

U.S. Virgin Islands Highway Safety Plan

FY 2018



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Cover page (Top Left) shows the US Virgin Islands Geographic Map, displaying the outline of the islands; (top right) shows a historic preservation and reservation monument of Point which signifies the Easternmost point of the United States where one side of the point yields to the Caribbean Sea and the other is the Atlantic Ocean; (bottom left) shows traffic flow on the Wilmoth E. Blyden highway on the island of St. Thomas that provides outlets to all sub-intersections and roadways on the island (this is the main highway of the island); (bottom right) depicts the Melvin H. Evan Highway. Just as in St. Thomas, it is one of the few divided highways in a territory with the distinction of being the only US jurisdiction to drive on the left. It is also the fastest road on the island—and in the territory—with a 55-mph speed limit for passenger vehicles (except buses) and a 40-mph limit for heavy trucks and buses. All junctions are at-grade, there are stoplights with connecting roads, and driveway access is limited by default in the territory.

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Introduction

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

The US 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 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 common 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 months, with an average annual precipitation of 40 inches. These conditions can easily flood the roads anywhere throughout the Island.

These disadvantages to traffic safety, such as alcohol consumption (being duty free; legal drinking age of 18; average cost per bottle \$8), speeding, 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 user(s) are exposed to when commuting from various means from one point to another.

With the purpose of addressing the evolving thorn with deterrence 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 29% decrease in traffic fatalities in FY 2016 from fourteen (14) to ten (10) the lowest it has been since 2011 that had eight (8). Although these up to-date statistics shows a reduction of traffic fatalities, this is not a consistent pattern. 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 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 over-all approach or they can be specific with short-term approaches.

Although the fatality reduction goal was met for FY 2016, there were increases in alcohol-impaired driving and speeding-related fatalities. Through shared concerns with the community, the Virgin Islands Police Department's (VIPD) leadership and the VIPD Commissioner (Governor's Representative) has committed to create a Traffic Enforcement Unit under the Office of Highway Safety with approximately fourteen (14) officers (ranking and non-ranking) territorially. This can 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 FY 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 tier is 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.

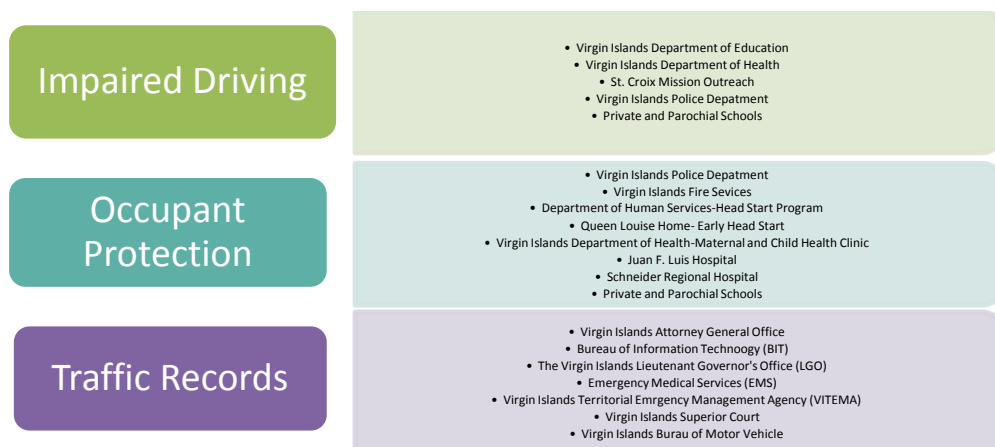
These exertions will continue through constantly looking at improvement strategies and best practices until numbers of traffic fatalities, serious injuries and property damages are relatively low.

Relationship and Coordination with External Partners and Stakeholders

The VI Office of Highway Safety has a relatively small staff that relies on itself and members of its revamped Traffic Records Coordinating Committee (driven by the recommendation of the 2017 Traffic Records Assessment conducted), the Occupant Protection Committee and other community partners to identify and analyze traffic safety problem areas. While it is difficult to place a measurable dollar amount of support from outside agencies, the VI’s highway safety program benefits from the expanded capacity that partners and stakeholders provide, whether through real or in-kind support. These agencies work along with the VIOHS in offering staff to assist with activities such as the Occupant Protection’s Child Passenger Safety Week activities; providing information to the public; providing roadway improvement and infrastructure, to enhance safety during enforcement activities; and being part of the TRCC and other VIOHS program area committees to offer input and guidance.

The VIOHS works closely with the Virgin Islands Police Department to develop and implement the highway safety program. The VIPD is the hands-on enforcement agency related to crashes, fatalities, injuries and promoting seatbelt usage. VIPD also uses their citation information and compares it to the results from the Superior Court’s infraction reports to determine the effectiveness of enforcement throughout the high incident areas of our territory. The initiatives are critical for the safety of the USVI and will be managed by the Commanders of the Traffic Enforcement unit created for the VIOHS.

As recommended, the VIOHS has established and created several committees essential to augment effective functionality. The committee are the Traffic Records Coordinating Committee (TRCC); the Occupant Protection Committee; and the Alcohol Program Committee. The VIOHS has identified the following key partners that must have active input and/or a specific role in formulating the Highway Safety Plan and implementing the program throughout FY 2018:



The agencies are involved by looking at current data; program activities and community concerns to determine programs that should be part of the Highway Safety Plan (HSP). These committee members, especially those of the TRCC are involved the review and approval process of the project in the HSP. Grant proposals will be reviewed and score by the newly formed TRCC committee members before forwarding to the VIOHS team for scoring. Involvement and support of the external partners are critical to success of the Highway Safety Office through the implementation of the Highway Safety Plan (HSP). Examples of current external partner support include:

Area	Strategy
Leadership	<ul style="list-style-type: none"> ✚ Development of Communication Strategies ✚ Lead several of the Emphasis Area teams: <ul style="list-style-type: none"> ▪ Alcohol Impaired Driving ▪ Traffic Records and Information Systems ▪ Occupant Protection ✚ Improvement to the six-core data system of the ✚ Roll-out and Implementation of the e-Citation system ✚ Creation of Traffic Enforcement Units
Data	<ul style="list-style-type: none"> ✚ Sharing citation databases and related information ✚ Coordination of the Traffic Records Coordinating Committee (TRCC) ✚ Kids Count Data to determine poverty level of children for Occupant Protection Program Initiatives ✚ Annual Seatbelt Survey ✚ Improvement of Crash Database
Integration	<ul style="list-style-type: none"> ✚ Participation in the Government of the Virgin Islands Records Management System (RMS) project progress meetings ✚ Participation in planning meetings for BMV, VIPD, Superior Court, and Attorney General’s Office connectivity project.

Setting Performance Goals For 2018

Performance goals were set for each of the core performance measures and for the additional measures selected by the US Virgin Islands for inclusion in the HSP. For each measure, the most recent five years of data were reviewed to determine the appropriate baseline for setting the target referred to as the five-year moving average. In every case, the target that was set was an

improvement over previous performance.

Performance targets are set based on the trend analysis of past years' performance, in addition to forecasted contributing factors that illustrate to impact specific problem areas, such as an upgrade to impaired driving legislation (that will be discussed during Region 2 Ignition Interlock meeting). Territorial statistics is gathered from a single source, Report Beam. However, information from outside sources such as surveys and studies done within the territory may be used to address program specific goals. The ten (10) core performance measures, one (1) behavior measure and three (3) activity performance measures data is collected and monitored on a quarterly basis; in addition to other traffic related data capturing more than fatality data. The data is used to determine and establish baselines, or starting points for targets (if it is a new target) and whether the performance targets that are set are in place from the previous year are effectively met.

Selecting Countermeasures and Projects

Countermeasures and project selections are approaches applied to respond to the traffic safety problems indicated through the data analysis process. The objective of the strategy selection process is to identify evidence-based countermeasures that are best suited to address the issues identified in the data-driven problem identification process and collectively would lead to improvements in highway safety and the achievement of the performance target while remaining in compliance with the FAST ACT requirements.

In addition, NHTSA's Uniform Guidelines, "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Eight Edition, 2015", was the primary source consulted to identify evidence-based strategies; references to these strategies were included in the HSP. Also, positive past experiences with projects, laws and regulations multidisciplinary approaches, GHSA guides & recommendations.

The selection of these strategies is based on several factors: readiness, coordination, feasibility, and reach:

- ✚ **Readiness** is evaluated based on if groundwork has been laid for the strategy and external stakeholders that must be engaged for successful implementation.
- ✚ **Coordination** is evaluated by making sure that efforts are not being duplicated by other agencies.
- ✚ **Feasibility** is assessed by considering the timeframe, resources and professional expertise

exists in the Territory to implement the strategy and meet desired outcomes;

✚ **Reach** is looked at determining whether the design of the program will meet the targeted population.

Additionally, strategies will be developed utilizing community assessments and using cultural competency and priority, based on data evaluations. This aids in eliminating disparities in the type of services offered. The VIOHS believes that the cultural competence will improve the effectiveness of the programs selected for targeted populations.

Grant Application Solicitation

The VIOHS solicits grant applications via emails and phone calls to potential sub-grantees based on performance identification. As an improvement strategy, a request for proposal advertisement is created and released on the VIPD website, printed in local and online newspapers, displayed on the Government Access Channel. Solicitation of grant application is done based on goals, objectives, and established performance measures. Sub-grantees are then eligible to apply for funding based on highlighted program needs. Sub-grantees applications are required to include problem identification, measurable goals, quantifiable objectives, an evaluation plan, and an implementation timeline with a budget appropriate to accomplish the project goals.

Problem Identification Process

Problem Identification Process is done through using several data collection methods. Traffic Safety data is collected through the following sources

- ✚ **The Virgin Islands Electronic Crash Reporting System** - is an electronic crash report that incorporates Model Minimum Uniform Crash Criteria (MMUCC) receiving collision data from police reporting in the territory and providing collision-related data on all types of roadways.
- ✚ **Report Beam** - is the central database that houses all the Virgin Islands' crash reports. It provides live reporting data for statistics and reports, which is compiled to flag high incident areas. This system allows for analysis of crashes within specific categories defined by person (i.e., age and gender), location, roadway type and other critical factors (i.e., time of day, day of week, weather, driver's actions, etc.).
- ✚ **The Superior Court Case Management System** - houses all traffic court records to include convictions and citations.
- ✚ **Emergency Medical Services (EMS) Patient Care Reporting System**- is an electronic Patient Care Report (PCR) form that collects information on all emergency runs into a database, incorporating the National EMS Information System (NEMSIS) elements.
- ✚ **The Department of Justice Office of the Attorney General**- certifies all citations before they are forwarded to the Superior Court.
- ✚ **The Annual Scientific Observational Survey of Seat Belt Use** - a scientific survey which is required by NHTSA to generate a probability-based estimate for seat belt usage of front outboard occupants of passenger vehicles.
- ✚ **The Bureau of Motor Vehicles Database** - contains records of all licensed drivers and registered motor vehicles in the territory.

The first step in the process is to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent five (5) years of crash data (2011-2015) to determine the trend in each of the core performance measures related to fatalities. For the core, behavioral measure, the results from the five most recent observation surveys (2011-2015) were analyzed to determine the trend in the state's seat belt use rate.

The next step in the problem identification process was to conduct additional data analyses to determine the characteristics and factors contributing to the crashes and fatalities related to each of the program areas addressed in the HSP. The territory-wide summaries of crash data compiled annually for the completion of the plan is taken from attitude and awareness, and seatbelt survey results. Based on the identified problems the office selects areas to focus on for improvements and/or interventions. The hiring of a Crash Analyst in FY 2018 will help to dig deeper into the data and make better informed recommendations with the programs that will be

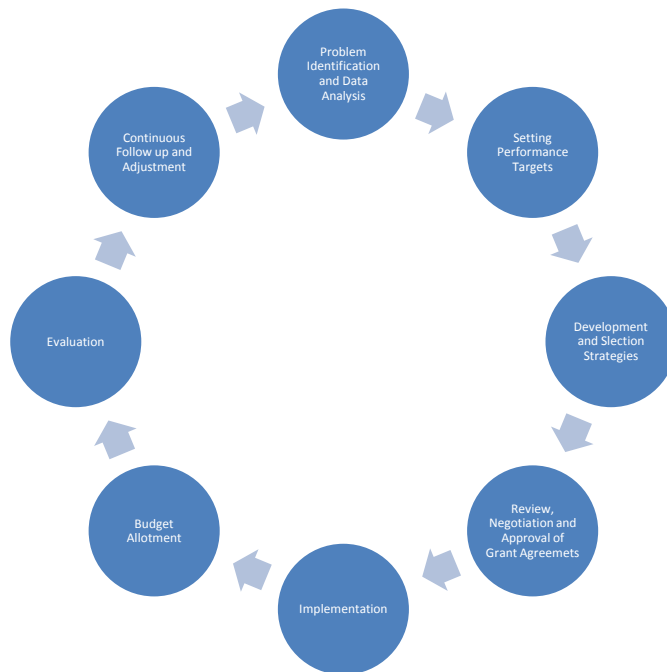
proposed and implemented. (The position was advertised twice during FY 2017 and was unsuccessful with receiving applicants).

Evidence-Based Traffic Safety Enforcement Plan

Approach

The VI Office of Highway Safety administers grant funding to implement an evidence-based Traffic Safety Enforcement Program with the finality of preventing traffic violations, crashes, and crash fatalities and injuries in areas most at risk. Through the assignment of mini-grants, enforcement mobilization campaigns that focus on speed, impaired-driving, distracted driving, motorcycle safety, deterrent behavior and the use of seat belt are funded. Thus, much of the VIOHS highway safety grant funds are expended for grants given to the VIPD each year to successfully carry out these mobilizations.

As a justification of this evidence-based program, the territory considers and implements an eight (8) step process to develop the Highway Safety Plan (HSP) seen below:



Problem Identification and Data Analysis

Law enforcement mini-grants are assigned based on the seriousness of problem(s) identified, likelihood of success and potential traffic safety impact. As discussed previously, the VIOHS obtains data necessary for the problem identification process from various data sources:

- ✚ Report Beam: Traffic Crash Repository
- ✚ Seatbelt Survey
- ✚ Superior Court Case Management System
- ✚ VIPD's Traffic Bureau
- ✚ VIOHS Attitude and Awareness Survey

Statistics enlisted below are examples of relevant data utilized for the implementation and execution of evidence-based enforcement plans:

- ✚ St. Croix District enforcement yielded 57 impaired driving arrests in FY 2016, which is an increase from FY 2015's 34 arrests.
- ✚ Alcohol-impaired driving arrests (23% of total) occurred during December and January. The Virgin Island Annual Festival/Carnival occurs at this time and is associated with heavy alcohol consumption.
- ✚ FY 2016 Data from Report Beam indicates that the majority of crashes are occurring between 6:00 pm and 3:00 am.
- ✚ Observed seat belt use for vehicle occupant decreased from 82.7% in 2015 to 79% in 2016.
- ✚ Location that reports traffic crashes is Route 70, comprising 23% of total traffic crashes during FY 2016.

Setting Performance Targets

Performance targets were set for each of the core performance measures and for the additional measures selected by the US Virgin Islands for inclusion in the HSP. For each measure, the most recent five years of data were reviewed to determine the appropriate baseline for setting the target referred to as the five-year moving average. In every case, the target that was set was an improvement over previous performance.

Performance targets are set based on the trend analysis of past years' performance, in addition to forecasted contributing factors that illustrate to impact specific problem areas, such as an upgrade to impaired driving legislation (that will be discussed during Region 2 Ignition Interlock meeting). Territorial statistics is gathered from a single source, Report Beam. However, information from outside sources such as surveys and studies done within the territory may be used to address program specific goals. The ten (10) core performance measures, one (1) behavior measure and three (3) activity performance measures data is collected and monitored on a quarterly basis; in addition to other traffic related data capturing more than fatality data. The data is used to determine and establish baselines, or starting

points for targets (if it is a new target) and whether the performance targets that are set are in place from the previous year are effectively met.

The USVI, unlike other states and territories, has had a relatively low number of fatalities for years. While the HSP is required to set a report on fatality-based performance goals and progress indicators, the VIOHS will develop additional performance measures based on injury, crash, or survey data, especially with the development of new sub grantee projects. Targets will then be set based on specific contributive factors unique to the territory's data, such as the age of offenses (DUI); times, locations, and serious injuries.

Selection of Funding Priorities

The VIOHS outlines an approach to address key enforcement areas and uses it as a guide in the development of appropriate countermeasures for their specific areas. Some examples of these strategies include targeting enforcement on a specific traffic violation, such as speeding and unrestrained vehicle occupant, or on a specific period of day, month and/or occasions when most violations occur.

During this process, the VIOHS staff determines programs that are most needed based on problem identification. The group will prepare a rank-order list of highway safety problems with potential sub-grantee/funding recipients based on the data collected, the funding sources to be utilized for each (§402, MAP-21§405, §406, §408). The VIOHS has a surplus of funds in carryforward that has been present since 2009. However, the VIOHS will strive to fund programs under the proposed project list.

These large amounts of unliquidated carryforward funds can be more effectively utilized to support the goals of the Highway Safety Plan, so the VIOHS has developed an aggressive outreach plan to recruit, develop, and establish new external partners' essential to implement priority projects. During FY 2018, the VIOHS will aim to fund all programs at a level of funding appropriate to accomplish the objectives of the project and throughout the fiscal year, the VIOHS will continue to assess the sustainability of the programs funded and prioritize those that are most promising in terms of meeting the VIOHS goals.

As an example, the VIPD VIOHS newly created Traffic Enforcement Unit will conduct enforcement efforts following best practices as listed in NHTSA's –Countermeasures That Work, such as DUI saturation patrols through the integration of top traffic fatality factors such as distracted driving, speeding, distracted driving and an unrestrained vehicle occupant. These DUI saturation patrols take place in periods known for high alcohol consumption due to the myriad of celebrations and in high traffic areas that are also identified as high crash areas.

Moreover, the sub-grantee VIPD executes high visibility enforcement through their

participation in national campaigns such as, “Click It or Ticket National Enforcement Mobilization” in May and “Drive Sober or Get Pulled Over” National Initiatives during the 4th of July and Labor Day weekend respectively, in addition to other local campaigns identified by the VIOHS.

Further, detail on specific enforcement efforts can be found in each of the program areas.

Review, Negotiation and Approval of Grant Agreements

The Program Coordinators receive project proposals from sub-grantees; at that point, it is determined if the project is viable. The VIOHS review panel, consisting of the entire VIOHS staff, evaluates every project proposal using the standardized grant proposal checklist also referred to as the “Project Agreement Assessment Form.” During that period, a thorough review is conducted and suggestions are made on ways to improve the proposal ensuring the VIOHS needs are satisfied. There are no set amounts of reviews that can be done to deem a proposal acceptable. Because of the limited size of the VIOHS program staff, external sub-grantee partners must be engaged to implement highway safety projects. New sub-grantees often require additional technical assistance in developing strong project proposals, so VIOHS provides continual technical assistance throughout the year. Comments are highlighted and presented to sub-grantees. The review panel then scores the proposals. If a proposal may not score a minimum of 15 out of 20, revisions are made until a satisfactory score of 15 is made by the panel. The proposals are then forwarded to VIOHS Director for final approval. Should the Director accept the proposal, it is forwarded to NHTSA; if not projects are returned for further review & corrections.

Implementation

Once a proposal is accepted by the VIOHS, sub-grantees are provided with technical support by ensuring budgets are adhered to through on-site monitoring, training, and support. Sub-grantees are expected to provide monthly progress reports, as well as, documentation to support accomplishment of any other grant related activities.

Budget Allotment

The VIPD/OHS request from the VI Department of Finance a chart of account numbers each fiscal year for projects. The account number(s) collected are used to prepare budgets to be submitted to the Office of Management and Budget. * The chart of account numbers is used to prepare the budgets to be submitted to Office of Management and Budget (OMB). OMB reviews the budget and all federal supporting documentation and places the budgets online through the Enterprise Resource Planning (ERP) system. As this is a reimbursable program, invoices are processed to pay through local accounts, and expenditures are reimbursed through NHTSA once vouchering is completed.

