Safety Traffic Records Management program had a few focus areas during Fiscal Year 2017. The achievement of these tasks was difficult as a result of the Traffic Records Coordinator's position was vacant up until May 1, 2017. With the onboarding of the new Coordinator, some tasks were unable to be completed due to lack of training received on the position and its roles.

The program's first goal was to have at least six (6) Traffic Records Coordinating Committee meetings that should have been completed by September 30, 2017. The Traffic Records Coordinating Committee was rebuilt with the hiring of the new Traffic Records Coordinator. All previous members of the committee were contacted to inquire about their interests and to make known the intended purpose of the group, which is to evaluate current data and develop programs based on problems identified. Out of six (6) meetings that were proposed, one (1) was completed on May 25, 2017. There were twelve (12) participants, with representation from agencies such as Bureau of Motor Vehicle (BMV), Virgin Islands Office of Highway Safety (VIOHS), Emergency Medical Services (EMS), Geographic Information Systems (GIS), Management Information Systems (MIS), Virgin Islands Police Department Traffic Bureau (VIPDTB), and NHTSA Region 2. Agenda and sign-in sheets are available as evidence for this venture. Citation data was retrieved by Report Beam on a bi-monthly basis; this was used to provide the data needed to develop the VIOHS sub-granted enforcement projects. In previous year, the VIOHS received data from the VI Superior Court (VISC). This data was used to cross-reference what was provided by the Traffic Division. However, this was not received during Fiscal Year 2017. The VI Superior Court once again has put out and RFP for the rebuilding of the recording and reporting system. This system should address some of the shortfalls that were identified in the Traffic Records Program Assessment completed May 2017. The court still retains the citation and conviction information; the VIOHS will have to re-establish a mode of retrieval.

Monitoring was part of objectives that the program planned to implement through monthly on-site visits and follow-ups on each project that was funded. Of those, one (1) formal monitoring visit and follow-up was held on July 19, 2017, and a detailed report was completed. The Virgin Islands Emergency Medical Service was the only external traffic records sub-grantee that required monitoring. The sub-grantee submitted monthly reports to the VIOHS Director. Information was frequently shared and provided by the sub-grantee through constant communication with phone calls and emails that provided technical assistance and guidance as deemed necessary. The provision of updates to the TRCC's

strategic plan and the performance measures at scheduled TRCC meetings during the fiscal year was another objective to be completed under the approved grant cycle. These tasks were not completed during the fiscal year as a result of the hiring of a new Traffic Records Coordinator in the third quarter of the fiscal year, who is still becoming familiar with the position and its roles. The unfortunate lack of an updated strategic plan amongst other fixable factors, made the Territory not qualified for Fiscal Year 2018 405c funds.

Furthermore, the grant augmented that the Traffic Records Coordinator will provide quarterly statistical reports to Virgin Islands Office of Highway Safety (VIOHS), Virgin Islands Police Department (VIPD), Virgin Islands Department of Public Works (VIDPW), and other pertinent agencies during Fiscal Year 2017. There was no Traffic Stats Booklets distributed during the fiscal year. Positively, the VIOHS supplied data required to identify, isolate, and analyze critical traffic safety issues involving DUI arrests, traffic citations, and fatality data. The data was used for senate hearings that the VIPD Commissioner attended and to develop the VIOHS Highway Safety Plan and complete the Annual Evaluation Report.

Lastly, for the enhancement of job performance, the Traffic Records Coordinator was approved to attend five (5) training courses, *Traffic Records Forum; Managing Highway Safety Programs; Data Driven Approaches to Highway Safety Planning; Communications; and Lifesavers National conference* during the fiscal year. The newly hired Traffic Records Coordinator attended the Traffic Records Forum, along with three (3) members of the Traffic Records Coordinating Committee. The participants of the Traffic Records Forum were given innovative ideas from various informative sessions that were held. Sessions such as the *Thin Blue Line, E-Citation, Ignition Interlock, and Creating an Effective Traffic Records Coordinating Committee* suggested alternate ways that upcoming projects being tackled by the TRCC and how they could be structured. With the gained ideas and suggestions, the Virgin Islands Office of Highway Safety, with other Government Agencies, can help make the roads of the Territory safer for all. The Coordinator was also scheduled to attend the Data Driven Approaches to Highway Safety Program Assessments training in Fiscal Year 2017, but could not attend because of the Territory being impacted by two (2) Category 5 hurricanes.

Fiscal Year 2018 Corrective Measures

Only some of the Traffic Records Program Management grant objectives were satisfactorily met. The Traffic Records Management plans to address and improve several areas. Areas of improvement will be addressed in the following areas:

- 1) With the Traffic Records Coordinator position being filled at the end of the third quarter of Fiscal Year 2017, the six (6) Traffic Records Coordinating Committee meeting did not occur. With the recruitment of new TRCC members, the VIOHS will reach out to NHTSA Region 2 office for assistance from their GO Team, based on

recommendations made at the NHTSA Technical Assistance Visit that was held in May 2016, and most recently, the Traffic Records Assessment conducted in May 2017. Meetings will be structured with its intent of analyzing data to ensure that focus is resumed in assessing priorities for the Virgin Island's six (6) core systems based on their most recent Assessment, and facilitating outside support in engaging key stakeholders. The TRCC will meet bi-monthly to address the Territory's traffic related problems. Post meetings, the Coordinator will follow-up with meeting minutes within two (2) weeks of the scheduled meeting highlighting progress and/or methods for improvement.

- 2) Monitoring is essential to determine program effectiveness and to quickly fix and resolve issues that may arise. Once again, due to the period of when the Coordinator was hired, only one (1) site visit was conducted by the Coordinator. The VIOHS Director (as previously mentioned) will have weekly meetings at which point monitoring visits will be scheduled by the Director. This would increase accountability of having the objective fully met. Monitoring logs, sign-in sheets, agendas, and after-action reports will be included as part of the performance measures under this program to satisfy the expected requirement.
- 3) To expand the scope of the TRCC Committee, the VIOHS will recruit new members from the existing member agencies who are committed to the primary function of the committee: to review data, projects, and reports generated by the VIOHS and its sub-grantees and authorize their inclusion in the Virgin Island's Traffic Records Strategic Plan. The last strategic plan that was developed ended in 2015. The Traffic Records Coordinator will revisit the previous plan; look at the recommendations of the recently conducted Traffic Records Assessment; and select realistic and achievable goals that can be used to update the *"United States Virgin Islands Traffic Safety Systems Coordinated Strategic Plan"* with participating agencies. All avenues will be sought to safeguard agencies coming on board. Upon the updating of the Strategic Plan, the Coordinator will ensure performance measures are met.
- 4) The VIOHS, in completing program related projects and reports have realized that the current system "Report Beam" that is being used is not robust and is unable to provide accurate data (location) to generate effective resource deployment. As a result, the Traffic Records Coordinator will work with the MIS Director of VIPD, to proceed with the purchasing of the Traffic and Criminal Software (TraCS) with an anticipation of roll-out by the end of the second quarter of Fiscal Year 2018. Such improvement would allow the Traffic Records Program to resume with the creation and distribution of Traffic Records Stats Booklet on a quarterly basis to agencies that may require traffic data to isolate critical traffic safety issues.

- 5) There were five (5) trainings that were approved for the Coordinator to attend during Fiscal Year 2017 (Traffic Records Forum, Managing Highway Safety Programs, Data Driven Approaches to Highway Safety Planning, Communications, and Lifesaver National Conference.) The new Coordinator will attend trainings that are listed on the Fiscal Year 2018 NHTSA course listing that was provided to the VIOHS, or that are relevant to the program. Travel packages will be completed in a timely manner to get approval from the NHTSA Region 2 Office to proceed with the local travel approvals, which will ensure the Coordinator's attendance at the trainings. The training will enhance the Coordinator's knowledge of emerging safety issues, regulations and new technologies to keep highway safety data and traffic records system current.