Evaluation

During the end of the Fiscal Year, the VIOHS staff, as well as sub-grantee programs compiles an

end-of-the-year report. The report is inclusive of several elements. Each goal, objective, and activity must be reported on. The performance measures of the goals and objectives that were approved must be evaluated. This is done through the provision of data and supporting documentation that shows if a goal had been met or achieved within the fiscal year. An evaluation is done by looking at the data or measures of performance included in the approved grant applications/plans to determine the success or failure of each program. Sub-grantees and/or Coordinators evaluates objectives and activities under the respective sections of the grants to determine any hardships and/or hindrances occurred and determine corrective measures for approaches that can be used to reach targeted goals. Moreover, crash and citation data is looked at the end of the fiscal year to determine success and whether funding will be awarded for the next fiscal year to the project(s).

Continuous Follow Up and Adjustment

Continuous monitoring of law enforcement implementation programs is another important factor of the enforcement program. Participating law enforcement agencies that receive mini grants are obligated to report their progress, the activities conducted and their results (number of citations issued included) to ensure that goal, objectives and tasks performed are as they were established on work plans.

Work plans must be established by each District within the VIPD by an established due date for approval. Once mobilization is approved, all agencies will be subject to performance monitoring during the mobilizations period to assure their progress and achievement of goal. When mobilization ends, all agencies have fifteen (15) days to submit a work report detailing the number of participating agents, hours and citations. Reports are analyzed by Program Coordinators and the Director to establish if agency was successful and identifying areas that need to be improved.

During the review and monitoring process, if it determined that resources are not being maximized or used correctively, counteractive actions are taken where onsite monitoring of activities are done and management (District Police Chiefs) is informed of such to provide additional support, guidance, and mandates in the deployment of enforcement activities. Shortfalls, successes and monthly program updates will be given in monthly reports submitted to Government House and in the Commissioner's Executive Staff meetings. In addition, VIOHS also believes that general deterrence is effective and the VIPD can provide a geographical enforcement presence in all areas of risk.

Funding decisions for subsequent mobilization campaigns are based on the effectiveness of the implementation and performance of the enforcement agency. If program does not meet its intended goal, assistance will be provided to determine if and how the program can be helped and guided to increase its effectiveness.

VIOHS Enforcement Activities Calendar

Fiscal Year 2018

OCTOBER

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NOVEMBER

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APRIL

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MAY

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JUNE

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JULY

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AUGUST

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SEPTEMBER

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30						

- Oct 09 Columbus Day
- Nov 23 Thanksgiving Day
- Jan 15 ML King Day
- Mar 30 Good Friday
- May 28 Memorial Day
- Sep 03 Labor Day

- Oct 31 Halloween
- Dec 25 Christmas
- Feb 14 Valentine's Day
- Apr 01 Easter Sunday
- Jun 17 Father's Day

- Nov 11 Veterans Day
- Jan 01 New Year's Day
- Feb 19 Presidents' Day
- May 13 Mother's Day
- Jul 04 Independence Day

PTS 30 Days
 OP 52 Days
 AL 38 Days

FY 2018 US Virgin Islands Core Performance Measures

Traffic Safety Performance Measures for the US Virgin Islands

Core Outcome Measures		2012	2013	2014	2015	2016	5 Year Moving Average	2018 Goal	
C-1	Traffic Fatalities Decrease traffic fatalities (vehicles) by nine percent (9%) from 2012-2016 with a five year moving average of eleven (11) to ten (10) by December 31, 2018.	Annual	14	9	12	14	10	11	10
C-2	Serious Injuries in Traffic Crashes Decrease serious traffic injuries by seven percent (7%) from 2012-2016 five (5) year moving average of fourteen (14) to thirteen (13) by December 31, 2018.	Annual	9	16	13	16	16	14	13
C-3	Fatalities/VMT This does not apply to the Territory.	Annual	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions Decrease unrestrained passenger vehicle occupant fatalities in all seating positions by fifty (50%) from 2012-2016. Five year moving average of two (2) to one (1) by December 31, 2018.	Annual	1	2	4	3	2	2	1
C-5	Alcohol-Impaired Driving Fatalities Decrease Alcohol-Impaired driving fatalities by fifty percent (50%) from 2012-2016 five (5) year moving average of two (2) to one (1) by December 31, 2018.	Annual	4	3	0	1	2	2	1
C-6	Speeding- Related Fatalities Decrease speeding-related fatalities by twenty-five percent (25%) from 2012-2016 five (5) year moving average of four (4) to three (3) by December 31, 2018.	Annual	4	4	5	2	4	4	3
C-7	Motorcyclist Fatalities Decrease motorcyclists fatalities by thirty-three percent (33%) from 2012-2016 five (5) year moving average of three (3) to two (2) by December 31, 2018.	Annual	7	1	2	2	2	3	2
C-8	Unhelmeted Motorcyclist Fatalities Maintain the unhelmeted motorcyclist fatalities from 2012-2016 five (5) year moving average of zero (0) through December 31, 2018.	Annual	2	0	0	0	0	0	0
C-9	Drivers Age 20 or Younger in Fatal Crashes Decrease by one-hundred percent (100%) drivers age 20 or younger involved in fatal crashes from the 2012-2016 five (5) year moving average of one (1) to zero (0) by December 31, 2017.	Annual	0	0	2	3	0	1	0
C-10	Pedestrian Fatalities Decrease pedestrian fatalities by thirty-three percent (33%) from 2012-2016 five (5) year moving average of three (3) to two (2) by December 31, 2017.	Annual	6	4	3	2	1	3	2
C-11	Bicyclist Fatalities Maintain the bicyclist fatalities from 2012-2016 five (5) year moving average of zero (0) through December 31, 2018.	Annual	0	0	0	0	0	0	0

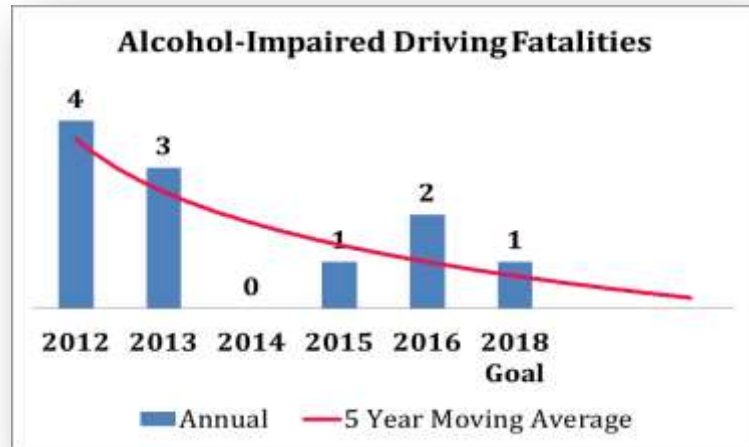
Core Behavior Measures		2012	2013	2014	2015	2016	5 Year Moving Average	2018 Goal
B-1	Observed Seat Belt use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase territory-wide observed seatbelt use of front seat outboard occupants in passenger by 4.5 percentage points from the 76.5 percent five (5) year moving average to eighty percent (80%).	77.9%	76.8%	66.1%	82.7%	79.1%	76.5%	80.0%

Activity Measures		2012	2013	2014	2015	2016	5 Year Moving Average
A-1	Number of Seat Belt Citations Issued During Grant Funded Enforcement Continue seatbelt 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 five year moving average of 611 to 700.	258	102	472	1279	943	611
A-2	Number of DUI Arrests Made During Grant Funded Enforcement Increase territory-wide impaired driving arrests during grant-funded enforcement by utilizing data such as the time of crashes, without setting a quota, continued grant-funded and non-funded initiatives will aid in surpassing the five (5) year moving average of six (6) to twenty (20).	0	2	16	0	13	6
A-3	Number of Speeding Citations During Grant Funded Enforcement Increase territory-wide speed citations issued during grant-funded enforcement through increases activity surpassing the five (5) year moving average of 121 to 150.	N/A	509	N/A	5	9	121

Alcohol-Impaired Driving

Program Overview

One of the traffic issues within the Territory is impaired driving. In 2015, there was 1 traffic fatality, 16 injuries and 72 crashes attributed to impaired driving. With a population of approximately 104,737, the overarching goal is to get to zero (0) fatalities for impaired driving and to remain stagnant. The road to zero (0) will be achieved by conducting evidence-based enforcement tailored to the challenges unique to the Territory.



Territorial enforcement yielded 57 impaired driving arrests in FY 2016, which is an increase from FY 2015's 34 arrests. Most impaired driving arrests are associated with events with an alcohol consumption component. Impaired driving arrests occurred in the Territory as follows:

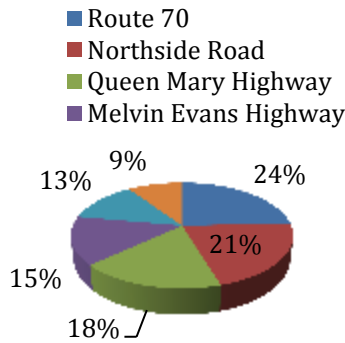
- ✚ 13 arrests (23% of total) occurred during December and January. The Virgin Island Annual Festival/Carnival occurs at this time and is associated with heavy alcohol consumption.
- ✚ 4 arrests (7% of total) occurred during February. The annual Agricultural, Arts, and Food Fair occur at this time. This fair is the 2nd largest in the Caribbean.
- ✚ 13 arrests (23% of total) occurred during April. The celebration of the Dominican Republic Independence takes place during this month, St. Thomas Carnival as well as, the five (5) day Easter holiday.
- ✚ 10 arrests (18% of total) were effected during June and July. The Virgin Island Food and Wine experience happens during this time period, as well as the St John Festival Celebration.

The following high crash locations for FY 2016 were identified through Report Beam:

St. Croix District:

- ✚ Route 70 (23% of total crashes)
- ✚ Northside Road (20% of total crashes)
- ✚ Queen Mary Highway (17% of total crashes)
- ✚ Melvin Evans Highway (14% of total crashes)
- ✚ Southside Road (12% of total crashes)
- ✚ East End Road (9% of total crashes)

Crash Location Percentages



✚ Flambouyant Avenue

St. John District:

- ✚ North Shore Road
- ✚ Kings Hill Road

The following high crash volume based on the Department of Public Works Traffic Volume Count for the St. Thomas and St. John District due to the inability to currently use sufficient location data for this District is as follows:

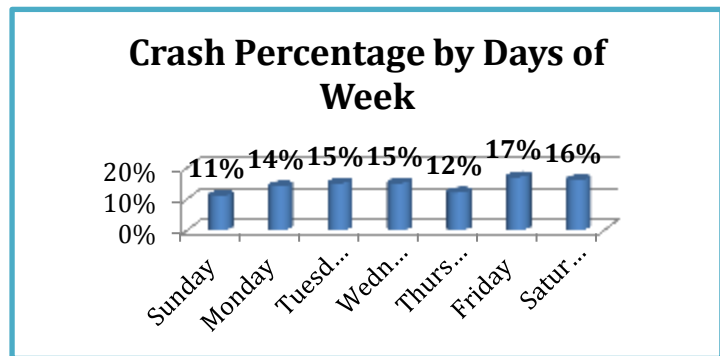
- ✚ Airport Road
- ✚ Route 30
- ✚ Norre Gade
- ✚ St. Peter’s Mountain Road
- ✚ Sugar Estate Road
- ✚ Hospital Gade
- ✚ Route 386

FY 2016 Data from Report Beam indicates that most crashes are occurring between 6:00 pm and 3:00 am. In fact, 78% of the total crashes in the territory happen during this time, which has been consistent for the past 5 years. Unfortunately, the current reporting system that the Territory has provides limitations in retrieving the data. As a corrective measure, the VIOHS is currently working on receiving a new crash reporting system, that will be discussed in details under the respective section of this plan.

FY 2016 Crash volume by day of week is as follows:

Sunday: 11%

- ✚ Monday: 14%
- ✚ Tuesday: 15%
- ✚ Wednesday: 15%
- ✚ Thursday: 12%
- ✚ Friday: 17%
- ✚ Saturday: 16%



Crash volume by day of week is spread relatively evenly amongst all the days of the week. The Territory is currently unable to analyze impaired-driving related percentages by days of the week. As previously stated, the Territory is working on receiving a new crash reporting system to ensure this type of data can be easily accessible and provided for future use. Impaired driving fatalities represent 20% of total traffic fatalities for 2016. When we analyze alcohol impaired driving numbers, this question comes to mind; What has been happening? There has been a considerable 200% increase from the 2014 impaired driving fatalities from 2014 to 2016. Some might argue that it is related to a lack of resources and daily police presence. Others argue that the increase is more related to

irresponsible and reckless driver behaviors towards traffic safety. The truth is, both these factors contribute to the increased number of impaired driving fatalities. Based on the FY 2016 VIOHS Attitude and Awareness Survey only 51% percent of the respondents felt they would be arrested if they drove after drinking. Moreover, prior to FY 2017 the VIOHS did not have mechanisms in place to ensure that resources were being deployed effectively for enforcement activities. Positively, to ensure that this is reverted the VI Office of Highway Safety will create a Traffic Enforcement Unit as part of the daily functions of the office territorially.

On the other hand, the lack of reliable data about alcohol level testing performed by the Police to non-serious injured drivers at crash time, does not allow an extensive profile analysis of impaired drivers to determined repetitive behaviors. Additionally, in comparison to most jurisdictions the legal drinking age in the territory is 18 and there are two (2) local rum distilleries easily accessible to locals and visitors.

Strategies

Impaired driving fatalities since FY 2012 through FY 2016 have fluctuated (as previously mentioned); with FY 2012 reflecting four (4) fatalities to FY 2014 decreasing to zero (0) and rising back to two (2) in FY 2016. This 200% increase is due in great part to officers' lack of effective training. The VIPD has approximately 400 sworn law enforcement officers; 16 are assigned to traffic enforcement duties. While the officers assigned to the Traffic Division have specialized training to enforce impaired driving laws, the rest of the department does not. During recruit training, cadets receive instruction regarding the detection of impaired driving. Typically, police recruits do not interact with an impaired driver until they encounter one working in the field as a certified police officer. Because they lack the foundational skills to perform an impaired driver investigation, many officers are uncomfortable when doing so or making an inquiry. Thus, many impaired drivers go undetected and undeterred. The lack of training is manifested in the Territory's enforcement mobilizations. For example, during the 2015 DUI grant-funded mobilizations, no impaired driving arrests were made.

When arrests are made, they are very often inadequately articulated and not based on standardized divided attention tests. The defense bar seizes on these weaknesses. The police officer's investigation is easily discredited. This results in cases being dismissed or adjudicated with substantially reduced penalties. This perpetuates an attitude at the patrol level that impaired driving arrests are not worth the effort.

Training is proposed to change VIPD's culture regarding impaired driving enforcement. The VIPD needs properly trained personnel that can recognize and arrest impaired drivers. Officers must become comfortable identifying suspected offenders, requesting/administering field sobriety tests, and articulating their findings.

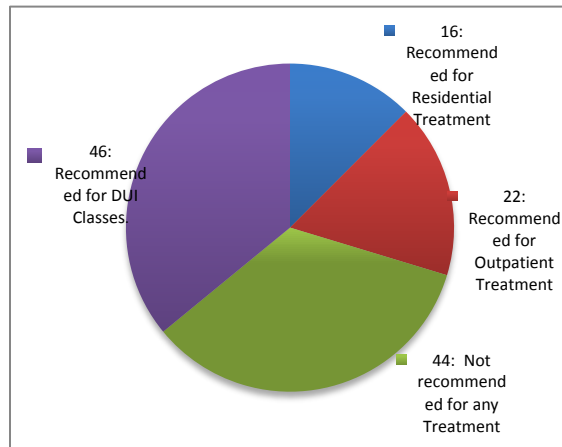
Adequate funding from the General Fund of the Government of the VI is a continuous problem for the VI Police Department. DUI traffic enforcement is a specialized field that requires specialized equipment for its overall effectiveness. Funding is vital to provide agencies with adequate tools and equipment for the enforcement of the Law and saving countless lives in the process.

To keep the VI Office of Highway Safety mission to reduce alcohol impaired driving crashes, injuries and fatalities, Impaired Driving Program dedicates significant resources to fund:

- ✚ Overtime Impaired Driving Enforcement
- ✚ Purchase Equipment (Intoximeters, etc.)
- ✚ Training
- ✚ Prevention and Education Efforts

The VIOHS will fund these strategies to reduce alcohol impaired driving fatalities by increasing DUI arrests during high alcohol consumption periods (overtime enforcement).

Also, through trainings that will enhance professional skills to identify, intervene, and prosecute drunk drivers, funding for equipment, and improving prevention and education efforts for drivers and public, among other activities.



With the increase in impaired driving arrests observed within the last two years, it is essential for intervention to occur to prevent recidivism. As such, through partnership, the VIOHS will fund intervention and treatment programs. In reviewing a 128 DUI evaluation completed during 2011 thru 2013, the following recommendations were made: 16 offenders needed Residential Treatment, 22 needed outpatient treatment and 46 needed DUI classes. The remaining 44 offenders received educational information but had no recommendations. See chart.

Currently, there are no classes or outpatient services on St. Croix for DUI offenders. St. Croix Mission Outreach is proposing to improve this situation by the implementation of a needs assessment to determine the offenders’ level of care/treatment along with Risk Reduction and a 3-month Out-patient Program in English and Spanish that will provide education of the dangers and consequences of driving under the influence. Offenders will also be provided with useful tools to assess their behavior during and after drinking and/or using other drugs; how to recognize early warning signs of problem drinking; to gain insight into social, problem and alcoholic drinking; and the use of other drug patterns.

During the third quarter of FY 2017 the VIOHS hired a Coordinator for oversight and implementation of the program. With limited understanding of NHTSA and the best practices, it is of utmost importance that this individual attend course offered by the Transportation Safety Institute (TSI) to enhance performance.

Performance Goals

To decrease alcohol-impaired driving fatalities by 50 percent (50%) from the FY 2012 to FY 2016 five (5) year moving average of two (2) to one (1) by December 31, 2018.

- ✚ To conduct fourteen (14) alcohol impaired driving mobilizations during FY 2018.
- ✚ To coordinate at least six (6) alcohol trainings for VIPD Staff in 2018.
- ✚ To conduct fourteen (14) alcohol impaired driving mobilizations during FY 2018.

- ✦ To coordinate/conduct at least one (1) training for prosecutors, officers, and analysts during FY 2018.
- ✦ To maintain public information and during high alcohol consumption periods.
- ✦ To decrease alcohol-impaired driving fatalities by 50 percent (50%) from the FY 2012 to FY 2016 five (5) year moving average of two (2) to one (1) by December 31, 2018.

Projects Strategies

Project Title: Impaired Driving Overtime Enforcement (St. Croix)

Project Number: 18-IDESTX-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Overtime hours to participate in Alcohol Impaired Driving National Crackdowns and mobilizations will be funded for the V.I. Police Department. Enforcement activities will be for eight (8) officers and two (2) supervisors. Budget for VIPD St. Croix District overtime hours will be \$110,000.00 for a total of thirty-eight (38) days for four hours per day to include eight (8) officers and two (2) supervisors. Participants will be allowed to participate for these activities based on the certified listing of participants that were successful in the SFST training completed in May 2016. Due to the small size of the island and limited thoroughfares, multiple checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination. Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Croix District. The patrols will be deployed as follows:

- ✦ During all NHTSA Mobilizations, which coincidentally correspond with most local celebrations involving alcohol consumption (December, January, February, May, June, July, August, September)
- ✦ During the Dominican Republic Independence Celebration Period (April) and Agricultural, Arts, and Food Fair (February)
- ✦ Enforcement personnel will be deployed between the hours of 6:00 pm and 3:00 am every day of the defined mobilization period
- ✦ Checkpoints and saturation patrols will be focused on the roadways, which have the most traffic volume and highest concentration of crashes within the District

The following law enforcement performance indicators will be tracked:

- ✦ Motorist contacts (traffic stops for saturation patrols/motorists encountered in checkpoints)
- ✦ Citations issued for all traffic offenses
- ✦ Impaired driving arrests

A recent challenge has been law enforcement participation and performance. To meet this challenge, the following action plan will be implemented:

- ✚ The St. Croix District Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes.
- ✚ Within one week prior to the mobilization, the District Traffic Commander will provide an operational plan, which will list the personnel that will be dedicated to the mobilization.
- ✚ VIOHS will review and insure that the budgeted positions are filled and resources are directed to problem areas identified by data.
- ✚ Any issues between the District Police Deployment and VIOHS will be brought to the attention of VIPD Commissioner for remediation.
- ✚ Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.