Virgin Island Emergency Medical Services (VIEMS) - USVI

Awarded: \$72,816.24

Expended: \$18,392.91

\$408

The Virgin Islands Department of Health (VIDOH) maintains regulatory oversight of emergency medical care in the Territory as well as the administration of several EMS related federal grants.

The Virgin Islands Emergency Medical Services (VIEMS) mission is to continuously improve our comprehensive Territorial Emergency Medical System using the principles of continuous quality improvement, to ensure that an optimal, uniform and standard of pre-hospital emergency medical care is available to the residents and visitors of the Virgin Islands.

The Emergency Medical Services Patient Care Reporting System (EMSPCR) system collects information on all EMS (ambulance) responses into a database, in which the National Emergency Medical Service Information System (NEMSIS) elements are incorporated. EMS Charts was purchased as the platform to create the territorial Patient Care Report (PCR), which is an internet based software that allows documentation of PCRs anywhere there is internet access. This also allows exporting of data sets and extrapolation of data for reports.

Our community has recently seen a dramatic rise in incidents requiring the need of medical aid, treatment and transport. These responses require accurate reporting, documentation as mandated by law, quality control, quality assurance/improvement and internal policy that in the past was daunting. Electronic patient care reports (ePCR) have improved EMS record availability and legibility for ER clinicians as well as improve quality assurance.

Objectives

- ✚ Continue to encourage and foster the improvements we have seen in the St. Croix district for patient care reports to be entered into the database from time of call to time patient report is locked.
- ✚ Improve the time of completion of eCPCRs in the St. Thomas/St. John district from two point two three (2.23) days with sixty-eight (68%) percent being completed within twenty-four (24) hours to one (1) day and ninety-five (95)%.
- ✚ Improve the pertinent data recorded on traffic related ePCRs recorded in the EMS St. Thomas/St. John district.
- ✚ Have Data Manager and training officers attend annual emsCharts User Groups and Convention Training during Fiscal Year 2017.

Results

Based on the accepted grant proposal, the EMS program had several goals that needed to be achieved. First, the sub-grantee set out to encourage and foster improvements for patient care reports to be entered into the database from time of call to time patient report is locked. To accomplish the first objective, the Emergency Medical Service was to have their training officer perform quality reviews, as well as ensuring that monthly reports were prepared and submitted to the Virgin Island Office of Highway Safety (VIOHS). Performance quality reviews by training officers were ongoing. Monthly reports including the amount of calls the VIEMS responded to, the amount that were traffic related with the patient's age, gender, injuries and treatment provided, "Time to Lock" and financial claims were submitted to the Virgin Islands Office of Highway Safety, which will encourage accurate documentation.

The EMS program also developed an objective to improve the time of completion of ePCRs charts in the St. Thomas/St. John District from two point two three (2.23) days with sixty-eight percent (68%) being completed within twenty-four (24) hours to one (1) day and ninety-five (95%) by the end of Fiscal Year 2017. St. Croix achieved a rate of ninety-eight (98%) while, the St. Thomas/ St. John rate dropped to sixty-eight (68%). To achieve this goal, high-speed internet had to be retained, "Time to Complete Charts" report of ePCRs had to be submitted monthly, and staff were to be made aware of policies pertaining to chart completion and hold them accountable. EMS was unable to maintain internet services to ensure timely completion of ePCRs, due to the merging of their service provider with another company

The infrastructure needed at the EMS facilities for the new service provider was non-existent, causing to need for ground work. The merge also led to difficulty to find the EMS account after the service was transferred. During the resolution of the issues, the Territory was dealt with two (2) Category 5 Hurricanes which left EMS with communication and internet service interruptions for a great period. Despite these challenges, monthly "Time to Complete Charts" reports were submitted to the Office of Highway Safety. With the challenges encountered with being affected by two (2) Category 5 hurricanes in Fiscal Year 2017, EMS was unable to meet the goal of ninety-five (95%) charts locked in the St. Thomas/St. John District.

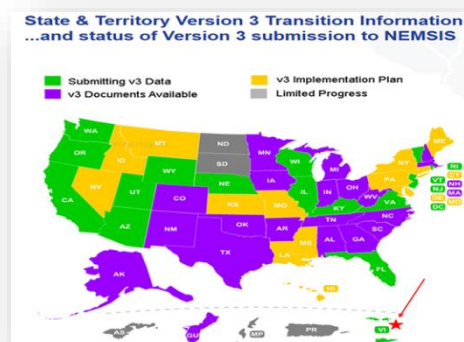
Next, the EMS program aimed to improve the pertinent data recorded on traffic related ePCRs recorded in the EMS St. Thomas/St. John District during Fiscal Year 2017. To accomplish this, EMS aimed to have the Data Manager forward to training officers, ePCRs found in monthly review with inaccurate data for review with ambulance crews. The EMS program stated that Training Officers would provide the Data Manager results of Quality Assurance reviews. Data Set locks that have been activated in the charting system to ensure

staff is imputing the correct information causing one hundred (100%) of motor vehicle related crash ePCRs were reviewed. To seize and report on the improvements being made with the ePCRs, a satisfaction survey for staff was conducted. The survey revealed that the employees are satisfied with the ePCRs and that it is very beneficial to them in the fact that it is easy to use and makes the completion of the reports easier to do.

Finally, to develop an increased understanding of new practices and procedures involving the product enhancements of emsCharts, the EMS program would have Data Manager and Training Officers attend annual emsCharts User Groups and Convention Training during Fiscal Year 2017. This was achieved through the preparation of travel report and submission to VIOHS that highlights future steps for the program. In Fiscal Year 2017, travel reports were submitted to the Virgin Islands Office of Highway Safety (VIOHS). The Documentation Policy Training, which is usually held in the month of September, was cancelled due to the hurricanes passage and subsequent effect destruction of the Territory. Furthermore, payments for emsCharts and Choice Communication were unable to be processed because of the loss of electricity, communication, and internet, causing much of the funding to not be expended.

The U.S. Virgin Islands is our first U.S. Territory to [“#GoGreen”](#) by submitting Version 3 data to [#NEMSIS](#). [#USVirginIslands](#) are widely known by many vacationers for their beautiful white sand beaches. We congratulate the Virgin Islands Department of Health and the EMS professionals who collect the data to help align EMS with the rest of the healthcare industry and improve services on the islands.

The above information was taken from NEMSIS Facebook page posted on April 12, 2017.



Fiscal Year 2018 Corrective Measures

During Fiscal Year 2017, EMS in the Territory was faced with several obstacles, to include weather-related challenges. The following corrective measures will be addressed.

- 1) The program was unable to meet their goal of ninety-five percent (95%) charts locked in the St. Thomas/St. John District. As a corrective measure, additional requirements to the “Data Lock” section of the ePCRs will be added. With this information, specific crash site details could be obtained, which will encourage improvements of time of completion of ePCRs, which will mirror that of St. Croix.

- 2) Internet service was not maintained during Fiscal Year 2017. The merging of the first service provider with another company created numerous difficulties for the program. In Fiscal Year 2018, EMS will consider switching to a different provider, which will aid in improving the time of completion of ePCRs in St. Thomas/St. John District.
- 3) The Documentation Policy Training that was scheduled for September for unforeseen difficulties was cancelled and will be scheduled to be completed in September of Fiscal Year 2018.

following the completion of enforcement activities). Evaluation of the survey results are as follows based on the actual numbers and percentages:

- 1) In the past 30 days, how many days have you driven a motor vehicle after drinking alcoholic beverages?
0-5 days (376 or 75.2%) 6-10 days (57 or 11.4%) 11-15 days (20 or 4%) 16-20 days (10 or 2%) 21 or more (37 or 7.4%)
- 2) In the past 30 days, have you read, seen or heard anything about alcoholic impaired driving/ drunk driving enforcement conducted by the police?
YES (345 or 69%) NO (155 or 31%)
- 3) What do you think the chances are of someone getting arrested if they drink after driving?
Very Likely (175 or 35%) Likely (205 or 41%) Unlikely (90 or 18%) Very Unlikely (30 or 9%)
- 4) How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick-up truck?
Most of the time (286 or 57.2%) Half of the time (135 or 27%) Rarely (59 or 11.8%) Never (20 or 4%)
- 5) In the past 30 days, have you read, seen or heard anything about seat belt law enforcement by police?
YES (305 or 61%) NO (195 or 39%)
- 6) What do you think your chances are of getting a ticket if you do not wear a seat belt?
Very Likely (184 or 36.8%) Likely (164 or 32.8%) Unlikely (80 or 16%) Very Unlikely (72 or 14.4%)
- 7) On a local road with the speed limit of 30 mph, how often do you drive 35 mph or more?
Most of the time (171 or 34.2%) Half of the time (114 or 22.8%) Rarely (118 or 23.6%) Never (97 or 19.4%)
- 8) On the highway, where the speed limit is 55 mph, how often do you drive 60 mph or more?
Most of the time (97 or 19.4%) Half of the time (186 or 37.2%) Rarely (108 or 21.6%) Never (109 or 21.8%)
- 9) What do you think the chances are of getting a ticket if you drive over the speed limit?

Very Likely (147 or 29.4%) Likely (215 or 43%) Unlikely (94 or 18.8%) Very Unlikely (46 or 9.2%)

10) In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

YES (281 or 56.2%)

NO (219 or 43.8%)

11) How often do you talk on the phone while driving?

Most of the time (68 or 13.6%) Half of the time (126 or 25.2%) Rarely (190 or 38%) Never (116 or 23.2%)

12) How often do you text while drive?

Most of the time (66 or 13.2%) Half of the time (51 or 10.2%) Rarely (118 or 23.6%) Never (265 or 53%)

Fiscal Year 2018 Corrective Measures

- 1)** During the 2017 Fiscal Year, the VIOHS will consider conducting the survey twice annually and evaluate results to see if there are noticeable changes.
- 2)** The VIOHS has also proposed to use a professional to evaluate the results.

List of Acronyms

AA	Alcohol Anonymous
ARIDE	Advanced Roadside Impaired Enforcement
BMV	Bureau of Motor Vehicle
CPS	Child Passenger Safety
DUI	Driving Under the Influence
EMS	Emergency Medical Services
EMSPCR	Emergency Medical Services Patient Care Reporting System
FY	Fiscal Year
GHSA	Governor Highway Safety Association
GIS	Geographic Information Systems
HSP	Highway Safety Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MIS	Management Information System
MMUCC	Model Minimum Uniform Crash Criteria
NEMSIS	National Emergency Medical Service Information System
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
OP	Occupant Protection
P&A	Planning and Administration
PCR	Patient Care Report
PIO	Public Information Officer
PSAs	Public Service Announcements
RFP	Request for Proposal
SFST	Standardized Field Sobriety Test
STT/STJ	St. Thomas/St. John District
STX	St. Croix District
TRCC	Traffic Records Coordinating Committee
USVI	United States Virgin Islands
VI	Virgin Islands
VIDHS	Virgin Islands Department Human Services
VIDPW	Virgin Islands Department Public Works
VIEMS	Virgin Islands Emergency Medical Services
VIOHS	Virgin Islands Office of Highway Safety
VIOPTF	Virgin Islands Occupant Protection Task Force
VIPD	Virgin Islands Police Department

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Where a Difference is Made!!!!

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