Mobilizations are expected to run simultaneously in both Districts to be reflected as follows:

Period	Description of Initiatives
December 29, 2017 – January 8, 2018 (11 days)	Drive Sober or Get Pulled Over (National Initiative)
February 4, 2018 (1day)	Super Bowl 51: Fans Don't Let Fans Drive Drunk Initiative (National Initiative)
February 16-20, 2018 (5 days)	St. Croix Agriculture Fair: Stay Alive Don't Drink and Drive (Local Initiative)
March 29, 2018 – April 2, 2018 (5 days)	Stay Alive Don't Drink and Drive Easter Holiday & Dominican Republic Independence Celebration (Local Initiative)
May 4-7, 2018 (4 days)	Cinco de Mayo: Buzzed Driving is Drunk Driving (National & Local Initiative)
June 30, 2018 – July 4, 2018(5 days)	Drive Sober or Get Pulled Over (National Initiative)
August 29, 2018 – September 4, 2018 (7 days)	Drive Sober or Get Pulled Over- Labor Day (National Initiative)

*Subjected to approval from the NHTSA Region 2 Office.

Mobilization periods have been chosen by identifying very high alcohol consumption periods. This strategy is based on NHTSA's Countermeasures That Work: Eighth Edition 2015 Section 2.1 *Publicized Sobriety Checkpoints*. This states "...at a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location check whether the driver is impaired. They either stop vehicle or stop vehicles at some regular interval, such as every third or tenth vehicle. The purpose of checkpoints is to deter driving after drinking by increasing the perceived risk of arrest. To do this, checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of an ongoing sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues..."

Cost associated for this project is as follows:

POSITION TITLE	HOURLY WAGE (ESTIMATED)	TOTAL HOURS	TOTAL COST
Police Officers (8)	\$55.00	38 Initiatives x 4 hours x 8 Officers = 1,216 hrs.	\$66,880.00
Police Supervisors	\$65.00	38 Initiatives x4 hours x 2 Supervisors = 304 hrs.	\$19,760.00

Fringe Benefits (FICA) @ 7.65% (of total personnel costs) = **\$7,000.00** (rounded to nearest thousand)

Total (Personnel Plus Fringe) \$93,640.00

Grand Total: \$109,362.00

Budget: \$110,000.00

Project Title: Impaired Driving Overtime Enforcement (St. Thomas/St. John)

Project Number: 18-IDESTTJ-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Overtime hours to participate in Alcohol Impaired Driving National Crackdowns and mobilizations will be funded for the V.I. Police Department. Enforcement activities will be for eight (8) officers and two (2) supervisors. Budget for VIPD St. Thomas/St. John District overtime hours will be \$110,000.00. Participants will be allowed to participate for these activities based on the certified listing of participants that were successful in the SFST training completed in May 2016. Due to the small size of the island and limited thoroughfares, multiple checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination. Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Thomas/St. John District. The patrols will be deployed as follows:

- ✚ During all NHTSA Mobilizations, which coincidentally correspond with the majority of local celebrations involving alcohol consumption (December, January, February, May, June, July, August, September)
- ✚ During the Dominican Republic Independence Celebration Period (April) and Agricultural, Arts, and Food Fair (February)
- ✚ Enforcement personnel will be deployed between the hours of 6:00 pm and 3:00 am every day of the defined mobilization period
- ✚ Checkpoints and saturation patrols will be focused on the aforementioned roadways, which have the most traffic volume and highest concentration of crashes within the District

The following law enforcement performance indicators will be tracked:

- ✚ Motorist contacts (traffic stops for saturation patrols/motorists encountered in checkpoints)
- ✚ Citations issued for all traffic offenses
- ✚ Impaired driving arrests

A recent challenge has been law enforcement participation and performance. To meet this challenge, the following action plan will be implemented:

- ✚ The St. Thomas/St. John District Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes.
- ✚ Within one week prior to the mobilization, the District Traffic Commander will provide an operational plan, which will list the personnel that will be dedicated to the mobilization.
- ✚ VIOHS will review and insure that the budgeted positions are filled and resources are directed to problem areas identified by data.
- ✚ Any issues between the District Police Deployment and VIOHS will be brought to the attention of VIPD Commissioner for remediation.
- ✚ Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.

Mobilizations are expected to run simultaneously in both Districts to be reflected as follows:

Period	Description of Initiatives
December 29, 2017 – January 8, 2018 (11 days)	Drive Sober or Get Pulled Over (National Initiative)
February 4, 2018 (1day)	Super Bowl 51: Fans Don't Let Fans Drive Drunk Initiative (National Initiative)
February 16-20, 2018 (5 days)	St. Croix Agriculture Fair: Stay Alive Don't Drink and Drive (Local Initiative)
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May 4-7, 2018 (4 days)	Cinco de Mayo: Buzed Driving is Drunk Driving (National & Local Initiative)
June 30, 2018 – July 4, 2018(5 days)	Drive Sober or Get Pulled Over (National Initiative)
August 29, 2018 – September 4, 2018 (7 days)	Drive Sober or Get Pulled Over- Labor Day (National Initiative)

*Subjected to approval from the NHTSA Region 2 Office.

Mobilization periods have been chosen by identifying very high alcohol consumption periods. This strategy is based on NHTSA's Countermeasures That Work: Eighth Edition 2015 Section 2.1 *Publicized Sobriety Checkpoints*. This state "...at a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location check whether the driver is impaired. They either stop vehicle or stop vehicles at some regular interval, such as every third or tenth vehicle. The purpose of checkpoints is to deter driving after drinking by increasing the perceived risk of arrest. To do this, checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of an ongoing sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues..."

Costs associated for this project are as follows:

POSITION TITLE	HOURLY WAGE (ESTIMATED)	TOTAL HOURS	TOTAL COST
Police Officers (8)	\$55.00	38 Initiatives x 4 hours x 8 Officers = 1216 hrs.	\$66,880.00
Police Supervisors	\$65.00	38 Initiatives x 4 hours x 2 Supervisors = 304 hrs.	\$19,760.00

Fringe Benefits (FICA) @ 7.65% (of total personnel costs) = **\$7,000.00** (rounded to nearest

thousand)

Total (Personnel Plus Fringe) \$93,640.00

Grand Total: \$109,362.00

Budget: \$110,000.00 (estimated)

Impaired Driving Overtime Enforcement

Project	Agency	Amount	Source
18-IDESTX-402	VIPD	\$110,000.00	402
18-IDESTTJ-402	VIPD	\$110,000.00	402
Total		\$220,000.00	

Project Title: Impaired Driving Enforcement Equipment Program (VI)

Project Number: 18-IDEEPVI-402

Funding Source: MAP21- 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: VIOHS will provide funds for equipment to enhance impaired driving enforcement efforts. In FY 2009, the VI Office of Highway Safety purchased Intoximeters to be used during DUI Initiatives for the testing of offenders who failed the field sobriety tests. Four (4) Intoximeters equipment was purchased for both Districts; St. Croix and St. Thomas. In the St. Thomas/ St. John District two (2) are housed and easily accessible in the St. Thomas Traffic Division, one (1) in the DUI van, and one (1) is housed and easily accessible in the St. John Traffic Division; in the St. Croix District one (1) is housed in the DUI van, two (2) are housed and easily accessible in the Traffic Division (with only one functioning Intoximeter) and one (1) is housed and easily accessible in the Patrol Division. The SFST training throughout the Territory was conducted in May, of which, 59 officers were trained and certified territorially, were not only part of the Traffic Divisions in VIPD both Districts, but included officers from the Patrol, Bike, Special Operations, and Criminal Investigation Bureau Units of the Department. Hence, broadening the scope and expertise of the department's officers to detect impaired driving.

Upon purchasing the Intoximeters with a five (5) year warranty were included. Of the eight (8), seven (7) remain operational. Hence, the VIOHS is proposing the replacement of one (1) of the equipment for the District of St. Croix and one (1) to be placed in the Special Operations Bureau. On the other hand, in the St. Thomas/St. Johnson District the request is for one (1) to be placed in the Patrol Division and the other in Special Operations Bureau.

Intoximeters (Intox EC/IR II) purchased will be used during enforcement activities and available for use if an offender fails his/her sobriety testing to determine two distant analytical techniques to measure alcohol concentration by utilizing an electrochemical sensor (fuel cell) and a miniaturized non-dispersive infrared molecular absorption (IR) bench. The Intox EC/IR II is a unique, patented system of reading the cell during measurement. The EC/IR II provides better accuracy when several measurements are made in a short period, better recovery of the cell to original values after a period of intense usage, better long-term

stability of calibration and excellent linearity with respect to sample concentration.

This strategy is based on the “NHTSA: Countermeasures That Work” Section 2.3 Preliminary Breath Test Devices (PBTs) Countermeasure Law enforcement officers use the PBTs in the field to help establish evidence for a DWI arrest. Sixty-nine percent (69%) of the 2,731 law enforcement officers surveyed by Simon & Robertson (2001) supported greater PBT availability and use. PBTs are especially valuable for two classes of drivers who may appear to perform normally on many tasks; drivers with a high tolerance to alcohol (Simpson and Robertson, 2001) and drivers under 21 who may be in violation of zero-tolerance laws (Ferguson et al., 2000). Many law enforcement departments have only a limited number of PBTs and many patrol officers do not have regular access to them. Officers surveyed by Simpson and Robertson (2001) estimated that three-fourths (3/4) of all DWI arrests occur on routine patrols, so DWI detection would be substantially improved if every patrol officer had a PBT.

Costs for this project will include the following:

- ✚ Intoximeters: Two (2) per District estimated at \$6,250.00 each
- ✚ Training for use of equipment

Budget: \$25,000.00

Impaired Driving Enforcement Equipment Program			
Project Number	Agency	Amount	Source
18-IDEENV-402	VIPD	\$25,000.00	402
Total		\$25,000.00	

Project Title: Impaired Driving Management

Project Number: 18-IDMAN-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: VIOHS Impaired Driver Coordinator will promote law enforcement activities for the implementation of methods to intervene with drunk drivers. The coordinator will be responsible of keeping representatives of the various agencies and entities informed of alcohol law enforcement activities, educational and media campaigns and other administrative aspects of the Impaired Driving Program. In addition, the coordinator will form an Impaired Driving Task Force with community educator with agencies like VIPD, Department of Education, and the University of the Virgin Islands to coordinate their support during alcohol awareness campaigns. The coordinator will develop new projects and will assist with expert advice on DUI for local and external projects. During the 2018 fiscal year, the program will incorporate quarterly reviews and monitoring of all alcohol projects to ensure that the sub-grantees are following through with their implementation plans. After each site visit, the coordinator will be responsible for reporting all findings to the

Director and preparing letters to sub-grantees indicating the findings, expectations for future site visits and any recommendations deemed necessary. Training is also an essential part of the Coordinator’s responsibility to ensure that the understanding of the program guidelines and best practices are followed and enforced. Training courses are as follows:

- ✚ Impaired Driving
- ✚ Communications
- ✚ Managing Highway Safety Programs
- ✚ Managing NHTSA Grant Funds
- ✚ Data Driven Approaches to Highway Safety Planning

Costs will include the following:

- ✚ Salary and Fringe Benefits: \$65,000 (estimated)
- ✚ Operating Supplies/Equipment: \$10,000 (estimated)
- ✚ Professional Services: \$25,000 (estimated)
- ✚ Travel (Training and Monitoring Visits): \$27,000 (estimated)
- ✚ Other Services: \$2,000 (estimated)
- ✚ Indirect Cost: \$30,000 (estimated)

Budget: \$160,000.00

Impaired Driving Management

Project Number	Agency	Amount	Source
18-IDMAN-402	VIPD	\$160,000.00	402
Total		\$160,000.00	

Project Title: Drugged Driving Media Survey

Project Number: 18-DDMS-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Marijuana has recently been decriminalized in the Territory. Hence, there hasn’t been any real data collected on the effects that it is has related to the impairment of driving. Through this project a consultant will be contracted to conduct Attitude Surveys to measure teen exposure and risks of drugged driving and to identify which strategies can be deployed effectively and areas where it will be necessary to deter the display of these behaviors.

This strategy was taken from “*NHTSA: Countermeasures That Work*” 5.1 Alcohol Screening and Brief Interventions Countermeasure. Although most states have laws that prohibit the use of impairing drugs by drivers, there is a great deal of variability in how States approach this issue. Lacey, Bernard and Snitow (2010) conducted interviews with law enforcement officers, prosecutors and other traffic safety professionals in States with per se laws; most were supportive of such laws. As of May 2015,

19 states have a per se laws that forbid the presence of any prohibited drug while a driver is in control of a vehicle (GHSA, 2015c). Driver drug use is not reported in all fatal crashes. Moreover, laboratories are inconsistent with drugs they test, results they report and the thresholds for determining a positive test result. To better understand and track the drug-impaired driving problem in the United States, improved data and data collection on drug-impaired drivers is needed.

Cost includes the following:

- ✚ Survey Development
- ✚ License Agreement
- ✚ Data Analysis

Budget: \$8,000.00

Impaired Driving Media Survey			
Project Number	Agency	Amount	Source
18-DDMS-402	VIPD/VIOHS	\$8,000.00	402
Total		\$8,000.00	

Project Title: St. Croix Mission Outreach DUI Offenders

Project Number: 18-IDDUI-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: This project will be targeting approximately 50 DUI offenders to complete the two treatment programs. Most participants will be referred through the Superior Court of the Virgin Islands. However, classes are opened to the community with similar problems as those referred by the court. With the number of participants not guaranteed, the St. Croix Mission Outreach Program Director is slated to hire a Public Information Officer that will market and advertise the program to self-referred offenders. This investment will expand services for offenders that are part of group meetings, such as those hosted by Alcoholic Anonymous and other community efforts.

The program is implemented in English and Spanish by trained instructors using videos and printed material to individuals referred through the Superior Court of the Virgin Islands, to address the problem of DUI in St. Croix and the consequences associated with such actions. The program will be offered in 5- week cycles, 2 sessions per week (two hours per session). The days selected for the classes are Tuesdays and Thursdays from 6 pm to 8 pm. The choice to offer the class in a 5-week cycle was made after learning from the developers of the program that they saw similar results in the students who took the class in 2 ½ day weekend cycles and the students that took it over the 5-weeks.

Upon admittance into the program, participants will complete a needs assessment, pre-course test

and at the end of each cycle, a post-course test to measure participants' grasp of the concepts taught.

Due to the number of DUI offenders, we will be expanding our program to offer a 3-month Out-Patient Treatment Program in English and Spanish to clients that have already taken the 20-hour DUI Class.

The 3-month Out Patient Program will include:

- ✚ 1 individual counseling session per week
- ✚ 2 two-hour group sessions per week using PRIME Solutions® (an evidence-derived program) this includes integrating the session topic with 12-step approaches.

Participants will be provided with information on the use and effects of alcohol and/or other drugs on their driving abilities/skills, reasoning, legal consequences, family dynamics, impact on job performance and responsibility to self and the safety of others. They will also be provided with 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 to gain insight into social, problem and alcoholic drinking and the use of other drug patterns.

It is anticipated that by the end of the 5-week cycle, participants will be able to demonstrate:

- ✚ Change in attitude and behavior
- ✚ Ability to make conscious decisions not to drive after using alcohol and/or other drugs
- ✚ Awareness of alternatives to driving when consuming alcohol or using other drugs

This measurement will be gathered from the post-test that each participant will take at the end of each cycle and compared to their pre-test. This should tell us if they grasped the concepts taught. By the end of Fiscal Year 2018, we anticipate that participants using the tools learned will be able to change their drinking behaviors by changing their beliefs, attitudes, and risk perceptions; and by reducing their risks of alcohol-related problems throughout the rest of their lives. Information will be made accessible on community resources available to individuals having a problem with alcohol and/or other drugs. The Superior Court of the Virgin Islands and Office of Highway Safety will be notified upon the participants' completion of each cycle.

Cost for project includes:

- ✚ Facilitator Fees
- ✚ Training Materials/Supplies
- ✚ Testing Material

Budget: \$50,000.00

St. Croix Mission Outreach DUI Offenders

Project Number	Agency	Amount	Source
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18-IDDU-402	STX Mission Outreach	\$50,000.00	402
Total		\$50,000.00	

Project Title: Impaired Driving Program Training

Project Number: 18-IDPT-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Training is essential, as it relates to the initiatives that will be conducted and tailored to save lives and prevent traffic injuries. SFST reviews will be done in roll call for refresher before doing DUI enforcement activities. 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 59 participants territory-wide. During FY 2018, the VIOHS proposed to conduct 38 Impaired Driving Enforcement activities per District. Officers participating in the initiatives will be those that are certified. Moreover, 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 to attend 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 is will be completed during FY 2018.

With continued partnership, the VIOHS will coordinate with the NHTSA Region 2 office to bring the Advanced Roadside Impaired Driving Enforcement (ARIDE) training to the Territory. This course will train law enforcement officers to observe, identify, and articulate the signs of impairment related to drugs, alcohol or a combination of both, to reduce the number of impaired drivers and impaired driving related traffic collisions. Participants of this training will be officers that are certified in SFST. Implementation of this training module is intended to be completed during FY 2018.

Furthermore, the VIOHS will coordinate with the NHTSA Region 2 Office in FY 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 FY 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 FY 2019.

The VIOHS, through this proposal, will continue to support training programs to improve the detection and arrest of drugged drivers. There is a dire need for officers to receive specific trainings to ensure that they are competent and equipped to perform alcohol related tasks. Having well trained officers skilled in the detection and identification of impaired persons by alcohol and/or drugs will increase the number of DUI arrests made during grant-funded and non-grant funded initiatives. With a focus shift and expansion efforts, officers will not only be trained from the Traffic

Bureau of the VIPD, but from other bureaus within the department, eliminating other officers' inability to intervene when offenses are encountered. Therefore, the VIOHS will propose to have the specified trainings conducted within the Territory in the St. Croix and St. Thomas/St. John Districts respectively.

Tracking and evaluations of these trainings will be done by the VIPD's Training Division and the VIOHS team.

This strategy is based on NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.

Costs for this project include the following:

- ✚ Facilitators Accommodations (Airfare, Hotel, Transportation, Per Diem & Miscellaneous Costs)
- ✚ Printing Costs (Training Materials)
- ✚ Subsistence (Networking Lunches)

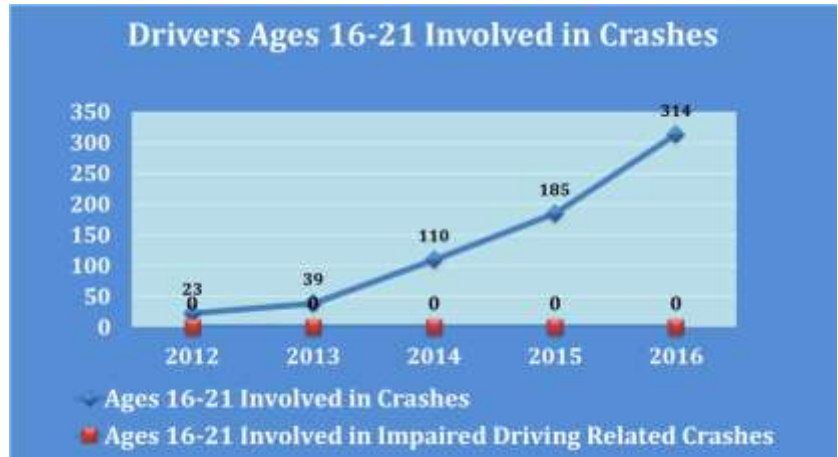
Budget: \$150,000.00

Impaired Driving Program Training		Amount	Source
18-IDPT-402	VIPD/VIOHS	\$150,000.00	402
Total		\$150,000.00	

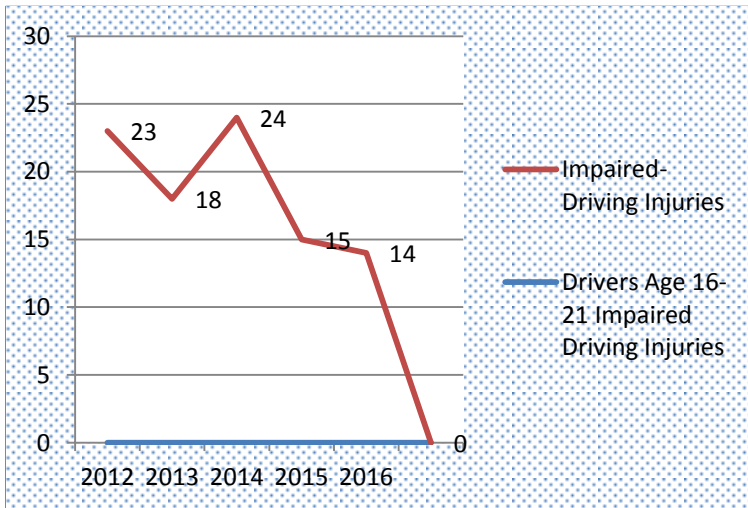
Youth Alcohol

Program Overview

Risky behavior and a false sense of immortality is part of young people lifestyles, therefore, harmful consequences should be prevented. This applies to alcohol, drugs, unprotected sex and other life choices such as driving while driving while alcohol impaired.



Although much opposition has been present through the years, in The US Virgin Islands legal alcohol drinking age is 18: allowing teenagers to drink. Virgin Islands Code Title 20 Section 493 (2) highlights that it is unlawful for any person who has 0.08 percent or more, by weight, of alcohol in his or her blood to drive, operate, or



be in actual physical control of, any motor vehicle with the Territory.

The graph above shows the number of drivers ages 16-21 involved in crashes from 2012 to 2016, and comparably shows the amount of impaired-driving related crashes of drivers within the same age range. This displays a significant growth and increase from 23 in 2012 to 314 in 2016 of drivers ages 16-21 involved in crashes; nevertheless, impaired-driving related crashes of drivers 16-21 remain

stagnant at zero (0).

The left graph represents youth involved in crashes that suffered injuries from impaired-driving in comparison to total injuries. Fortunately, the number has consistently remained at zero (0) for impaired-driving injuries suffered by youth ages 16-21 involved in crashes. Alcohol consumption among teenagers and young adults are one of the main concerns in the US Virgin Islands. Alcohol still is the drug most used by college students based on observation in comparison to tobacco and marijuana that has recently been decriminalized. Many buy alcohol beverages in mini markets, gas stations, pubs, bars etc.

Strategies

To prevent and reduce crashes amongst 16-21-year-olds and maintain the trend of not having impaired driving injury crashes and traffic fatalities amongst that age group; this module will focus on education and prevention strategies such as peer based programs and behavior modification.

For FY 2018, the VIOHS and Youth Impaired Driving Programs will continue using tools for public awareness activities and social media to extend alcohol-related and impaired-driving prevention messages among teenagers and young adults. By sustaining a strong presence with within the schools, the community utilizing social media to articulate the message to a specific group (ages 16-21). To continuously convey the message, the use of Social media such as, Facebook, Twitter and Instagram, along with campaign ads, press release, news updates, educational campaign videos, media interviews, as well as, upcoming activities throughout the community.

Additionally, the Youth Alcohol Program will fully utilize the Simulated Impaired Driving Experience (SIDNE) educational program (purchased in FY 2016), to offer various groups such as public and private high school and college students. Community organizations such as driving schools, which are preparing drivers to become a part of the motoring public will be educated on the risks of drugged and drunk driving. Schedules for driving instructors to meet at designated locations to complete the SIDNE course (two days a week on a revolving basis), will be distributed.

Performance Targets

- ✚ To decrease crashes of youth ages 16-21 by four percent (4%) from the 2016 amount of 314 to 300 by December 31, 2018.

Projects Strategy

Project Title: Impaired Driving Youth Awareness Programs (SIDNE)

Project Number: 18-IDYAP-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget

Description: Based on Countermeasures that Work 2015, Chapter I Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach) and on NHTSA's Uniform Guidelines, Guideline #8. Impaired Driving.

The lessons provided by SIDNE is clear. Participants will experience how it feels when reaction time is slowed and they are unable to make a turn or stop, even when they have ample time and space. This experience will teach the SIDNE driver first-hand the consequences of distraction, alcohol, and other drugs on their driving ability. Influencing your audience to consider alternative choices of impaired driving begins with engaging your audience in a meaningful experience and discussion about personal responsibility. The goal is to create and ingrain a culture of safety within drivers of the Territory. By educating drivers about the importance of not driving under the influence, and the risk involved of doing such, it is hoped that impaired-driving motor vehicle crashes will be reduced and a change in the culture of driving behaviors by utilizing the SIDNE program will help accomplish that task.

SIDNE Benefits:

- ✚ Provides an actual driving experience. This is not a static computer generated simulation.

- ✚ Delivers a clear, effective and eye-opening lesson.
- ✚ Offers a safe alternative to programs that use golf carts with impairment goggles.
- ✚ Provides an engaging and memorable learning experience.
- ✚ Unites communities and organizations in a common cause to stop impaired driving.

Materials such as educational brochures, banners, advertisements, public service announcement, and program activities will be acquired through this project.

Budget: \$10,000.00

Impaired Driving Youth Awareness Programs (SIDNE)

Project Number	Agency	Amount	Source
18-IDPT-402	VIPD/VIOHS	\$10,000.00	402
Total		\$10,000.00	

Police Traffic Services

Program Overview

Police Traffic Services are highly effective in reducing traffic-related injuries and fatalities using selective enforcement countermeasures, prevention efforts, public information, and education. Used together, law enforcement agencies can employ these strategies to successfully address their communities' traffic safety problems. Through the years, VIOHS has maintained conjoined efforts with the VI Police Department to enforce traffic laws and prevent traffic violations. Enforcement efforts in the PTS program area focus on improving traffic safety by reducing unsafe behaviors including speeding and other types of dangerous driving; distracted driving, texting and talking on cellular phones.

The funds and other resources that the VIOHS will devote to reducing traffic violations and the resulting crashes, fatalities and injuries are complemented by the VIOHS activities. Strategies to battle speeding and other aggressive driving behaviors incorporate enforcement, education, and the use of equipment and technology. The Virgin Islands Code Title 20 Section 509 and 509a addresses the *"Use of handheld mobile telephones while driving prohibited"* and *"Text-based communications prohibited"* "...a person shall not drive a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication..."

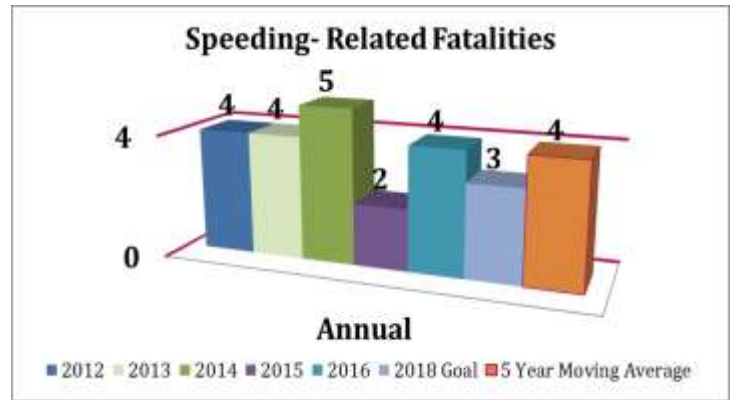
Virgin Islands Police Department has been demonstrating a decrease of traffic citations over the past years, which may be attributed to various factors. First, lack of manpower, attributed to promotions and officer positions not being filled because of lack of unsuccessful recruitment efforts. The VIPD offers training through the VIPD Police Academy. Unfortunately, the recruits are not for the Department but for the other law enforcement agencies within the Territory. Hence, the daily presence of police officers is not as strong as it should be. Out-dated and lack of proper equipment to carry out traffic interventions is also a deterring factor. As a corrective method, the VIPD Police Commissioner has committed to select through a vetting process and appoint and select officers for a Traffic Enforcement Unit within the VI Office of Highway to encompass about fourteen (14) ranking and non-ranking officers (Commander, Supervisor, and Officers) strictly committed to daily enforcement. These officers will help to maximize the effectiveness of the strategies that are implemented tied to a data-driven approach to identify enforcement activities and when and where to deploy them

Additionally, the purchase of equipment necessary to augment the delivery of these activities. The equipment that will be purchased under this project, following the formal request for approval by the Region 2 Administrator, is as follows:

- 🚗 Vehicles (14- low profile included; 7 per district)
- 🚗 Tint Meters (14-one per vehicle)
- 🚗 Speed Radars (6- three per district)

✚ Printers (14- one per vehicle)

Speed and aggressive driving is a major factor in fatal crashes, regardless of road type or functional class. During FY 2016 speeding-related fatalities accounted for forty percent (40%) of the total fatalities for the fiscal year; and a fifty percent (50%) increase from FY 2015. As the data shows the number of four (4) has been consistent with the amount of speed related fatalities. With the maximum speed of 55mph on local highways within the Territory and only lane roads that are in dire need of



pavement and resurfacing, this continue to pose problems and added risks for drivers. According to traffic police officers, speeding and aggressive behavior are the most probable cause for intervening with drivers. However, based on the data analysis of “Contributing Factors” of crashes there are seven main factors that causes crashes as seen in the chart below:

Contributing Circumstances STX

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	5 Year Moving Avg.
Failed to yield the right of way	293	268	271	255	241	250
Improper Passing/Overtaking	35	43	28	38	32	30
Improper lane change	24	21	24	26	27	20
Drove on wrong side of Road	15	32	23	27	30	20
Exceeded Lawful Speed	13	34	34	19	24	20
Passed Stop sign	8	15	6	7	7	7
Ran Redlight	9	9	8	13	10	8
Use of cellular phone/texting while driving	0	0	0	0	0	0

Contributing Circumstances STT/STJ

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	5 Year Moving Avg.
Failed to yield the right of way	385	282	294	234	352	300
Improper Passing/Overtaking	69	62	67	67	76	65
Improper lane change	85	69	63	68	81	70
Drove on wrong side of Road	54	90	66	58	58	60
Exceeded Lawful Speed	10	8	7	7	12	7
Passed Stop sign	7	9	9	10	6	6
Ran Redlight	22	35	24	40	27	25
Use of cellular phone/texting while driving	0	0	0	0	0	0

On the other hand, data analysis suggests that crashes are based on the time of day; Crashes tend to transpire between the hours 6:00 am – 9:00 am and 3:00 pm – 9:00 pm. To curtail and address these crashes, the VIOHS plans to conduct sixty (60) enforcement activities (thirty (30) per District). This will occur during the months of October 2017; November 2017; December

2017; January 2018; March 2018; April 2018; and September 2018. The program will target Distracted Driving and Speeding Enforcement Activities ranging from one (1) to six (6) hours per activity. The data above, focusing on the contributing factors of the crashes, provided the basis for the delivery of these activities to determine how the resources will be deployed. A review of these analyses provided the VIPD with the information needed to design and implement traffic safety education, enforcement programs and countermeasures that will be effective in reducing the frequency and severity of crashes based on the contributing factors in the Districts. The PTS grants will use a variety of enforcement techniques such stationary or moving patrols, low visibility (low profile) patrol cars for better detections and apprehension, to maybe having police spotters in conjunction with dedicated patrol units at identified problem locations, high visibility patrol cars for prevention and deterrence and safety. These factors will contribute to enforcement activities checkpoints.

Performance Goals/Targets

- ✚ Decrease speeding-related fatalities twenty-five percent (25%) from the 2012-2016 five (5) year moving average of four (4) to three (3) by December 31, 2018.
- ✚ Decrease *failed to yield the right of way* crashes by six percent (6%) in the St Croix District from 266 to 250; three percent (3%) in the St. Thomas/St. John District from 30 to 300 from the 2012-2016 five (5) year moving average by December 31, 2018.
- ✚ Decrease *improper passing/overtaking* crashes by fourteen percent (14%) in the St Croix District from thirty-five (35) to thirty (30); four percent (4%) in the St. Thomas/St. John District from sixty-eight (68) to sixty-five (65) from the 2012-2016 five (5) year moving average by December 31, 2018.
- ✚ Decrease *improper lane change* crashes by sixteen percent (16%) in the St Croix District from twenty-four (24) to twenty (20); four percent (4%) in the St. Thomas/St. John District from seventy-three (73) to seventy (70) from the 2012-2016 five (5) year moving average by December 31, 2018.
- ✚ Decrease *drove on wrong side of road* crashes by twenty percent (20%) in the St Croix District from twenty-five (25) to twenty (20); eight percent (8%) in the St. Thomas/St. John District from sixty-five (65) to sixty (60) from the 2012-2016 five (5) year moving average by December 31, 2018.
- ✚ Decrease *exceeded lawful speed* crashes by twenty percent (20%) in the St Croix District from twenty-five (25) to twenty (20); twenty-two percent (22%) in the St. Thomas/St. John District from nine (9) to seven (7) from the 2012-2016 five (5) year moving average by December 31, 2018.
- ✚ Decrease *passed stop sign* crashes by twenty-two percent (22%) in the St Croix District from nine (9) to seven (7); twenty-five percent (25%) in the St. Thomas/St. John District from eight (8) to six (6) from the 2012-2016 five (5) year moving average by December 31, 2018.
- ✚ Decrease *ran red light* crashes by twenty percent (20%) in the St Croix District from ten

(10) to eight (8); seventeen percent (17%) in the St. Thomas/St. John District from thirty (30) to twenty-five (25) from the 2012-2016 five (5) year moving average by December 31, 2018.

Projects Strategies

Project Title: Law Enforcement Liaison

Project Number: 18-LEL-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: The Law Enforcement Liaison (LEL) Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. LEL makes a difference when working with law enforcement agencies. These are recognized by NHTSA as effective resources. LELs are trained to detect and correct problems quickly, and improve police traffic services. Retired ranking officers will serve as experts in police and enforcement matters to guide in the decision-making process regarding enforcement. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community and key partners, encouraging more law enforcement participation in HVE campaigns, assisting with mini grant applications, encouraging use of proven countermeasures and evaluation measures, etc. Project will fund contractual services, trainings and training materials, etc. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 15, Chapter VI. Training and Chapter VII. Evaluation.

Budget: \$50,000.00

Law Enforcement Liaison

Project Number	Agency	Amount	Source
18-LEL-402	VIPD	\$50,000.00	402
Total		\$50,000.00	

Project Title: Police Traffic Services Equipment

Project Number: 18-PTSE-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Based on the supporting research regarding evidence-based enforcement strategies to reduce aggressive driving and speeding, taken from 3-1 to 3-5; High Visibility Enforcement, pp. 3-25 to 3-28; Other Enforcement Methods, pp. 4-11 to 4-13; Cell Phone and Text Messaging Laws, pp. 8-36 and 8-37 in NHTSA: Countermeasures That Work, 8th Edition, 2015. The VIOHS will use the Police Traffic Services Program to provide resources for the VIPD to address traffic safety issues in the respective districts.

The VI Police Department is building an Enforcement Unit from scratch under the VI Office of Highway Safety with a plan of having seven (7) officers per District in the unit. These officers will have no equipment. Customarily, the VIPD purchases its fleets from the Department's General fund budget. Vehicles are distributed based on needs assessment to the agencies/bureau under the police department. The existing VIPD Traffic Division has sixteen (16) vehicles ranging from cars, SUVs, to trucks. Purchased in 2005, 2008, 2009, 2010, and 2011, the vehicles are in violation of the Police Benevolent Association (PBA) contracts that officers are under that indicates that for police safety vehicles not be driven past five (5) years or past 85,000 miles (whichever comes first). With the Territory's fiscal restraints, the Department remains in violation, but goes unspoken. In lieu of the newly formed Traffic Enforcement Unit under the VIOHS, as previously mentioned, salaries and office space will be provided from general funds.

VIOHS will provide funds for equipment to enhance speeding enforcement efforts, to include all items listed below and cost associated. With the VIPD's commitment to continue to fund these positions under the General Fund allotment, the provision of the equipment will help to supply the Unit with all that is needed to become fully functional. The estimated cost per equipment is as follows:

✚ **Vehicles:** 14 x \$50,000 per vehicles = \$700,000 (baseline 0; current vehicles have passed their useful life and not repairable)

The PTS grant will use a variety of enforcement techniques such as stationary or moving patrols, low visibility (low profile) patrol cars (for better detection and apprehension), police spotters in conjunction with dedicated patrol units (as identified problem locations) and high visibility patrol cars (for prevention and deterrence and safety checkpoints). Vehicles will be used solely for enforcement activities and will be monitored to ensure that vehicles are only used for its intended purposes.

✚ **Tint Meters:** 14 x 200 per unit = \$2,800.00 (baseline 0)

Having vehicle windows that are tinted too dark is illegal per the Virgin Islands Code. Under Title 20 Section 800(1) indicates that it is unlawful for any person to operate or park a motor vehicle on any public road or highway of the Virgin Islands while the motor vehicle has windows that are tinted with glazed material to the extent that visible light transmittance is reduced to less than 35%. This will help increase visibility in vehicles while doing enforcement activities.

Speed Radars: 14 x \$2,700 per unit = \$37,800 (Baseline: 0)

The Territory currently uses lidars. To ensure that officers are sufficiently equipped to effectively deliver enforcement activities, this equipment will be used to enhance the ability of cracking down on speeding violations.

Printers: 14 x \$500 per unit = \$7,000.00 (Baseline: 0; the proposed vehicles will not be equipped with the tools necessary ensure the wireless printing of citations and be mounted in vehicles.)

The tickets will be uploaded to the Attorney General’s Office and courts real time and will eliminate tickets being lost and/or voided. Utilizing the printer will also eliminate the manual ticket process currently in use and the unavailability of ticket books.

In-Car Cameras: 14 x \$2,000 per unit = \$28,000.00 (Baseline: 0; the proposed vehicles will not be equipped with the surveillance cameras. This will be introduced new to the Territory.)

The in-car video camera to record traffic stops; impaired driving investigations; and other encounters with the public. In the spirit of building public trust, the in-car camera recording provides an unbiased account of events that allow citizens and others to view what occurred during encounters to support traffic offense prosecutions.

Budget: \$775,600.00

Police Traffic Services Equipment

Project Number	Agency	Amount	Source
18-PTSAI-402	VIPD	\$775,600.00	402
Total		\$775,600.00	

Project Title: Police Traffic Services Inclusive Enforcement Activities

Project Number: 18-PTSIEA-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget

Description: Based on the supporting research regarding evidence-based enforcement strategies to reduce aggressive driving and speeding, taken from 3-1 to 3-5; High Visibility Enforcement, pp. 3-25 to 3-28; Other Enforcement Methods, pp. 4-11 to 4-13; Cell Phone and Text Messaging Laws, pp. 8-36 and 8-37 in NHTSA: Countermeasures That Work, 8th Edition, 2015.

During FY 2018, VIOHS Overtime hours to participate in local mobilizations will be funded for the V.I. Police Department. Enforcement activities will be for eight (8) officers and two (2) supervisors. Budget for VIPD St. Croix and St. Thomas/St. John District respectively overtime hours will be \$110,000.00. Due to the small size of the island and limited thoroughfares, multiple checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination. Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Croix and St. Thomas/St. John District respectively. The patrols will be deployed as follows:

- ✦ During National Teen Driver Safety Week (October)
- ✦ During the Thanksgiving Holiday Weekend/ When Speeding Kills (November)
- ✦ During the Territory's Christmas Boat Parade and Festival Kick-Off/Slow Down and Move Over (December)
- ✦ Local Mobilizations (January, March, and September)
- ✦ Distracted Driving Awareness Month (April)
- ✦ Enforcement personnel will be deployed between the hours of 6:00 am and 9:00 pm every day of the defined mobilization period.
- ✦ Checkpoints and saturation patrols will be focused on the roadways, which have the most traffic volume and highest concentration of crashes within the District.

The following law enforcement performance indicators will be tracked:

- ✦ Motorist contacts (traffic stops for saturation patrols/motorists encountered in checkpoints)
- ✦ Citations issued for all traffic offenses
- ✦ Impaired driving arrests

A recent challenge has been law enforcement participation and performance. To meet this challenge, the following action plan will be implemented:

- ✦ The St. Croix and St. Thomas/St. John District Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes.
- ✦ Within one week prior to the mobilization, the District Traffic Commander will provide an operational plan, which will list the personnel that will be dedicated to the mobilization.
- ✦ VIOHS will review and insure that the budgeted positions are filled and resources are directed to problem areas identified by data.

- ✚ Any issues between the District Police Deployment and VIOHS will be brought to the attention of VIPD Commissioner for remediation.
- ✚ Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.

Mobilizations are expected to run simultaneously in both Districts to be reflected as follows:

Period	Description of Initiatives
December 29, 2017 – January 8, 2018 (11 days)	Drive Sober or Get Pulled Over (National Initiative)
February 4, 2018 (1day)	Super Bowl 51: Fans Don't Let Fans Drive Drunk Initiative (National Initiative)
February 16-20, 2018 (5 days)	St. Croix Agriculture Fair: Stay Alive Don't Drink and Drive (Local Initiative)
March 29, 2018 – April 2, 2018 (5 days)	Stay Alive Don't Drink and Drive Easter Holiday & Dominican Republic Independence Celebration (Local Initiative)
May 4-7, 2018 (4 days)	Cinco de Mayo: Buzed Driving is Drunk Driving (National & Local Initiative)
June 30, 2018 – July 4, 2018(5 days)	Drive Sober or Get Pulled Over (National Initiative)
August 29, 2018 – September 4, 2018 (7 days)	Drive Sober or Get Pulled Over- Labor Day (National Initiative)

*Subjected to approval from the NHTSA Region 2 Office.

During this mobilization HVE and preventive patrol will be increased to issue citations for speeding, and distracted driving. Police funds will be granted provided evenly to both Districts to conduct enforcement activities simultaneously.

Costs associated for this project are as follows:

St. Croix District

POSITION TITLE	HOURLY WAGE (ESTIMATED)	TOTAL HOURS	TOTAL COST
Police Officers (8)	\$55.00	30 Initiatives x 4 hours x 8 Officers = 960 hrs.	\$52,800.00
Police Supervisors (2)	\$65.00	30 Initiatives x 4hours x 2 Supervisors = 240hrs.	\$15,600.00

Fringe Benefits (FICA) @ 7.65% (of total personnel costs) = \$5,200.00 (rounded)

Total (Personnel Plus Fringe) \$73,600.00

Grand Total: \$85,957.00

Budget: \$90,000.00 (estimated)

St. Thomas/St. John District

POSITION TITLE	HOURLY WAGE (ESTIMATED)	TOTAL HOURS	TOTAL COST
Police Officers (8)	\$55.00	30 Initiatives x 4 hours x 8 Officers = 960 hrs.	\$52,800.00
Police Supervisors (2)	\$65.00	30 Initiatives x 4hours x 2 Supervisors = 240hrs.	\$15,600.00

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Fringe Benefits (FICA) @ 7.65% (of total personnel costs) = \$5,200.00 (rounded)

Total (Personnel Plus Fringe) \$73,600.00

Grand Total: \$85,957.00

Budget: \$90,000.00 (estimated)

Police Traffic Services Inclusive Enforcement Activities

Project Number	Agency	Amount	Source
18-PTSIEA-402	VIPD	\$180,000.00	402
Total		\$180,000.00	

Project Title: Planning and Administration

Project Number: 18-PA-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

The Office of Highway Safety Traffic Safety Commission, to operate and fulfill its obligations, needs The Planning and Administration (P&A) program area to guide the activities and necessary costs for the overall management and operations of the VIOHS.

P&A program area is responsible for planning and evaluating traffic safety problems, by prioritizing and developing strategies and solutions based on NHTSA’s guidelines and countermeasures. Additionally, it assigns funds to internal and external projects and supports all VIOHS areas by facilitating technical, financial and fiscal operations.

Internal Control actions have been taken to seek and maintain productivity, efficiency, and fidelity, through constant monitoring, compliance and expenditures review at state and sub-grantee levels, and evaluating the progress of past evaluations with current results. Internal control is designed and implemented by the Administrative Area of the HSP to assure compliance of internal and external programs; also, operating and reporting objectives.

Under the Planning and Administration project, funding will be used to continue provisions for the VIOHS Fiscal Officer who serves as the accounting technical support for the Fiscal Section, which handles all aspects of the Federal grant programs within the VI Office of Highway Safety. Duties include independent processing of payments (invoices, grants, direct vouchers and purchase orders), preparation of related spreadsheets, maintenance of records for financial disbursements within the division, maintenance and reconciling of purchasing records, preparation of journal vouchers, and tracking of equipment for grantees and inventory for the division. Additionally, the employee handles the day-to-day maintenance of the financial records, monitoring of revenues and expenditures, and analysis of financial transactions, including analysis of State accounting system reports for accuracy of accounting transactions in

various appropriations and funds. This responsibility includes preparation and review of the VIOHS safety grant budgets, supervision of purchasing and accounting functions, coordination with central accounting processes financial voucher requests for the VIOHS grant programs.

Additionally, the program will provide funding for a Data Analyst under the VIOHS. During FY 2017, the VIOHS through the Human Resource Bureau advertised to hire for the position but was not successful with applicants; and will be advertise again during FY 2018. This person will serve as the Territory’s recognized resource for traffic safety analysis and evaluation. This position will provide research, analysis, and evaluation of traffic safety data and information for the VI Office of Highway Safety which includes preparing the annual highway safety plan, developing objectives and evaluation frameworks for statewide highway safety programs, and reporting on program related research and statistics. Moreover, the individual with assist the VIOHS Director in the coordination of the development and completion of the annual Highway Safety Plan (HSP); evaluate the effectiveness of traffic safety programs and make recommendations for their improvement; and provide research, data, and planning support for traffic safety programs.

This module covers costs for employees’ salary, day-to-day internal management, costs associated with operating VIOHS regarding contractual services, supplies, trainings/conferences for the VIOHS Director, Fiscal Officer and Crash Analyst and costs associated with administrative support. Also, coordination of services, program purchases such as equipment and materials, and financial reports follow up and compliance with close out deadlines.

Performance Goals

Implement and maintain policies and procedures through internal control that provide an effective and efficient financial operation, and program evaluation of the Highway Safety Program and projects.

Planning and Administration

Project Number	Agency	Amount	Source
18-PA-402	VIPD	\$200,000.00	402
Total		\$200,000.00	

Occupant Protection

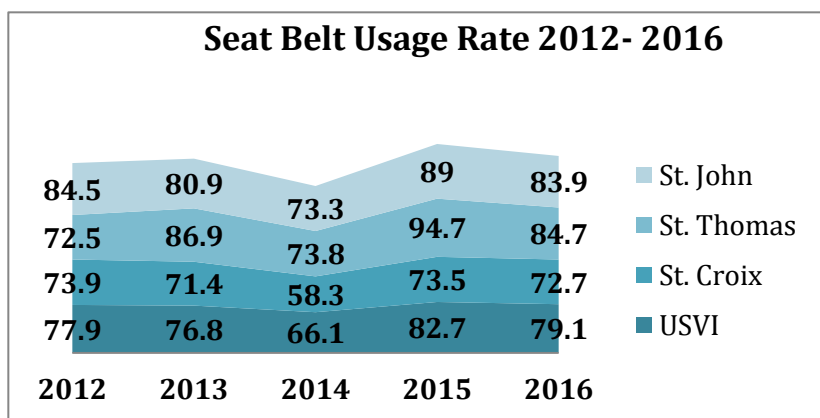
Program Overview

Research has shown that the best protection in a crash is a properly installed child safety restraint or a seat belt. VIOHS Occupant Protection program, assures that all citizens of the Virgin Islands are motivated to use all available motor vehicle occupant protection systems to protect themselves, their children or any other passengers traveling in vehicles with them. To ensure that all efforts are met, this program promotes correct and consistent use of safety belts, child safety seats and other occupant restraint devices through:

- ✚ Public Information and Education
- ✚ Law Enforcement Overtime Grants
- ✚ Child Passenger Safety Technician Training Grants
- ✚ Child Safety Seat Subsidy Program Grants
- ✚ Legislative Support

Through these grants, several program goals were derived to:

- ✚ Conduct an annual occupant protection seat belt survey.
- ✚ Provide occupant protection education training focusing on seat belt policies and correct seat belt/child safety seat usage.
- ✚ Increase program effectiveness for the Occupant Protection and sub- granted programs.
- ✚ Increase seatbelt compliance in the STT/STJ District through enforcement efforts.

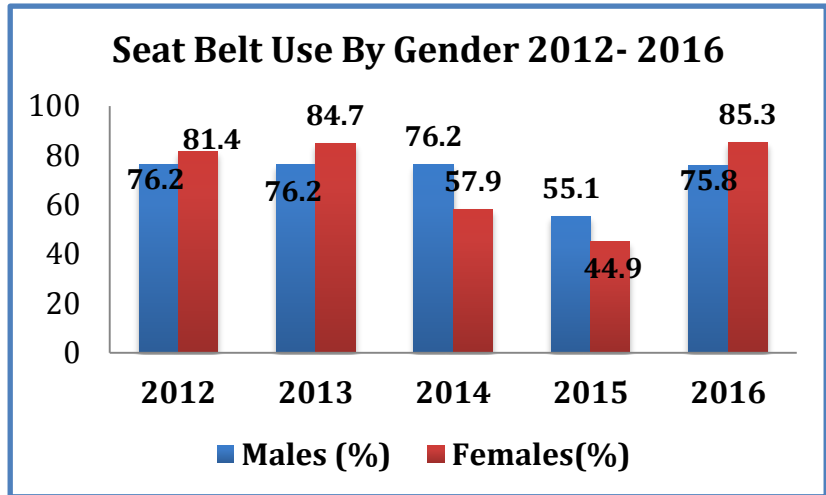


In 2016, there was a downward shift in seat belt restraint usage territory wide to 79.1%. This decrease represents a 3.6% decrease below the 2015 rate of 82.7%; however, a 13 % increase above the 2014 usage rate of 66.1% as stated in the *Office of Highway Safety Calendar Year Seat Belt Report Survey*. In the same way, seat belt restraint use decreased on the three islands of St. Thomas (5.1%), St. John (10%) and St. Croix (1.4%). St. Croix has consistently had the lowest seat belt usage rate amongst all three islands for all five years, while St. John continues to maintain a high usage rate on average.

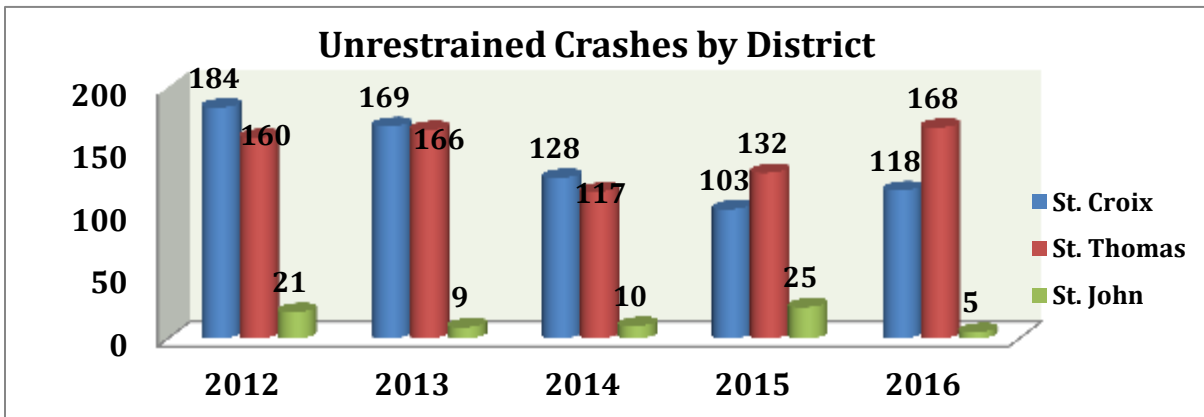
The five-year (2012-2016) territory wide restraint behavior indicates:

- ✚ The gender composition in the territory remained that six of every ten drivers were male.

- ✚ Male restraint behavior remained constant from 2012-2014 at 76.2%.
- ✚ Males drivers between the ages of 22-29 encompass most fatalities on St. Croix, and 40-55-year-old were on St. Thomas.
- ✚ All unrestrained fatalities that occurred during this period involved the driver of the vehicles.

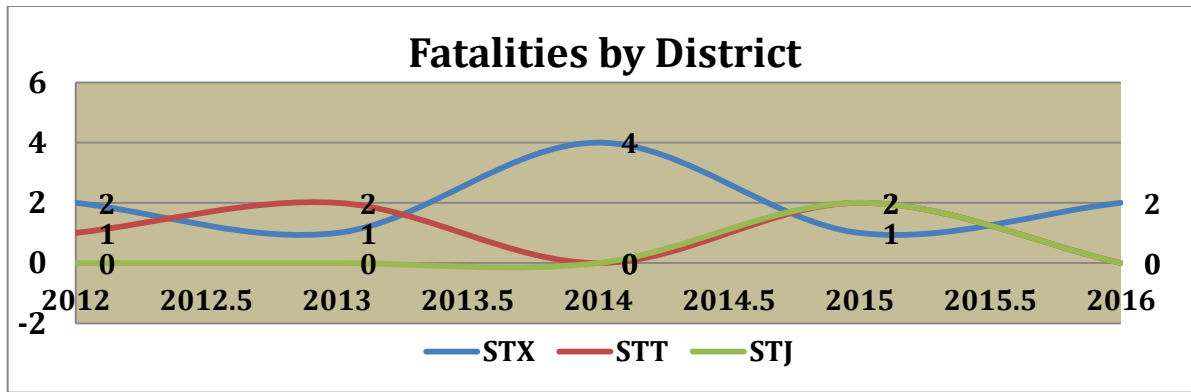


St. Croix had the highest unrestrained crashes and fatalities from 2012- 2014, and St. John has remained the lowest. FY 2016 Data from the Annual Seat Belt Survey indicates that most of non-seat belt compliance is occurring between 6:00 am and 6:00 pm. This time has been consistent for the past 5 years.



During FY 2016, there were a total of 555 grant funded citations issued in the St. Croix District. There were 2 unrestrained fatalities within the District in FY 2016. In comparison, 1,492 crashes of which 82 was a result of non -restraint use and of those 13 were extracted in 2016. While in 2015, there were 110 injures and of those 14 were extracted. St. Croix District enforcement yielded 90 convictions in FY 2016.

In the St. Thomas/ St. John District, fatalities continue to be minimal as reflective of the trend. Fatalities that occurred during FY 2016 were only four (4) in the District, with none being caused because of occupants being unrestrained. Unfortunately, crashes continue to be relatively high in the District. With similar populations, the crashes in the St. Thomas/ St. John District were at 3,322 when compared to 1,492 on St. Croix. Of those crashes, there were 170 accidents that involved occupants that were unrestrained FY 2016 compared to 157 in FY 2015. Alarmingly, that is an eight percent (8%) increase, of the 170 in FY 2016, 24% or 14% of those unrestrained were extricated from the vehicles causing injuries; in FY 2015 the amount that was extricated were 16 of the 157 or 10%.



Enforcement is a major part of trying to curtail the crashes by educating the public when making stops and issuing citations. Citation data is reported and recorded monthly. This gives a clear picture of the months that enforcement activities are most crucial and the cost to execute these mobilizations.

Click It or Ticket	May- June 2017	\$ 96,885.00
CPS Enforcement	June 2017	\$ 33,974.34
Local Enforcement	July 2017	\$ 26,912.50
Local Enforcement	August 2017	\$ 16,147.50
CPS Week Enforcement	September 2017	\$ 33,974.34
District Enforcement Budget		\$ 207,893.68

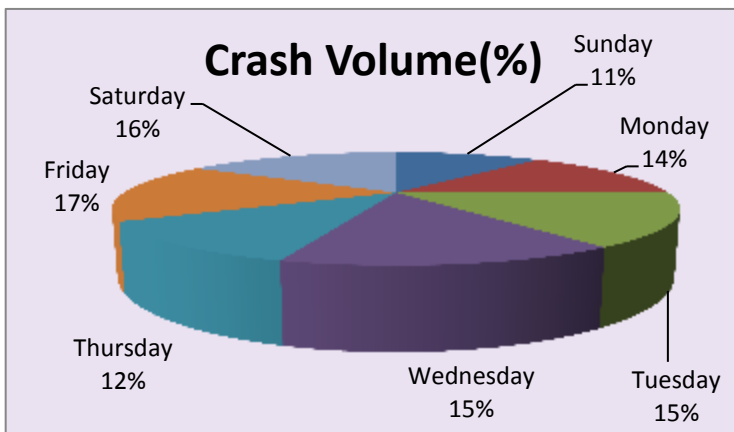
Most restraint citations occurred during these months as follows by District;

St. Croix

- 116 citations were issued; 105 no restraint, 0 no restraint for a child under 5yrs.old, 11 no restraint for passenger occurred during December. The Crucian Christmas Festival occurs and is associated with heavy traffic.
- 121 citations were issued; 68 no restraint, 3 no restraint for a child under 5yrs.old, 50 no restraint for passenger occurred during February. The President's Day Holiday weekend is also associated with heavy traffic. The annual Agricultural, Arts, and Food Fair occur at this time. This fair is the 2nd largest in the Caribbean.
- 47 citations were issued; 35 no restraint, 4 no restraint for a child under 5yrs.old, 8 no restraint for passenger occurred during March. A large influx of tourist can be seen throughout the island and their presence is associated with heavy traffic flow.
- 55 citations were issued; 29 no restraint, 5 no restraint for a child under 5yrs.old, 21 no restraint for passenger occurred during April. The Easter celebration occurs where there is camping at many beaches throughout the islands.
- 165 citations were issued; 137 no restraint, 9 no restraint for a child under 5yrs.old, 19 no restraint for passenger occurred during May. The Click it or Ticket National mobilization occurs at this time.
- 105 citations were issued; 65 no restraint, 0 no restraint for a child under 5yrs.old, 50 no restraint for passenger occurred during June. A large influx of tourist can be seen throughout the island and their presence is associated with heavy traffic flow. President's Day Holiday weekend is also associated with heavy traffic.

St. Thomas

- ✚ 116 citations were issued; 90 no restraint, 30 no restraint for a child under 5yrs.old, 23 no restraint for passenger occurred during January. The Water Island Music festival, as well as Martin Luther King Weekend occurs and is associated with heavy traffic.
- ✚ 256 citations were issued; 220 no restraint, 5 no restraint for a child under 5yrs.old, 31 no restraint for passenger occurred during February. The President's Day Holiday weekend is also associated with heavy traffic.
- ✚ 135 citations were issued; 117 no restraint, 1 no restraint for a child under 5yrs.old, 17 no restraint for passenger occurred during April. The Easter celebration occurs where there is camping at many beaches throughout the islands.



- ✚ 33 citations were issued; 21 no restraint, 3 no restraint for a child under 5yrs.old, 9 no restraint for passenger occurred during May. The Virgin Islands Game Fishing Club Tournament and the Arts Alive Annual Spring Arts and Crafts Festival happen during this period.

FY 2016 Crash volume by day of week is depicted in the Crash Volume chart to the left.

Mobilization Target areas with the highest traffic volume based on the Department of Public Works Traffic Volume counts are as follows:

St. Croix

- | | |
|-------------------------------|-------|
| ✚ Campo Rico Road | East |
| ✚ Northside Road | North |
| ✚ Southside Road | South |
| ✚ Route 70 Queen Mary Highway | West |
| ✚ Route 72 | South |
| ✚ Melvin Evans Highway | East |
| ✚ South Shore Road | South |
| ✚ North Shore Road | North |
| ✚ Pepper Tree Road | South |
| ✚ Route 64 | South |

Mobilization Target areas with the highest traffic volume based on the Department of Public Works Traffic Volume counts are as follows:

St. Thomas

✚ Route 30 (Outer Lane)	East
✚ Airport Road (Inner Lane)	West
✚ Norre Gade (next to Park/Sidewalk)	East
✚ St. Peter's Mountain Road	West
✚ Sugar Estate Road	West
✚ Hospital Gade	East
✚ Route 386 (Ft. Mylner Road)	West
✚ Flamboyant Avenue	West

St. John

✚ North Shore Rd.	North
✚ Kings Hill Rd.	West

The Virgin Islands Child Occupant Protection program raises the awareness of the public, parents and other caregivers to ensure drivers and vehicle occupants are properly restrained always. 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 public information and education materials, as well as equipment and information regarding child passenger safety inspection stations and child passenger safety technician and instructor training to reduce statewide occupant protection fatalities and injuries.

Project Strategies

Project Title: Occupant Protection Management

Project Number: 18-OPMAN-405B

Funding Source: 405B

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget

Description: This project will fund the salary for the coordinator to work exclusively under the Occupant Protection program purview. For these programs to be effectively implemented,

the Virgin Islands Office of Highway Safety provides funding for an Occupant Protection Coordinator position.

Funding for local and stateside travel, operational supplies, equipment and materials will be funded. The National Highway Traffic Safety Administration provides funding for the Occupant Protection programs to be carried out in the territory. This position serves as a professional specialist with independent responsibility for the development of the statewide occupant protection (seat belts and child passenger safety issues) and emergency program areas of the Highway Safety Plan (HSP); directs oversight of grant development with State and local agencies; monitors and evaluates grant programs in the territory and represents Occupant Protection Program at the State Level for the HSO and is the State's ex Both the coordinator and the projects rely on updating their knowledge in changing equipment, methodology, and regulations. Conferences offered to address these updates are usually outside of our geographical location. These conferences address a wide range of safety topics, from child passenger safety and occupant protection to roadway and vehicle safety and technology. They offer the latest information on advances in highway safety, highlight successful programs and draws attention to emerging safety issues.

The Occupant Protection Coordinator is an expert and technical advisor, with advanced knowledge of the occupant protection programs, to assist managerial/program staff, industry, community groups and governmental agencies in identifying, developing and providing technical support regarding occupant protection programs statewide, regionally and nationally and will closely monitor and provide technical assistance to the Police Department and any other sub-grantee under the prevue of the Occupant protection program to achieve:

- ✚ Increase program effectiveness for the Occupant Protection and sub-granted programs.
- ✚ To work with the Virgin Islands Police Departments Public Information Officer and the media to report about the dangers of driving unrestrained

These goals will be tracked with:

- ✚ Evidence of site visit forms completed
- ✚ Evidence of documented post visit letters and documented improvement goals.
- ✚ Evidence of calendar activities completed.
- ✚ Compliance with expenditures of grant funding and its use for the sole purpose of what is stated in the grant.
- ✚ Evidence of corrective action measures taken to ensure fidelity and compliance of grants.
- ✚ Evidence of press releases or media reports

Countermeasures: Communications and Outreach

3.1 Communications and Outreach Supporting Enforcement: Effective, high visibility communications and outreach are an essential part of successful seatbelt law high visibility enforcement programs (Solomon et al., 2003). Paid advertising can be a critical part of the

media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition (Milano et al., 2004).

Costs will include the following:

- ✚ Salary and Fringe Benefits: \$65,000 (estimated)
- ✚ Operating Supplies/Equipment: \$17,712 (estimated)
- ✚ Professional Services: \$15,000 (estimated)
- ✚ Travel (Training and Monitoring Visits): \$15,000 (estimated)
- ✚ Indirect Cost: \$25,000 (estimated)

Budget: \$137,712.00

Occupant Protection Management

Project Number	Agency	Amount	Source
18-OPMAN-402	VIOHS	\$137,712.00	405B
Total		\$137,712.00	

Project Title: Occupant Protection Enforcement

Project Number: 18-OPSTX-406 and 18-OPSTT-402

Funding Source: 406 and 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget

Description: The Occupant Protection Enforcement grants are responsible for enforcing the Occupant protection laws throughout the territory. Funding will be provided to state enforcement agencies to conduct saturated patrol on an overtime basis to ensure that occupants traveling in vehicles on our roadways are safe on every trip, every time and those who do not comply are cited and educated thereby ensuring that they understand the seriousness of this offense.

To increase restraint compliance, the Virgin Islands Police Department Traffic Bureau will perform a combination of seat belt laws and high visibility enforcement during national and local mobilizations, to include Click It or Ticket and Child Passenger Safety Week, at various locations in the St. Croix and St. Thomas/ St. John District.

- ✚ During all NHTSA required national mobilizations
 - ✚ Click It or Ticket National mobilization which occurs in May every year.
- ✚ During all local mobilizations
 - ✚ Sunset Jazz occurs during this month and a large influx of tourist can be seen throughout the island during the month of June and their presence is associated with heavy traffic flow.
- ✚ The month-long Emancipation Day Celebration occurs in July. Emancipation Day commemorates the day in 1848 when enslaved Africans on St. Croix demanded-and

won-their freedom, along with freedom for all slaves in the territory. Many Danish tourists visit the territory and heavy traffic usually occurs during this month.

- ✚ The USVI Restaurant Week activities occurs in August where patrons are invited to dine at a wide selection of restaurants offering special prix fixe menus and experience events such as a farm-to-table culinary educational session, reef responsible fish fry, and food truck festival.
- ✚ During Child Passenger Safety Week enforcement occurs during the month of September.

The following performance indicators will be tracked:

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

A recent challenge has been law enforcement participation and performance. To meet this challenge, the following action plan will be implemented:

- ✚ The St. Croix and St. Thomas/ St. John District Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes.
- ✚ Within one week prior to the mobilization, the District Traffic Commander will provide an operational plan, which will list the personnel that will be dedicated to the mobilization.
- ✚ VIOHS will review and insure that the budgeted positions are filled and resources are directed to problem areas identified by data.
- ✚ Any issues between the District Police Deployment and VIOHS will be brought to the attention of VIPD Commissioner for remediation.
- ✚ Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.

Due to the small size of the island and limited thoroughfares, multiple checkpoints will be utilized in combination with saturation patrols. When checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination. Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

With the assistance of the Office of Highway Safety, we will also conduct Public Service Announcements via radio, television and printed media to inform the public about the seatbelt law and the importance of wearing seatbelt while operating a vehicle.

The enforcement plan and staff deployment strategies will include two (2) supervisors and nine (9) officers who will conduct 51 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 checkpoint /saturation patrol is scheduled for every day of the planned mobilizations. 51 days of mobilizations = 51 checkpoints/saturation patrols)

Mobilizations are expected to run simultaneously in both districts as follows:

<i>Initiatives</i>	
<i>Period</i>	<i>Description of Initiative</i>
October 6 – October 10, 2017 (5 days)	Local Enforcement Columbus Day Weekend
November 9- November 14, 2017 (6 days)	Local Enforcement Veteran’s Day Weekend Activities
February 10, 2018- February 15, 2018 (6 days)	Local Enforcement Pre- Agriculture Fair Enforcement
April 3, 2018- April 7, 2018 (5 days)	Local Enforcement Easter Holiday Enforcement
May 19- June 5, 2018 (18 days)	National Mobilization Click It or Ticket
June 1-5, 2018 (6 days)	Local Seat Belt Enforcement International Optimist Regatta/ St. John Carnival Activities Sunset Jazz
July 24-28, 2018 (5 days)	Local Seat Belt Enforcement Bastille Day Celebration/ VI Fishing Tournament Emancipation Day Celebration
August 17-19, 2018 (3 days)	Local Seat Belt Enforcement USVI Open Atlantic Blue Marlin Tournament VI Food and Wine Experience
September 24-29, 2018 (6 days)	Child Passenger Safety Week CPS Week Enforcement

Countermeasures:

1. Seat Belt Use Laws: 1.1 State primary Enforcement Seat Belt Use law
Primary enforcement seat belt use laws permit law enforcement officers to stop and cite a violator independent of any other traffic violation. Secondary enforcement laws allow law enforcement officers to cite violators only after they first have been stopped for some other traffic violation.

2. Seat belt Law Enforcement: 2.1 Short – Term, High Visibility Seat Belt Law Enforcement
The most common high visibility belt law enforcement method consists of short (typically lasting for two weeks), intense, highly publicized periods of increased belt law enforcement, frequently using checkpoints (in States where checkpoints are permitted), saturation patrols,

or enforcement zones. These periods sometimes are called STEP waves (Selective Traffic Enforcement Programs) or blitzes. All high visibility enforcement programs include communications and outreach strategies that use some combination of earned media (news stories) and paid advertising.

Budget: \$349,316.00

Cost associated with these projects for both island district, that does not include the indirect cost rate are as follows:

POSITION TITLE	HOURLY WAGE (ESTIMATED)	TOTAL HOURS	TOTAL COST
Police Officers (9)	\$55.00	51 Initiatives x 4 hours x 9 Officers = 1836 hrs.	1836 hrs. x 2 X \$55= \$201,960.00
Police Supervisors (2)	\$65.00	51 Initiatives x 4 hours x 2 Supervisors = 408 hrs.	408 hrs. x 2x 65= \$53,040.00
Fringe Benefits (FICA) @ 7.65% (of total personnel costs) = \$ 19,507.50			
GRAND TOTAL (Personnel Plus Fringe Benefits)			\$ 274,507.50

Occupant Protection Enforcement

Project Number	Agency	Amount	Source
18-OPSTX-406	VIOHS	\$174,658.00	406
18-OPSTT-402	VIOHS	\$174,658.00	402
Total		\$349,316.00	

Project Title: Occupant Protection Seat Belt Survey

Project Number: 18-OPSBS-B405

Funding Source: 405B

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget

Description: The Annual Scientific Seat Belt Survey is a probability based observational survey of seat belt use, observing as it occurs on random roadways to track vehicle occupant seat belt use behavior. This creates the need for a professional contractor to conduct the survey in the territory. The Coordinator will formulate all RFPs, scope of work, contracts and any other documentation required to ensure that all tasks that were prescribed by the contract is being completed as scheduled. The Annual Scientific Seat Belt Survey is a probability based observational survey of seat belt use, observing 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 for the territory 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 to NHTSA, this annual study design and data collection protocol survey 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 2, 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 estimated timeline to conduct this survey is listed below.
 Seat Belt Survey Task Break Down:

Task No.	Task Description	Completion Date
1	Preparatory Activities	January- April 2018
	<ul style="list-style-type: none"> # Review 23CFR for most current updates and requirements effective 21 June 2013 # Statistical review and validation of probability sampling and sampling in accordance with 23CFR, 21 June 2013 # Validate probability samples frame # Validate statistical methods of survey design for compliance with 23 e-CFR Part §1340.6 # Conduct random assignment of 2014 observation sites in accordance with 23 e CFR part §1340.6 # Review, validate, and revise (if required) observation procedures in accordance with 23 e-CFR part §1340.7 # Review and revise (if required) training protocol of observes and quality control monitors # Train monitors and data observers per 23 CFR (12 June 2013) # Review and revise (if required) e-observational survey instrument per 23 CFR (21 June 2013) # Test E-survey instrument per 23 CFR (12 June 2013) compliance # Print survey instrument and training materials # Ship survey instrument and other observational and training materials to local district supervisors 	
2	Data Collection	May 2018
	<ul style="list-style-type: none"> # Collect data # Conduct local quality review # Develop local district observation reports # Ship instruments/ reports 	
3		June 2018
	<ul style="list-style-type: none"> # Review observational district report/instruments # E-data entry (Scanning) # Clean Data 	
4		June 2018
	<ul style="list-style-type: none"> # Conduct data analysis # Develop preliminary analytical reports # Conduct preliminary review of statistical methodology # Formulate findings and recommendations # Draft reports 	

- ✚ Validate statistical formula used
- ✚ Revise Findings

5

July 2018

- ✚ Edit report
- ✚ Revise report
- ✚ Finalize report
- ✚ Print five (5) color copies of report
- ✚ Electronically transmit and ship hard copies of final report

Budget: \$60,000.00

Occupant Protection Seat Belt Survey

Project Number	Agency	Amount	Source
18-OPSBS-b405	VIOHS	\$60,000.00	405b
Total		\$60,000.00	

Project Title: Occupant Protection Summit (St. Thomas/St. John and St. Croix)

Project Number: 18-OPSUM- B405

Funding Source: 405b

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: The Virgin Islands Occupant Protection Summit will be held in the St. Thomas/ St. John and St. Croix District during FY 2018. The summit will bring together interested parties to discuss OP issues and strategies towards reducing crash related injuries and fatalities as it related to OP safety. This Summit will identify strategies, challenges and resources available to address these issues and by stimulating collaboration among safety stakeholders through break out workshops, presentations and recognition. Participants will learn of top traffic safety problems in the territory, safety activities underway, new resources available, funding sources, participating in infrastructure and non-infrastructure projects and participate in workgroup discussions about priority safety strategies and actions for the territory. The information shared is intended to compel participants to develop projects for increasing safety in the territory.

This 3-day Summit will serve as an opportunity for child passenger safety technicians, law enforcement, sub grantees and other partners to learn, share and gather best practices and to learn about occupant protection issues across the territory. It will also serve as the foundation for the 2018 Strategic Highway Safety Plan. Plenary session presentations will talk about the importance of multidisciplinary collaboration and how enforcement, education and emergency services can work together to more efficiently and effectively improve safety on the roadways. Breakout sessions will discuss the critical functions of crash data, examining ways to improve collection, analysis and sharing information to address safety belts and restraint issues. It has

been identified that access to occupant protection and technical data is complex in the Virgin Islands and the community needs this information to improve operations and practice as it pertains to Occupant Protection.

Funding for this project will cover hotel and airfare for off-island speakers, advertising, convention hall rental and subsistence for networking activities.

The breakdown of cost associated with this summit is only an estimation and is subject to change.

St. Croix Occupant Protection Summit Cost Breakdown:

✚ Speaker fees to include airfare, hotel and subsistence (2 per District)	\$ 8,000
✚ Conference space rental to include equipment and networking lunch (\$5,000.00 per day x 3 days)	\$ 15,000
✚ Printed paraphernalia and supplies	\$ 3,750
✚ Banners and Advertising	\$ 2,500
Indirect cost @16.79%	\$ 5,000
Total:	\$ 34,250

St. Thomas/ St. John Occupant Protection Summit Cost Breakdown:

✚ Speaker fees to include airfare, hotel and subsistence (2 per District)	\$ 8,000
✚ Conference space rental to include equipment and networking lunch (\$7,000.00 per day x 3 days- St. Thomas prices are older)	\$ 21,000
✚ Printed paraphernalia and supplies	\$ 3,750
✚ Banners and Advertising	\$ 2,500
Indirect cost @16.79%	\$ 6,000
Total:	\$ 41,250

Last fiscal year, this project was not executed due to priority being placed in other areas.

Budget: \$75,500.00

Occupant Protection Summit USVI

Project Number	Agency	Amount	Source
18-OPSUM-B405-STX	VIOHS	\$34,250.00	405B
18-OPSUM-B405-STTJ	VIOHS	\$41,250.00	405B
Total		\$75,500.00	

Project Title: Child Passenger Safety Training

Project Number: 18-CPSTR-B405

Funding Source: 405B

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: The Virgin Islands Child Occupant Protection program raises the awareness of the public, parents and other caregivers to ensure drivers and vehicle occupants are properly restrained always. 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. Local and off island training for instructors, technicians and other CPS representatives, presentations, workshops and inspection stations, supplies and necessary training equipment will be funded through this proposal.

Based on the 2015 Occupant Protection Assessment, a major concern cited was the territory not having any certified technician or instructor trained in transporting children with special needs. CPS instructors will travel off island to this specialized training so that they can be prepared with this specialized training to assist with training hospital staff and other CPS technicians in the territory.

The CPS program will be extended to hospital personnel who are interested in participating in two half day training sessions. This will allow staff to have basic Child Passenger training so that they can knowledgeably explain to patients how to properly install a car seat when transporting children in a vehicle.

The goals established to ensure that the needs of our community were addressed are as follows:

- ✚ Increase the number of certified technicians and instructors in the territory.
- ✚ Provide half day training for the hospital and/or clinics in seat belt policies and the correct use of restraints.
- ✚ Provide training to currently certified technicians and instructors in how to transport children with special healthcare needs.
- ✚ Conduct presentations to elementary school child about Child Passenger Safety.

Countermeasure:

7.2 Inspection Stations: The misuse of child restraints has been a concern for many years. Several programs have been implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints in an effort to combat widespread misuse. Child passenger safety (CPS) inspection stations, sometimes called “fitting stations” are places or events where parents and caregivers can receive this assistance from certified CPS technicians. Guidebooks on how local programs can set up and operate a mobile CPS clinic or permanent inspection station are available from NHTSA (NHTSA, 2003a).

Budget: \$ 70,000.00

Child Passenger Safety Training

Project Number	Agency	Amount	Source
18-CPSTR-B405	VIOHS	\$70,000.00	405B
Total		\$70,000.00	

Project Title: Occupant Protection Task Force

Project Number: 18-OPTKF- B405

Funding Source: 405B

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget

Description: 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.

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. Local and off island training for instructors, technicians and other CPS representatives, presentations and workshops, supplies and necessary training equipment will be funded through this proposal. Program expansion is imminent as there is a continued need for sub-grantees and extended partnership. Hence, the Occupant Protection Coordinator would continue the bi- monthly meeting with the established Task Force. As part of a comprehensive approach to motor vehicle safety, the Virgin Islands Occupant Protection Task Force will assist the VIOHS and other stakeholder organizations to achieve five (5) goals to increase safety belt and other restraint usage by: reaching out to the leaders and representatives in the community to get buy-in and receive input for areas where the efforts will reach the biggest concentration of the designated population; conducting pre-seat belt surveys at specific locations to determine safety belt usage base lines; facilitating an educational blitz to share seat belt information in the communities; hosting a summit on occupant protection; and conducting a post- seat belt survey in the same locations to determine success by calculating percent of increase in safety belt usage through the team's efforts.

Budget: \$ 70,000.00

Occupant Protection Task Force

Project Number	Agency	Amount	Source
18-OPTKF- B405	VIOHS	\$70,000.00	B405
Total		\$70,000.00	

Project Title: Child Passenger Safety

Project Number: 18-CPSVI- B405

Funding Source: 405B

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget.

Description: *1.2 State primary Enforcement Seat Belt:* Use law primary enforcement seat belt use laws permit law enforcement officers to stop and cite a violator independent of any other traffic violation. Secondary enforcement laws allow law enforcement officers to cite violators only after they first have been stopped for some other traffic violation; *2.1 Short – Term, High Visibility Seat Belt Law Enforcement:* The most common high visibility belt law enforcement method consists of short (typically lasting for two weeks), intense, highly publicized periods of increased belt law enforcement, frequently using checkpoints (in States where checkpoints are permitted), saturation patrols, or enforcement zones. These periods sometimes are called STEP waves (Selective Traffic Enforcement Programs) or blitzes. All high visibility enforcement programs include communications and outreach strategies that use some combination of earned media (news stories) and paid advertising; *7.2 Inspection Stations:* The misuse of child restraints has been a concern for many years. Several programs have been implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints to combat widespread misuse. Child passenger safety (CPS) inspection stations, sometimes called “fitting stations” are places or events where parents and caregivers can receive this assistance from certified CPS technicians. Guidebooks on how local programs can set up and operate a mobile CPS clinic or permanent inspection station are available from NHTSA (NHTSA, 2003a). The Virgin Islands Child Occupant Protection program raises the awareness of the public, parents and other caregivers to ensure drivers and vehicle occupants are properly restrained always. 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.

The Child Passenger Safety Program currently consists of eighteen nationally certified Child Passenger Safety Technicians and one lead instructor who have completed a 40-hour course in the proper installation of child restraints from infants to young adults. The purpose of this program is to provide guidance, information and instruction with the installation of child restraints (car seats) into a motor vehicle, to the citizens of the Virgin Islands. Inspection stations will be located throughout the territory with certified child passenger technicians to assist parents and caregivers learn how to install car seats correctly.

During FY 2018, the VIOHS together with the VIPD Traffic Bureau will conduct the Click it or Ticket mobilization. This mobilization will occur along with other states and territories from May to June. The enforcement components will include a pre Seat Belt Observational Survey conducted before the enforcement wave; a media campaign to inform the public about the risks and costs of traffic crashes, the benefits of increased occupant protection use, and a need for traffic enforcement to manage risks and costs; a local media campaign for High Visibility Enforcement, which consist of checkpoints and saturation patrols that will cover more than 70% of the territory, and a post- wave observation survey coupled with a post- wave media event announcing the results of the survey and enforcement efforts.

The enforcement coverage areas are as follows:

St. Croix

- ✚ Campo Rico Road East
- ✚ Northside Road North
- ✚ Southside Road South
- ✚ Route 70 Queen Mary Highway West
- ✚ Route 72 South
- ✚ Melvin Evans Highway East
- ✚ South Shore Road South
- ✚ North Shore Road North
- ✚ Pepper Tree Road South
- ✚ Route 64 South

Mobilization Target areas with the highest traffic volume based on the Department of Public Works Traffic Volume counts are as follows:

St. Thomas

- ✚ Route 30 (Outer Lane) East
- ✚ Airport Road (Inner Lane) West
- ✚ Norre Gade (next to Park/Sidewalk) East
- ✚ St. Peter’s Mountain Road West
- ✚ Sugar Estate Road West
- ✚ Hospital Gade East
- ✚ Route 386 (Ft. Mylner Road) West
- ✚ Flamboyant Avenue West

St. John

- ✚ North Shore Rd. North
- ✚ Kings Hill Rd. West

<i>Initiatives</i>	
<i>Period</i>	<i>Description of Initiative</i>
May 19 – June 5, 2018 (5 days)	National Mobilization Click It or Ticket

September 24-29, 2018 (6 days)	Child Passenger Safety Week CPS Week Enforcement

During the 2017 grant year, the Virgin Islands Police Department issued 33 citations; 21 no restraint, 3 no restraint for a child under 5yrs.old, 9 no restraint for passenger occurred during 165 citations were issued on St. Thomas; 137 no restraint, 9 no restraint for a child under 5yrs.old, 19 no restraint for passenger occurred on St. Croix during the Click it or Ticket National mobilization.

Six inspection stations are utilized in the territory. The inspection stations at Fire Services will be utilized 24 hours a day except for the station located on Cruz Bay, St. John that is closed at 5:00p.m.

Organization	St. Address	City	State	Contact Person
VI Fire Services 8:00a.m -5: 00p.m	Fire Prevention Building (URBAN)	Cruz Bay	St. John	Fire Insp. Serena Williams
Office of Highway Safety 8:00a.m -5: 00p.m	33B & 33BA Est. Smithfield (URBAN)	Frederiksted	St. Croix	Leslie Dickenson
VI Police Department-Traffic Division 8:00a.m -5: 00p.m	Alexander Farrelly Justice Complex (URBAN)	Charlotte Amalie	St. Thomas	Shenika Simon Jahbari Burton
VI Fire Services 24 hours	Est. Richmond (RURAL)	Christiansted	St. Croix	Leslie Dickenson
St. Thomas Rescue 10:00a.m- 5: 00p.m	Fort Christian Museum (URBAN)	Charlotte Amalie	St. Thomas	Carl Flemming Joseph Cranston
VI Police Department-Traffic Division 8:00a.m -5: 00p.m	Villa La Reine Shopping Center (RURAL)	Kingshill	St. Croix	Leslie Dickenson

This 40- hour certified child passenger training course will provide guidance, education and the education to ensure that each island district is equipped with the certified technicians necessary to assist parents and caregivers with up to date information about the proper use and installation of car seats. However, the loss of one instructor truly dampened the certification training. We intend to sought assistance from an off-island instructor to conduct

these trainings and anticipate recruiting and training 20 additional technicians and two instructors.

Additional funding is necessary to conduct training classes and to maintain technician certifications through continuous education and community outreach.

Thompson Alexander	Certified Technician
Trina Allick	Certified Technician
Josiah Angol	Certified Technician
Jahbari Burton	Certified Technician
Joseph Cranston	Certified Technician
Carl Fleming, Sr.	Certified Technician
Jennifer Graham	Certified Technician
Monica Rivera	Certified Technician
Angela Rivers	Certified Technician
Shenika Simon	Certified Technician
Delita Burroughs	Certified Technician
Leslie Dickenson	Certified Instructor

The Child Passenger Safety program will conduct two (2) training classes:

June 2018	VITEMA Headquarters- St. Thomas	15 maximum participants 20 maximum participants
August 2018	St. Croix Police Training Academy	15 maximum participants 20 maximum participants

Budget: \$ 176,000.00

Child Passenger Safety

Project Number	Agency	Amount	Source
18-CPSVI- B405	VIOHS	\$176,000.00	405B
Total		\$176,000.00	

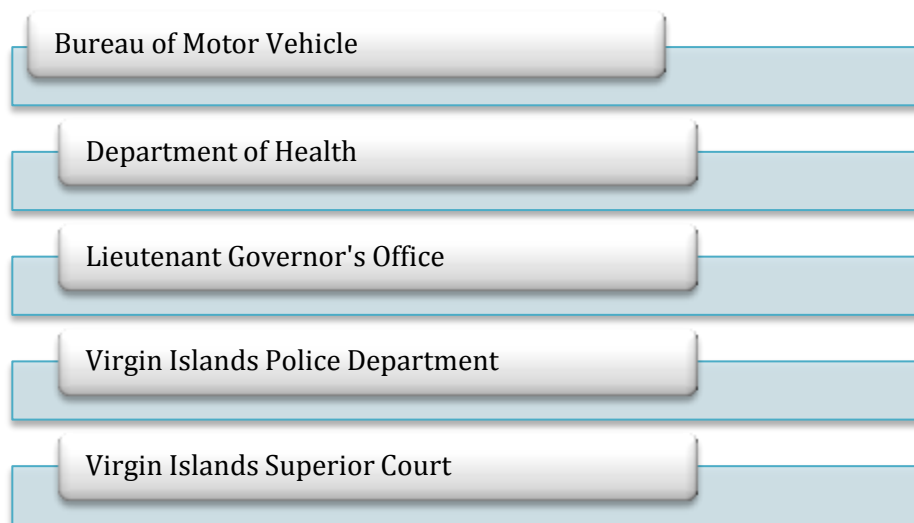
Traffic Records

Program Overview

Comprised of six data systems and performance measures, the Virgin Islands Traffic Records Program's mission is to improve traffic safety through data driven approaches. The traffic records program is funded by the VIOHS and includes planning, program implementation, monitoring, and evaluating traffic records activities. The safety data systems are important for evaluating the effectiveness of improvements being made, promoting information sharing, monitoring trends, incident reports, persons injured or killed, property damages, and other outcomes of impact.

Traffic Records Coordinating Committee Members:

State agencies:



Using high quality state traffic records data is critical to effective safety programming, operational management, and strategic planning, which will place emphasis on safety programs ultimately reducing crashes and fatalities. In May of 2017, a Traffic Records Assessment was done. Thus, the following were recommended:

Crash Recommendations

- ✚ Improve the data dictionary for the Crash system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

- ✚ Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic records Program Assessment Advisory.
- ✚ Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

- ✚ Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic records Program Assessment Advisory.
- ✚ Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the procedures/process flows for the driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

- ✚ Improve the applicable guidelines for the Citation and Adjudication data system to reflect best practices identified in the Traffic records Program Assessment Advisory.
- ✚ Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS/Injury Surveillance Recommendations

- ✚ Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- ✚ Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

- ✚ Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The Virgin Islands Office of Highway Safety will take all recommendations into consideration; however, some recommendations will be addressed later. In Fiscal Year 2018, the focus will be on the implementation of the E-Citations, which will address the Citation/Adjudication Recommendations and improve the Virgin Islands Traffic Records Systems.

Performance Goals:

- ✚ Enhance the Virgin Islands Police Department, Government agencies, and the community's ability to access current and complete traffic data required to identify, isolate, and analyze critical traffic safety issues in a complete manner.
- ✚ Increase effectiveness of injury surveillance tracking within the Territory through timely and complete data entry, easy extraction; create customized data sets and

exporting of data.

- ✚ Complete electronic data of motor vehicle crashes for improving the Commonwealth's Traffic Record Systems.
- ✚ Enhance the analytic capacity of crash records and efficient data analysis, to include location data, contributing factors such as time of day, age, gender, etc., to effectively monitor the effectiveness of resource deployment.
- ✚ To promote the integration (and warehousing) of traffic records to have integration between two traffic records systems by the end of FY 2018.

Project Strategies

Project Title: Traffic Records Management, USVI

Project Number: 18-TRMAN – 405c

Funding Source: 405c

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: The Traffic Records Coordinator will continue representing the interests of the VIOHS, agencies and stakeholders within the highway and traffic safety community. TR Coordinator will be responsible for reviewing and evaluating new technologies to keep the highway safety data and traffic records system up to date. Aligned with this objective and to fully develop traffic data gathering and sharing to its full potential, the Coordinator will track all the changes and issues related to ongoing projects, such as: preparation, development and implementation of the strategic plan, project management and TRCC meetings. Funds will cover Coordinator's salary, fringe benefits, equipment and meeting minutes, supplies, and other related costs. Main objective of TR Coordinator will be to assure that the TRCC Projects will implement field data collection in timeliness, accurate, complete, uniform, integrated and accessible way. Strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, and Chapter IV-Managing Traffic Records.

Training in managing federal finances is essential to the fulfillment of federal requirements for a successful Traffic Records Project. With the new Traffic Records Coordinator on board, it is imperative that during this year as many trainings as possible are attended to increase the knowledge of the individual and generate positive results for the Traffic Records program, to ensure the fulfillment of all goals and objectives. The trainings that would be attended are:

- ✚ Traffic Records Forum
- ✚ Managing Highway Safety Programs
- ✚ Data Driven Approaches to Highway Safety Planning
- ✚ Communications

- ✚ Lifesaver National Conference
- ✚ Governor’s Highway Safety Association Conference
- ✚ Management Review
- ✚ Managing NHTSA Grant Funds

Costs will include the following:

- ✚ Salary and Fringe Benefits: \$65,000 (estimated)
- ✚ Operating Supplies/Equipment: \$10,000 (estimated)
- ✚ Professional Services: \$17,000 (estimated)
- ✚ Travel (Training and Monitoring Visits): \$27,000 (estimated)
- ✚ Other Services: \$6,000 (estimated)
- ✚ Indirect Cost: \$25,000 (estimated)

A State traffic records system assists the traffic safety community in implementing programs and countermeasures that reduce motor vehicle crashes, deaths, and injuries (Traffic Records Program Assessment Advisory).

Budget: \$150,000.00

Traffic Records Management, USVI			
Project Number	Agency	Amount	Source
18 – TRMAN – 405c	VIOHS	\$150,000.00	§405c
Total		\$150,000.00	

Project Title: Traffic Records Coordinating Committee Data Enhancement Training

Project Number: 18 – TRCCDET – 405c

Funding Source: 405c

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Based on the guidance of the Traffic Records Program Advisory Section 2-A, Page 6 the VIOHS has decided to implement the following project. To help the Traffic Records Coordinating Committee better identify, plan and assist the territory, the VIOHS will provide funding for training of committee members to attend regional conferences, seminars and workshops. The new TRCC, consisting of new and previous members, will receive training on what the TRCC’s functions are; to look at best practices of other states and territories having similar data trends as the USVI. In accordance, the TRCC members would attend several traffic records related trainings or conferences held by NHTSA, or traffic records meetings to see first-hand ideas and successful resolutions (outcomes). In May of 2017, the Traffic Records Coordinating Committee was revamped. The Committee now has 16 dedicated members which also contains an Executive branch.

Traffic Records Coordinating Committee	Agency	Name	Email Address	Contact Number
Traffic Records Coordinator	Virgin Islands Office of Highway Safety	Khalifa Antoine	khalifa.antoine@vipd.vi.gov	340-772-3025 Ext. 6124
Director/ Motor Carrier Safety Assistance Program Coordinator	Virgin Islands Office of Highway Safety	Akil Johnson	akil.johnson@vipd.vi.gov	340-772-3025 Ext. 6125
Occupant Protection Coordinator	Virgin Islands Office of Highway Safety	Leslie Dickenson	lsdickenson.vipd@gmail.com	340-772-3025 Ext. 6122
Chief Information Security Officer	Virgin Islands Superior Court-IT Court Systems	Travis Dolcar	travis.dolcar@visuperiorcourt.org	340-713-6629
GIS Coordinator/Street Addressing Initiative Project Manager	Office of the Lieutenant Governor	Christopher L. George	chris.george@go.vi.gov	340-776-8505 Ex.4321 /340-344-9143
Director of Strategic Management	Virgin Islands Supreme Court	Kevin Williams	kevin.williams@visuperiorcourt.org	
Chief Information Technology Officer	Virgin Islands Superior Court-IT Court Systems	Herman Hart	herman.hart@visuperiorcourt.org	340-774-6680
Motor Carrier Safety Assistance Commander	Virgin Islands Police Department Safety Grantee	Captain Rosalyn Jarvis	rosalyn.jarvis@vipd.vi.gov	340-774-3214 340-244-6101
Director Driver & Vehicle Systems	Director Bureau of Motor Vehicles	Lawrence Olive	lawrence.olive@bmv.vi.gov	340-713-4268/340-774-4268/340-776-6262
Traffic Commander/Motor Carrier Safety Commander	Virgin Islands Police Department	Joseph Platt	joseph.platt@vipd.vi.gov	340-778-9757/ 340-277-3390
EMS	EMT Health/EMS Division	Iotha Prince	iotha.prince@doh.vi.gov	340-718-1311 Ext.3858
Acting MIS Administrator IT-BMV Systems	Bureau of Motor Vehicles	Mireille Smith	mireille.smith@bmv.vi.gov	340-713-4268
EMS Territorial Coordinator-St. Croix District	Health/EMS Division	David Sweeney	david.sweeney@doh.vi.gov	340-713-1311/340-690-6213/340-201-1810
Acting MIS Director	Virgin Islands Police Department IT-VIPD Systems	Kishauna Tweede	kishauna.tweede@vipd.vi.gov	340-774-2211/ 340-201-8900
Motorcycle Coordinator	Bureau of Motor Vehicles	Winsbert Victor	winsbert.victor@bmv.vi.gov	340-713-4268
Sergeant	Virgin Islands Police Department	Arthur Joseph	arthur.joseph@vipd.vi.gov	340-277-1970
GIS Analyst	Lieutenant Governor Office	Kitwana Rhymer	Kitwana.rhymer@lgo.vi.gov	340-998-7870

Trainings/Conferences will aid in the following:

- ✚ Understanding the value of the six data components; six performance metrics
- ✚ Effectively identifying performance measures and monitoring progress
- ✚ Identifying the benefits of data integration within and between components of the traffic records system
- ✚ Obtaining analysis of data through research collaboration involving data accessibility

Cost will include: Registration fees; airfare; meals; lodging; and other related expenses.

Trainings and conferences attended participation will be determined by TR Coordinator and VIOHS Director.

Budget: \$90,000.00

Traffic Records Coordinating Data Enhancement Training

Project Number	Agency	Amount	Source
18-TRM-405c	VIOHS	\$90,000.00.00	405c
Total		\$90,000.00.00	

Project Title: Virgin Islands Emergency Medical Services (VIEMS)

Project Number: 18 – VIEMS – 408

Funding Source: 408

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Based on the Traffic Records Program Assessment Advisory section 3-F, page 87, the VIOHS will continue to provide funding the Virgin Islands Department of Human Services Emergency Medical Services Division. Virgin Islands Emergency Medical Service (VIEMS) is the only medical emergency service agency authorized to provide pre-hospital emergency medical care. Its mission is to provide optimum emergency care to all the people of the territory. Additionally, the Virgin Islands Emergency Medical Services 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 everyone within the Virgin Islands.

VIEMS had ambulance stations on St. Thomas, St. Croix, and St. John and in 2014, VIEMS had approximately 7,813 patient care encounters of which approximately and eight hundred and thirty-nine (839) were traffic related. VIEMS goals are:

- ✚ Improve the quality of EMS in the territory;
- ✚ Improve the quality of EMS education;
- ✚ Develop an efficient EMS system;
- ✚ Develop a data collection and distribute information to stakeholders; and
- ✚ Create strong community involvement

Project funds will be used to further increase the upload of Patient Care Reporting System from EMS personnel while continuing to improve the accuracy of the information captured. This project will support continued training for EMS personnel, enhancement software and connectivity to ensure that the system allows for the efficient and timely entry of data and the data is then easily extracted and exported to relevant stakeholders (Department of Health, VIPD, Attorney General) when necessary.

Ideally, the injury surveillance system tracks the frequency, severity, and nature of injuries sustained in motor vehicle crashes; enables the integration of injury data with the crash data; and makes this information available for analysis that supports research, prevention, problem identification, policy-level decision-making, and efficient resource allocation (Traffic Records Program Assessment Advisory).

Budget: \$80,000.00

Virgin Islands Emergency Medical Services (VIEMS)

Project Number	Agency	Amount	Source
18 – VIEMS – 408	VIOHS	\$80,000.00	408
Total		\$80,000.00	

Project Title: E-Citation Project
Project Number: 18 – ECITE – 408
Funding Source: 408

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: The E-Citation project has been a struggle of VIOHS for several years as it pertains to the rollout of the program and the utilization of funding. Aggressive efforts were made during Fiscal Year 2017. We are now in the process of selecting a vendor to carry out the e-citations. The current paper system for traffic tickets hinders the region from possessing complete, true, and accurate citation data needed for the improvement of traffic records data. In Fiscal Year 2018, the implementation stage will commence with the purchasing of equipment to include: printers, scanners, mobile computer terminals, RMS query access, mobile forms, AVL Support/Transmission, Mobile Software using MapPoint Maps, State Accident/Crash Report, Pocket ticket writer solution, and MCT training once the vendor is selected. The startup cost of this project is expected to be roughly \$250,000.00.

The TRCC strategic plan addresses the adoption and integration of new technology at the project level to ensure timely, accurate, and complete traffic safety data, which—in turn—provides the better-quality data required for more complex analyses. The application of new technology in all operational phases (data collection, interface, processing, retrieval, integration, and analysis) should be continuously reviewed and assessed (Traffic Records

E-Citation Project

Project Number	Agency	Amount	Source
18 – ECITE – 408	VIOHS	\$250,000.00	408
Total		\$250,000.00	

Program Assessment Advisory).

Project Title: BMV – Barcode Implementation

Project Number: 18 – TRBAR – 408

Funding Source: 408

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: VIOHS will work with VI Bureau of Motor vehicle in the enhancement of their Vehicle Registration and Title (VREG) system through the implementation of a PDF Barcode capability to enhance data sharing and security. This information will have connectivity to the Office of Highway Safety’s electronic citation project and will also be used by law enforcement officers as the information would automatically be populated by the electronic ticket, minimizing human error, and improving the accuracy of crash and citation records.

Vehicle information includes identification and ownership data for vehicles registered in the State and out-of-State vehicles involved in crashes within the State’s boundaries. Information

on vehicle make, model, year of manufacture, body type, and adverse vehicle history is maintained to produce the data needed to support safety programs (Traffic Records Program Assessment Advisory).

BMV - Barcode Implementation

Project Number	Agency	Amount	Source
18 - TRBAR - 408	VIOHS	\$25,000.00	408
Total		\$25,000.00	

Budget: \$25,000.00

Motorcycle Safety

Overview

Motorcycles are becoming more common on the roads. From 2012-2016, the number of motorcycle fatalities continued to fluctuate. Inadvertently, the percentage of total crashes involving motorcycles continued to steadily rise from 2013-2016 although it is a significant decrease from the 2012 amount. Because of their size, motorcycles can easily be hidden in blind spots and overlooked by other drivers.



Therefore, it is imperative for the VIOHS and their partners to continue improving the safety of motorcyclists to be an important priority for the VI Highway Safety program. Because motorcycles share the road with much larger vehicles, a combination of programs that focus on improving the driving skills of motorcycle operators, promote the use of protective gear. The use of protective gear that meet the required standards will raise awareness of safe driving practices among both motorcyclists and other motorists and ultimately improve safety. The VIOHS, the VI Bureau of Motor Vehicles, and other external partners will work to coordinate multiple components developing a comprehensive Motorcycle Safety program.

Resources will be put together to improve motorcycle safety by several local and private sectors. While a dollar amount can only be estimated for each of the partners, they will all be involved in reducing motorcycle crashes, fatalities and injuries.

The VIOHS through the VIPD will provide education and endorsement for motorcycling licenses, the program will offer training in riding techniques and discuss safety topics. The curriculum will be contracted by the Bureau of Motor Vehicles to promote an effective environment.

Performance Targets

- ✚ To decrease motorcyclists fatalities by thirty-three percent (33%) from 2012-2016 five (5) year moving average of three (3) to two (2) by December 31, 2018.
- ✚ To maintain the un-helmeted motorcyclist fatalities from 2012-2016 five (5) year moving average of zero (0) through December 31, 2018.

Performance Goals/Targets



Utilizing a data-driven approach, the Virgin Islands have identified a comprehensive set of strategies that collectively will enable the territory to reach the performance targets for Motorcycle Safety program. For each strategy, a reference to the supporting research or other justification is provided.

Projects Strategies

In FY 2018, the Motorcycle Safety Awareness & Education Program (MSEAP) will promote a territory-wide availability of rider education programs and increase the number of riders that has motorcycle endorsements. The BMV will contract with the Motorcycle Safety Foundation (MSF), a national leader in motorcycle safety and education, to deliver to the MSF Basic Rider Course throughout the Territory.

In turn, this course implementation will have a Train-the-Trainer component to maintain the quality of the instructor cadre in terms of skills and knowledge in the Territory. To maintain a high-quality program, the Virgin Islands will use a variety of outreach modes to improve the availability of training for drivers.

Communications and Outreach

Educating Motorists to Share the Road with Motorcycles

Efforts that raise awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will continue to be supported. These efforts include the Territory's participation in the national initiative recognizing May as Motorcycle Safety Awareness month, the use of variable messages signs promoting motorcycle safety and public awareness campaigns and public information and education (PI &E) materials that promote the Share the Road message. Participation in community fairs and outreach activities will be attended by the program.

Focused Awareness of Motorcycles

Efforts to promote motorcycle safety, awareness and rider education aimed at a variety of motorist and motorcyclist audiences will continue to be considered for funding. Examples of activities include attendance at auto shows, fairs and other public events; presentation to driver education classes. Presentations of the Motorcycle Safety Awareness and Education Program's "Intersection Kits" to include brochures, handouts and schematics to target audiences will continue to be supported.

Public Information and Education for Motorcyclists

PI & E activities and the development and distribution of materials that increase awareness and educate motorcyclists on safe motorcycle operation will be considered for funding. Examples of topics for educating motorcyclists are the importance of using proper safety equipment, including compliant motorcycle helmets; wearing clothing that provides both protection and conspicuity; the long-term consequences of injuries from motorcycle crashes; and the risks of driving impaired by alcohol or drugs, speeding and other dangerous behaviors.

Strategies to Improve Motorcycle Safety

The most important demonstrable objectives for improving motorcycle safety are to increase helmet use, reduce alcohol-impaired motorcycle riding, increase proper licensing, and promote lifelong learning through the completion of rider training courses. These objectives are all difficult to accomplish. Universal helmet laws are extremely effective in assuring that virtually all motorcycle riders use helmets, but they also are politically difficult to enact and retain. Strategies using only communications and outreach to promote helmet use, reduce impaired motorcycling, and increase licensing appear to have been no more successful with motorcycle riders than with other drivers.

Project Strategies

Project Title: Motorcycle Safety Awareness & Education Program

Project Number: 18-MSAEP-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Based on Alcohol-Impaired Motorcyclists: Communications and Outreach pp5-16 and Motorcycle Rider Training, pp5-21 and 5-22 in Countermeasures that Work, 8th Edition, 2015. A program, "Riders Helping Riders," targets the expressed willingness of some motorcycle riders to help other riders by encouraging them to intervene to prevent other motorcycle riders from riding, impaired and to create a stronger safety culture among motorcyclists. This program is based on the beliefs and attitudes of riders from focus group research (McKnight & Becker 2007a, 2007b; McKnight, Becker, & Tippetts, 2008), and is available on a CD for individual and group use. The material was pilot-tested in Georgia. Riders' attitudes and intentions toward intervening seemed to improve based on surveys taken before and immediately after training. Longer-term evidence of attitude change, interventions carried out, or definitive safety effects from behavioral changes will require exposure to large numbers of riders and longer follow-up of crashes (McKnight et al., 2008; McKnight, Becker, & Tippetts, 2008).

The National Agenda for Motorcycle Safety (NAMS) encourages training (NHTSA, 2000a). NHTSA's Motorcycle Safety Program Plan recommends that States conduct frequent and timely education and training at sites that are accessible throughout the State (NHTSA, 2006b). NCHRP (2008, Strategy C2) further recommends that States evaluate crash experience, compare data and crash scenarios with training and licensing practices, and adjust as needed to ensure they are effectively targeting crash problems. This effort requires cooperation on the part of multiple agencies, including those responsible for collecting and analyzing crash data and responsible for training and licensing.

The VI BMV will offer training for untrained licensed riders, newly licensed riders and returned riders who desire additional training. After completing this program, riders will be better able to avoid crashes, thereby reducing motorcyclist fatalities and serious injuries. Additionally, the program will concentrate efforts on safety education, enforcement, and community outreach to align with the National Highway Safety Administration’s *Countermeasures That Works* involving motorcycle safety. Riders will be educated on safety gears, motorcycle rider licensing and training and impairment.

Cost includes:

- + Contract for Curriculum
- + Instructor Fees
- + Train-the-Trainer Module
- + Curriculum
- + Materials and Supplies
- + Other Program Related costs

Budget: \$100,000.00

Motorcycle Safety Awareness & Education Program			
Project Number	Agency	Amount	Source
18 – MSEAP – 402	VIOHS	\$100,000.00	402
Total		\$100,000.00	

Media Campaign

Program Overview

With the purpose of distributing traffic safety messages and the traffic laws, citizens must abide to reduce traffic crash fatalities and injuries, the VIOHS will establish and carry out media campaigns throughout Fiscal Year 2018. These campaigns are detailed in a communications strategic plan, which is developed solely through the identification of traffic safety problems and analysis of relevant data to identify target audience and best strategies to carry the message.

In addition, VIOHS will be responsible for the execution of surveys that aim specific behaviors among vehicle occupants to evidence the strengths and weaknesses of traffic safety media campaigns. This will be done through the hiring of a consulting group with the required expertise in these statistical surveys and following all established guidelines.

Focus

- ✚ Data analysis per each educational program will determine our problem ID
- ✚ Identify target audiences
- ✚ Define goal and objectives
- ✚ Implement strategic communications plan
- ✚ Evaluation - surveys conducted for specific program areas will evaluate effectiveness of campaigns

Strategies

- ✚ Frequency of messages
- ✚ Strategic exposure on social media networks
- ✚ Focus on target audience
- ✚ Innovative marketing strategies to communicate traffic safety messages
- ✚ Increase interaction with the public through traditional media and social networks
- ✚ Generate paid and earned media for traffic safety initiatives and programs.
- ✚ Support enforcement campaigns during this FY17; Alcohol Crackdown, CIOT, Distractive driving and Speeding.

The VIOHS will propose to use social media networks as a source to engage the target audience. As part of campaign strategic messages, new updates and upcoming activities are posted on Facebook, and YouTube, and the Government of the Virgin Islands website. This will help to integrate educational tools for sub-grantees, agencies and general public to access information and statistics of traffic safety in the US Virgin Islands

Through the development of RFPs, contractors will be hired to assist the VI Office of

Highway Safety by creating and developing public awareness campaigns, the production of videos, audio, print, graphic materials and digital productions. Also, supporting media buy plans, press releases and articles and other efforts. They would also assist in media monitoring public affairs and news related to traffic safety. Photography and Video Services provided will be uploaded to owned social media and to provide to traditional media. The Territory will develop partnerships to raise awareness of important traffic safety issues.

Performance Goals

- ✚ Achieve that the Target Market adopts the road safety message and incorporates it as part of their lifestyle.
- ✚ Increase recognition of the VIOHS educational messages by program area and its target market.
- ✚ Obtain an effective positive change in attitudes toward traffic safety.
- ✚ Develop Earned Media: TV and Radio bonus spots, Editorials in Newspapers, Magazines, other printed media, and exposure through TV, radio interviews and more engagement with publics on social media.

Projects Strategies

In general project strategies, will handle funds for advertising production, maintenance, updating and optimization of digital platforms, paid media plans, communications consultant, media monitoring, news recording and broadcasting, and photography and videography services, among others.

Project Title: Impaired Driving Media Campaign

Project Number: 18-IDMC-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Mass media campaign consists of intense communications and outreach activities regarding alcohol impaired driving using radio, television, and print, among others. As a deterrent and prevention countermeasure, alcohol impaired driving enforcement efforts will be executed by the VIPD during high alcohol consumption periods year-round through awareness media campaigns based on target audience, market island level, and frequency of message exposure. This strategy is based on Countermeasures that Work 2015, Chapter 1, Alcohol- and Drug-Impaired Driving, Section 5.2, Page 49, Mass Media Campaign.

Budget: \$50,000.00

Impaired Driving Media Campaign

Project Number	Agency	Amount	Source
18-IDMC-402	VIPD	\$50,000.00	402
Total		\$50,000.00	

Project Title: Youth Impaired Driving Media Campaign

Project Number: 18-YIMPD-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Plan includes efforts aimed at Young Alcohol Impaired Drivers to motivate youth not to drink and drive, and not to ride with a driver who has been drinking and promote the use of designated drivers in mass events that bring in large numbers of youngsters, with the finality of reducing alcohol related fatalities among young people. This strategy is based on Countermeasures that Work 2015, Chapter 1, Alcohol- and Drug-Impaired Driving, Section 6.5, Page 65, Youth Programs.

Budget: \$50,000.00

Youth Impaired Driving Media Campaign

Project Number	Agency	Amount	Source
18-YIMPD-402	VIOHS	\$50,000.00	402
Total		\$50,000.00	

Project Title: Speed, Aggressive and Distracted Driving Media Campaign

Project Number: -12-03change based on the VI Office of Management and Budget)

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Plan consists of extensive communications campaign to support enforcement efforts executed by the VIPD. Campaign's primary objective will be to provide motorists with the benefits of driving safe and that detection and punishment for speeding, aggressive and distracted driving are very likely. Media campaign will be based on target audience, market island level, and frequency of message exposure. This strategy is based on Countermeasures that Work 2015, Chapter 3, Speeding and Speed Management, Section

4.1, Page 38, Communications and Outreach Supporting Enforcement; and Chapter 4, Distracted and Drowsy Driving, Section 2.2, Page 20, Communications and Outreach on Distracted Driving.

Budget: \$100,000.00

Speed, Aggressive and Distracted Driving Media Campaign

Project Number	Agency	Amount	Source
18-SADDMC-402	VIPD	*\$100,000.00	402
Total		*\$100,000.00	

* Speed & Aggressive Driving Campaign: \$50,000.00; Distracted Driving Campaign: \$50,000.00

Project Title: Occupant Protection Media Campaign

Project Number: 18-OPMC-B405

Funding Source: 405B

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Plan consists of an extensive communications campaign to support CIOT enforcement efforts executed by the VIPD through the use of paid advertising. This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belts and Child Restraint, Section 3.1, Page 18, Communications and Outreach Supporting Enforcement.

Budget: \$50,000.00

Occupant Protection Media Campaign

Project Number	Agency	Amount	Source
18-OPMC-B405	VIPD	\$50,000.00	405B
Total		\$50,000.00	

Project Title: Non-Occupant Protection Media Campaign

Project Number: 18-NOPMC-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Plan includes efforts to reduce pedestrian and cyclist fatalities promoting safety rules and regulations on mass events, and to increase awareness on safety in school zones and high incidence areas identified. This strategy is based on Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety, VI. Public Information and Education.

Budget: \$50,000.00

Non-Occupant Protection Media Campaign

Project Number	Agency	Amount	Source
18-NOPMC-402	VIPD	\$50,000.00	402
Total		\$50,000.00	

Project Title: Motorcycle Safety Media Campaign

Project Number: 18-MSMC-402

Funding Source: 402

MOE Amount: To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

Indirect Cost Rate: 16.79% (Subject to change based on the VI Office of Management and Budget)

Description: Plan will raise awareness on motorcycle safety by promoting safety rules and regulations through mass events, and awareness and education through media campaigns based on our target audience, market island level, and frequency in exposing the message. This strategy is based on Countermeasures that Work 2015, Chapter 5, Motorcycles, Section 4, Page 23, Communications and Outreach.

Budget: \$50,000.00

Motorcycle Safety Media Campaign

Project Number	Agency	Amount	Source
18-MSMC-402	VIPD	\$50,000.00	402
Total		\$50,000.00	

402 Additional Projects

402 Innovative Projects in Highway Safety

Proposed Budget: \$ 169,130.00

Expected Funds: §402- \$169,130.00

One of the greatest challenges that the VIOHS has faced over the past seven (7) years is the ability to expand programs to external partners. Several corrective actions will begin during the first quarter of the 2018 Fiscal Year. As such, the VIOHS will begin an aggressive recruiting effort of marketing the goals and objectives of the VIOHS and the availability of funding for interested organizations. Hence, funds from this section will be able to supply programs as we continue to grow our sub-granted participants and partners. These projects are intended to increase awareness and understanding of safety issues related to vulnerable road users. This will in-turn help to reduce territory-wide injuries by supporting programs in the community that address traffic safety issues.

405c Additional Projects

405c Innovative Projects in Highway Safety

Proposed Budget: \$226,260.00

Carryforward Funds: §405c- \$92,260.00

2018 Expected Funds: §405c- \$134,000.00

The USVI Government continues to lack the technology of exchanging information between agencies. There are improvements needed to augment a timely, accurate, complete, uniform and integrated system. With the current Report Beam data system, the VIOHS have received numerous requests from outside governmental agencies for data. Through these innovative projects, the VIOHS can expand its efforts by providing additional users with access to the system and its related components.

408 Additional Projects

408 Innovative Projects in Highway Safety

Proposed Budget: \$1,285,256.00

Carryforward Funds: §408- \$1,285,256.00

Under these projects, the VIOHS will continue to seek stakeholders and/or external partners to carry out the VIOHS goals. This funding will help to develop effective programs that will improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of safety data to identify priorities and evaluate the efforts to make improvements. These projects will aid in improving the compatibility and interoperability of local and federal court systems. Universities and other sub-grantees would come on-board to conduct data analysis, through the application of statistical methods.

FY 2018 US Virgin Islands Performance Report

Core Outcome Measures		2013-2017 Performance Target	Status as of June 30, 2017	Comments
C-1	Traffic Fatalities Decrease traffic fatalities (vehicles) by nine percent (9%) from 2011-2015 with a five year moving average of eleven (11) to ten (10) by December 31, 2017.	10	8	Territory is on target for achieving goal.
C-2	Serious Injuries in Traffic Crashes Decrease serious traffic injuries by eight percent (8%) from 2011-2015 five (5) year moving average of thirteen (13) to twelve (12) by December 31, 2017.	12	4	Territory is on target for achieving goal.
C-3	Fatalities/VMT This does not apply to the Territory.	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions Decrease unrestrained passenger vehicle occupant fatalities in all seating positions by thirty-three (33%) from 2011-2015. Five year moving average of three (3) to two (2) by December 31, 2017.	2	4	Targeted goal was surpassed. Goal will not be met.
C-5	Alcohol-Impaired Driving Fatalities Decrease Alcohol-Impaired driving fatalities by fifty percent (50%) from 2011-2015 five (5) year moving average of two (2) to one (1) by December 31, 2017.	1	1	Territory is on target for achieving goal.
C-6	Speeding- Related Fatalities Decrease speeding-related fatalities by twenty-five percent (25%) from 2011-2015 five (5) year moving average of four (4) to three (3) by December 31, 2017.	3	0	Territory is on target for achieving goal.
C-7	Motorcyclist Fatalities Decrease motorcyclists fatalities by thirty-three percent (33%) from 2011-2015 five (5) year moving average of three (3) to two (2) by December 31, 2017.	2	1	Territory is on target for achieving goal.
C-8	Unhelmeted Motorcyclist Fatalities Maintain the unhelmeted motorcyclist fatalities from 2011-2015 five (5) year moving average of zero (0) through December 31, 2017.	0	0	Territory is on target for achieving goal.
C-9	Drivers Age 20 or Younger in Fatal Crashes Decrease by one-hundred percent (100%) drivers age 20 or younger involved in fatal crashes from the 2011-2015 five (5) year moving average of one (1) to zero (0) by December 31, 2017.	0	0	Territory is on target for achieving goal.
C-10	Pedestrian Fatalities Decrease pedestrian fatalities by thirty-three percent (33%) from 2011-2015 five (5) year moving average of three (3) to two (2) by December 31, 2017.	2	1	Territory is on target for achieving goal.
C-11	Bicyclist Fatalities Maintain the bicyclist fatalities from 2011-2015 five (5) year moving average of zero (0) through December 31, 2017.	0	0	Territory is on target for achieving goal.
B-1	Observed Seat Belt use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase territory-wide observed seatbelt use of front seat outboard occupants in passenger by two (2) percentage points from the 82.7 percent to 84% percent from the 2011-2015 five (5) year moving average of 77.5%.	84.0%	Pending	Survey results have not been completed.

CARRY FORWARD FUNDS		
FISCAL YEAR 2018- CARRY FORWARD (§402)		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
TOTAL §402		2,003,588.28
FISCAL YEAR 2018- CARRY FORWARD (§406)		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
TOTAL §406		\$ 174,658.76
FISCAL YEAR 2018 - CARRY FORWARD (§408)		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
TOTAL §408		\$ 1,640,256.25
FISCAL YEAR 2018 - CARRY FORWARD (§MAP-21 405(b) & 405 (c))		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
TOTAL §MAP-21 405(b) & 405 (c)		\$ 795,472.30
FISCAL YEAR 2018 - CARRY FORWARD (FAST Act NHTSA 402)		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
TOTAL §FAST Act NHTSA 402		\$ 345,482.89
TOTAL CARRIED FORWARD AS OF 07/03/2017		\$ 4,959,458.48

Project List

Project Name	Funding Source §	Area	Amount	2018 Expected Funds	FAST Act NHTSA 402
Impaired Driving Overtime Enforcement (St. Croix)	402	AL	\$110,000.00		
Impaired Driving Overtime Enforcement (St. Thomas)	402	AL	\$110,000.00		
Impaired Driving Enforcement Program (VI)	402	AL	\$25,000.00		
Impaired Driving Management	402	AL	\$160,000.00		
Impaired Driving Media Survey	402	AL	\$8,000.00		
St. Croix Mission Outreach DUI Offenders	402	AL	\$50,000.00		
Impaired Driving Program Training	402	AL	\$150,000.00		
Impaired Driving Youth Awareness Program (SIDNE)	402	AL	\$10,000.00		
Law Enforcement Liasion	402	P & A	\$50,000.00		
Police Traffic Services Equipment	402	PTS	\$360,930.00	\$415,870.00	
Police Traffic Services Inclusive Enforcement Activities	402	PTS	\$180,000.00		
Plannning and Administration	402	P & A	\$200,000.00		
Occupant Protection Enforcement (St. Thomas)	402	OP	\$174,658.00		
Motorcycle Safety Awareness & Education Program	402	MC	\$100,000.00		
Impaired Driving Media Campaign	402	AL	\$50,000.00		
Youth Impaired Driving Media Campaign	402	AL	\$50,000.00		
Speed, Aggressive and Distracted Driving Media Campaign	402	PTS	\$50,000.00		
Non-Occupant Protection Media Campaign	402	OP	\$50,000.00		
Motorcycle Safety Media Campaign	402	MC	\$50,000.00		
402 Innovative Projects in Highway Safety	402		0	\$169,130.00	
Fast Act NHTSA 402 Innovative Projects in Highway Safety	402		0		\$345,482.00
Occupant Protection Enforcement (St. Croix)	406	OP	\$174,658.00		
E-Citation Project	408	TR	\$250,000.00		
BMV-Barcode Implementation	408	TR	\$25,000.00		
Virgin Islands Emergency Medical Services (VIEMS)	408	TR	\$80,000.00		
408 Innovative Projects in Highway Safety	408		\$1,285,256.00		
Occupant Protection Management	§MAP-21 405 (B)	OP	\$137,712.00		
Occupant Protection Seat Belt Survey	§MAP-21 405 (B)	OP	\$60,000.00		
Child Passenger Safety Training	§MAP-21 405 (B)	OP	\$70,000.00		
Occupant Protection Task Force	§MAP-21 405 (B)	OP	\$70,000.00		
Occupant Protection Summit USVI	§MAP-21 405 (B)	OP	\$75,500.00		
Child Passenger Safety	§MAP-21 405 (B)	OP	0	\$176,000.00	
Occupant Protection Media Campaign	§MAP-21 405 (B)	OP	\$50,000.00		
Traffic Records Management	§MAP-21 405 (C)	TR	\$150,000.00		
Traffic Records Coordinating Data Enhancement Training	§MAP-21 405 (C)	TR	\$90,000.00		
405 (C) Innovative Projects in Highway Safety	§MAP-21 405 (C)		\$92,260.00	\$134,000.00	
TOTAL CARRY FORWARD FUNDS			\$ 4,959,458.48		
TOTAL §402			\$ 2,287,904.00		
TOTAL §406			\$ 174,658.76		
TOTAL §408			\$ 1,285,256.00		
TOTAL §MAP-21 405(b) & 405 (c)			\$ 795,472.00		
TOTAL §FAST Act NHTSA 402			\$345,482.00		
TOTAL 2018 §402 EXPECTED FUNDS			\$ 585,000.00		
TOTAL 2018 §MAP-21 405 (b)EXPECTED FUNDS			\$ 176,000.00		
TOTAL 2018 §MAP-21 405 (c)EXPECTED FUNDS			\$ 134,000.00		
TOTAL 2018 §FAST Act NHTSA 402					
TOTAL FUNDING FOR FY2018			\$ 5,854,458.48	\$895,000.00	\$345,482.00

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: U.S. Virgin Islands

Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrc.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRG.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- o Taking appropriate personnel action against such an employee, up to and including termination.
 - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

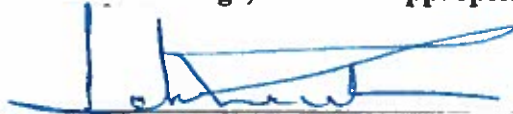
The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

June 30, 2017

Date

Delroy Richards, Sr.

Printed name of Governor's Representative for Highway Safety